



SEMAPHORE



June 2017

The next meeting of LIST will be on **Friday, June 16th at 8:00pm** at the Christ Episcopal Church, South Carll Avenue and Prospect Street, Babylon, New York.

THIS MONTH:

Alan Mark will present pictures of various-club trips-NY& Atlantic, BRT, circus train plus Hell gate movie, Lake George and his Seattle to Canada trip

THIS WILL BE THE LAST MEETING UNTIL SEPTEMBER!

IN THIS ISSUE:

Page 2	LIST Order Form
Page 3	LIST Happenings
Page 4	LIRR News
Page 5	Long Island Rail Road Modeler
Page 6, 7 & 8	Stack Talk
Page 9	What's in a Name, or Number?

For regular updates and other important information, visit the Chapter website at:

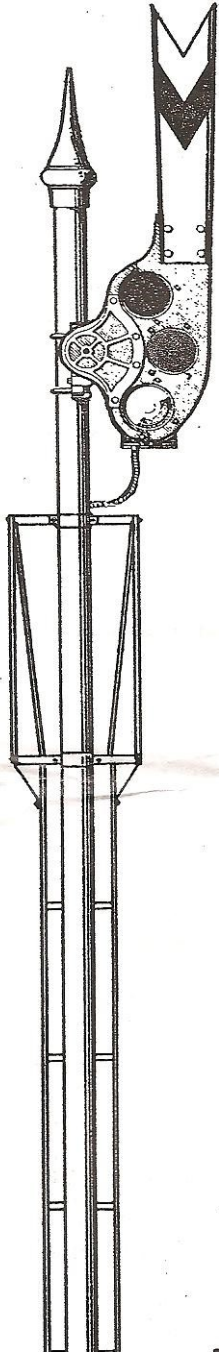
LIST-NRHS.org

The Chapter mailing address is:

LIST—NRHS

P O Box 507

Babylon, New York 11702-0507



THE PUBLICATION OF THE
LONG ISLAND-SUNRISE TRAIL CHAPTER
OF THE
NATIONAL RAILWAY HISTORICAL SOCIETY





The following price list is for LIST members only!



# _____ 2017 LIRR Calendar	@\$5 each Total _____
# _____ The LIRR Co. A Hist. 1834-1965 by Bob Sturm	@\$38 each Total _____
# _____ From a Nickel to a Token by A. Sparberg	@ \$25 each Total _____
# _____ Shortline RR's of LI by LIST	@\$27 each Total _____
# _____ Steel Road Nostalgia, Vol. 1 the Northeast	@\$32 each Total _____
# _____ Steel Road Nostalgia, Vol.2 the Northeast	@\$32 each Total _____
# _____ Jamaica Station by Dave Morrison	@ \$18 each Total _____
# _____ Sunnyside Yard+Hell Gate Bridge- D. Morrison	@\$18 each Total _____
# _____ LIRR 175 th Anniversary 60 page book	@\$5 each Total _____
# _____ LIRR Stations by Dave Morrison	@\$18 each Total _____
# _____ LIRR Port Jefferson Branch by D. Morrison	@\$18 each Total _____
# _____ The Long Island Rail Road, in color Vol. 1	@\$48 each Total _____
# _____ The Long Island Rail Road, In Color Vol. 2	@\$48 each Total _____
# _____ The Long Island Rail Road, In Color Vol. 3	@\$48 each Total _____
# _____ The Long Island Rail Road, In Color Vol. 4	@\$48 each Total _____
# _____ The LIRR, In Color Power 1952-2015	@\$48 each Total _____
# _____ The Cast Iron Eagles of Grand Central	@\$3 each Total _____
# _____ The LIRR Part Seven by V. Seyfried	@\$50 each Total _____
# _____ The Rockaway Trolley by V. Seyfried	@\$50 each Total _____
# _____ Victorian Stations of the LIRR by Ron Ziel	@\$30 each Total _____

Shipping for 1 of the books or calendar, \$3.50.

Shipping for extra books, please call or e mail Steve Quigley for the shipping cost.

NY State Residents, please add 8.625% tax to the total of the merchandise PLUS the shipping]

*****NY RESIDENTS, THE COST OF THE CALENDAR IS \$12.49*****

The Long Island Sunrise Trail Chapter of the National Railway Historical Society is a non-profit 501c3 Educational Organization. The Chapter was founded in 1966 to serve the Long Island area. The SEMAPHORE is the official publication of the Chapter. Articles appearing herein do not necessarily express the attitude of the Chapter or the NRHS. Please address all correspondence and membership inquiries to: LIST-NRHS, PO Box 507, Babylon, New York 11702-0507

Stephen F. Quigley, President

Steven R. Torborg, Editor

List Happenings by Steve Quigley

This is the last edition of the Semaphore until September. As usual we do not have meetings in July and August. We will resume both in September.

I hope you all have an enjoyable summer of rail fanning!

Chapter elections will be taking place at the June meeting. The present slate of board members is as follows. Robert Cecere, Ken Katta, Al Johnson, Steven Rappaport and Frank Spada. [Steven R. is our Secretary] Alan Mark is our Treasurer, Robert Myers is our Vice-President and Stephen Quigley is the President.

Thanks to Chapter member John Kilbride who arranged it, on June 10th our Chapter sponsored a tour of the LIRR/Amtrak PSCC. In addition, we had a docent led tour of the High Line afterwards. I will tell you more about that day in the September edition of the Semaphore.

Last call for photos of the LIRR from any era for the 2018 calendar. If you send me them via e mail, please make sure they are crisp and clear. However, we are looking for very old LIRR photos also and they may not be as clear as the photos of today but send them to me anyway. You will be given appropriate credit.

WE ARE WORKING ON THE PHOTOS FOR THE 2018 CALENDAR NOW SO SUBMIT THEM TODAY!

I am looking for photos of the LIRR from many years ago as well as photos of the last Ringling Bros. Circus train that recently was in Uniondale.

[My wife and I attended the circus in Uniondale last month and it was very enjoyable. It is a shame it is no longer!]

Neil Moran has retired from writing his "Stack Talk" column. His column in this edition of the Semaphore is his last. He has written his column for close to 20 years and we have been fortunate to be a recipient of his information regarding steam action around the world. Many thanks to Neal for the information he has provided through the years about steam locomotives and railroads.

If you wish to write an article for the Semaphore, just let me know and I am sure that we will be able to print it [sooner or later]. My e mail address is csquigley@optonline.net and my telephone # is **631-487-4766**. Please email your articles.



Dave Morrison is seeking a photograph(s) of the Old Country Road grade crossing in Mineola (the former branch that used to run from Mineola to Hempstead). He is working on a book about the Oyster Bay Branch.

Dave would also like to purchase a print of the 1995 Steve Cryan painting: **HOOPIN' EM UP AT LOCUST**. This painting was the centerfold spread in the Autumn 1995 issue of **The Keystone** magazine. Dave has the magazine but he is desiring to purchase a copy of the print. Steve Cryan is sold out of this print.

If you have either of the above items, you may contact Dave at **516-935-3145**

Dave will be giving a presentation on the history of Long Island Rail Road Stations at the **Mineola Library at 7:00pm on Monday, June 26th**. Admission is open and free.

LIRR NEWS by Steve Quigley

The Ringling Brothers Barnum & Bailey Circus train has come and gone!

The train arrived in Garden City on Wednesday May 10th at approximately 3:00 PM. The entire consist was pulled by 4 LIRR MP-15 AC's and was 56 cars in total which was almost 1 mile long. I witnessed the train at the Franklin Avenue in Garden City RR crossing across from where the old Garden tower was. Traffic was blocked for approximately 20 minutes as the train proceeded at what appeared to be about 10MPH. Several people including myself were taking pictures of the train going by and at the same time, people on the train were waving and taking pictures of the people watching the train. An additional MP-15AC followed the train as a protect engine.

I then drove east to the Clinton Road RR crossing where I saw about 30 people on both sides of the tracks by the old Clinton Road Station. Among several LIST Chapter members at the crossing was a family which appeared to have set up a picnic. At that point, the train was separated into several parts to expedite the unloading of various vehicles and equipment of the circus. Most of the train was east of Clinton Road but part was uncoupled and temporarily left west of Clinton Road.

A piece of American History and even more so a part of Americana has come and gone. We on Long Island were fortunate to have seen the Ringling Brothers Barnum & Bailey Circus for the last time and to have witnessed the Long Island Rail Road and its people assist the circus in coming to and departing from the Nassau Coliseum in Uniondale. The Nassau Coliseum was the last and final stop of the circus.

Regretfully, as I saw the train go by, one of the cars had a "For Sale" sign in one of the windows.

If you have pictures of the train that you would like to share with others, please email them to me and I will have them posted on our web-site.



On May 22, the LIRR introduces a new weekday morning train bound for the North Fork and timed with Long Island anglers in mind. The new "Fisherman's Train" will depart Ronkonkoma at 3:49 AM and run non-stop to Greenport, arriving at 5:04 AM. The Fisherman's Train is a special summer service enhancement, the result of ongoing discussions between the Railroad and East End communities about how best to improve train service in eastern Suffolk County, where the charter fishing season is well underway.

THE LIRR MODELER by Mike Boland

This Month's Feature:

A HEAVYWEIGHT PARLOR-LOUNGE CAR YOU CAN MODEL: LIRR #2036 ONEIDA CLUB (EX-PRR WESTDALE) PART 9

Let me spend a little more time on getting on the underbody and then the rest of the car. The mounted underbody parts take time to be removed, as well as the fish-belly underframe, which can be removed with needle-nose pliers and then snapped off. Removal will allow the underbody parts to be added or relocated to their proper places. You'll need double ice-bunkers from NERS or Branchline and you can salvage the parts you took off the car, too. Also, you'll need Cal-Scale AB-301 air brake set. In order to have the underbody parts fit correctly to the car floor, you'll have to chisel and remove some molded lines attached to the underbody details since you don't want these to sit unevenly on the car underfloor.

A careful study of photos reveals that on the car side with the air-conditioning duct roof has a single battery box between the first and second pair of standard sized windows. Beneath the fifth and six pair of standard windows is a double ice-bunker. Filling out the rest of the underbody are other brake components; these are a little difficult to see in the George Votava photos in our possession.

As for the air-conditioning duct, it extends from the first window to the right of the vestibule at the left of the car all the way to the single window to the left of the vestibule door at the right of the car. Use the NERS air-conditioning duct. Since this is not a conventional Pullman car, cut and trim the NERS duct to fit. Do this through trial and error and but careful not to cut the width of the duct too short. You may have to run a few lengths of styrene behind it and glue them to the roof to support the duct and have it sit in place correctly before it is attached. It also includes the "caps" at each end of the duct; trim these, too. Also, each end of the roof has a small vent that sits on the roof not too far from the vestibule. Fashion these from styrene; these are vents probably associated with the bathrooms at each end. Remember that the air-conditioning side has the small pair of windows at the left of the car.

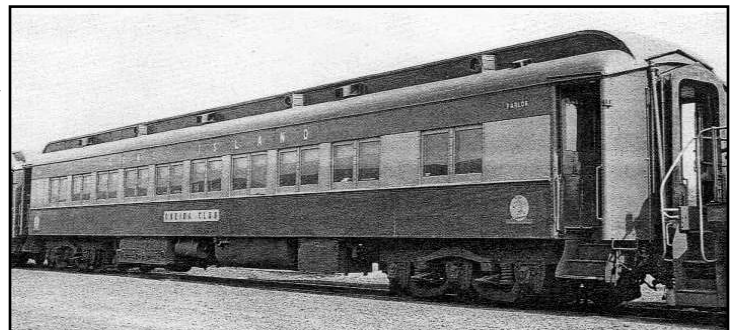
The other side of the car only has vents. From left to right, the roof has two boxlike fans, a Garland vent, another box fan, a Garland vent, a box fan and then a small flat-like vent that sits on the tapered side of the roof. The roof also has drip strips above the diaphragms.

From left to right, the underbody has a double ice bunker, large air tank, APWS water tank and a single battery box.

This car gets the standard LIRR parlor car lettering scheme and its name will have to be individually applied letter by letter. Use GN Sky Blue for the stripe, SP Lark Dark Gray for the body and Brunswick Green for the roof.

I'm holding off on the interior until I get some more information on it, as there were partitions within the car. Have a great summer, happy modeling and I'll return in the fall with P54s, MP54s, more parlor-lounge cars, tugs, carfloats, floatbridges and much more!

And finally, after years and years, I'm starting on my layout...what fun it will be!



Stack Talk by Neil Moran

There are big things happening in the world of steam locomotives. Last month and the coming month of May as well as in month of June, so let's get moving.

UNITED KINGDOM – YORK: Big news out of London. the Tornado locomotive excursion of York to Thurston reached a speed of 100 mph between Dover and New Castle for about a minute. Not since 1968 has a steam locomotive traveled at such a high rate of speed over British Rail in this century. This happened in the early morning hours when the traffic was low. The run was observed by the National Rail and DB Cargo Society. Two veteran crew members were in the cab, Tony Jones and Dave Proctor. The engine driver said after it was an experience he will never forget and he would do it again. The original "Tornado" locomotive back in July 1938 reached the speed of over 128 mph. This locomotive built back in July 1938, was a Mallard type built by Sir Nigel Gresley. Since then no steam locomotive has gone more than 75 mpg on any British mainline. The run was conducted with all the secrecy of a military operation, even the press was not invited. There is talk and only that the Flying Scotsman might be next in line for a chance in line to break the 100-mph speed limit in a test run. Now that would be something to write about. Cheers!

COLORADO – CHEYENNE: Union Pacific's restored steam train No. 844's first trip following a break in run in the Cheyenne Colorado area will take the locomotive through Wyoming, Idaho and Utah in mid to late April. The steam train will also travel to Omaha for the 2017 College World Series and power the Cheyenne Frontier Days Special in July. Recently the steam train in Cheyenne used liquid nitrogen to shrink a valve bushing for the No. 844's steam chest. This area is directly above the large cylinders on both sides of the locomotive... housing the 12-inch diameter piston valves used to distribute high pressure steam to the pistons below. As the new bushing warmed to room temperature. It swelled, fitting precisely into position between the two components. "No. 844 has needed new valve rings for years," said Ed Dickens, Senior Manager Heritage Operations. "We've have had to prioritize and fit that work into overall plan to keep the locomotive in top shape and on the road". During planning of No. 844's ongoing maintenance needs and operating plan, work continues on the restoration of Big Boy, locomotive NO. 4014. The difference between the two locomotives is size... Big Boy is the world's largest steam locomotive... and the number of heavy components the UP-steam team is busy cleaning and rebuilding is astounding. Each day in the steam shop is carefully orchestrated with team members working on many different components simultaneously. While one team works on the new boiler, another is cleaning and building numerous parts. "It's been six decades since the Cheyenne Steam shop has worked on a Big Boy locomotive" said Dickens. "Each day brings a new, but rewarding challenge as we work to bring No. 4014 back to life."

Union Pacific's "Living Legend" No. 844 steam locomotive will travel more than 1,600 miles to make a trip from Cheyenne, Wyoming to Boise, Idaho and back again. The trip will mark the 92nd anniversary of the iconic Boise Depot. The steam locomotive No. 844 was the last of its kind built for the Union Pacific Railroad in 1944. It was a high-speed passenger engine in its glory days. It pulled well known trains like the Overland limited, the Los Angeles Limited, the Pacific Rose and Challenger. It was an inquiry from Eriks Garsvo, a local train expert and historian that helped bring the train to Boise for this special event. "It's a piece of history for sur," he said. Garsvo himself will have the honor of getting on the train and riding it into Boise to open the depot festivities. The event will take place on April 22nd. The locomotives stop in Boise will be part of a community celebration to mark the depots anniversary. The locomotive itself will not be open to the public for visitors can get an up-close look at the historic train.

Stack Talk...continued by Neil Moran

COLORADO – COMO: The South Park Rail Society at Como, Colorado has established “The Como Project,” which is an effort to preserve and restore a segment of the old Denver South Park & Pacific Railway complex in Como. The three main structures in the complex are the Train Depot, the Railway Hotel and Stone Roundhouse. There is also original bunk houses and track car sheds. The Como Project has the aim of establishing the limited operation of a steam locomotive and passenger car between the old Como Depot and Roundhouse with the possible extension towards the King Branch Wye in the future. To accomplish this the society has acquired Klondike Mining No.4 a Baldwin Prairie Type (2-6-2). This locomotive was built in April of 1912 and used by Klondike Mining from 1912 – 1913. The locomotive had a number of different owners throughout the years and it finally ended up at Georgetown Loop Railway in Colorado. In February the locomotive was placed on a flatbed truck and delivered to the Wasatch Railroad Repair shop in Cheyenne, Wyoming, where it will undergo the repairs needed to return it to operation at Como. However, the locomotive's complete restoration will take a little longer based upon the funds available. The plan is to have NO. 4 at Como in time for this year's Boreas Pass Railroad Day in August. Afterwards, the locomotive will stay at the Como Roundhouse and be steamed up for special events and weekends throughout the following summer sessions offering the public short train rides around the rebuild Como railroad yard and its growing collection of narrow gauge rolling stock.

TEXAS – PALESTINE CITY: At a recent meeting, the Texas State Railroad Authority Board decided to look for a new potential operator to run the railroad. Members unanimously agreed to send out requests for proposals over requests for qualifications. Requests for qualifications would have taken longer, and the board does not have the time to go through the process. Iowa Pacific operates the Texas State Railroad now but it owes the Texas State Railroad \$1.9 million. With only a short time left for Iowa Pacific to comply to the terms of the contract, the board decided to look at other options. One item the Board is asking the six to seven operators who have expressed an interest in the Texas State Railroad is for them to be able to resume operations right away, so there would be no gap in service. Board member and Palestine City Councilman Steve Presley said that the railroad is back in business and that most of the employees who were laid off have returned to work for the railroad. Some did not return after receiving employment elsewhere. Currently Iowa Pacific is selling the train tickets and serving as the operator for the Texas State Railroad Authority, Presley said. The Texas State has two steamers currently operating. Locomotive 300 a BLW 2-8-0 built in 1917. Locomotive 316, a A.C.Cooke 4-6-0 built in 1901. It also owns other steamers including the T&P 2-10-4 No. 601 that ran on the Southern Steam Specials in the 1970's.

MINNESOTA – DULUTH: After more than five years of restoration a 110-year-old steam locomotive will traverse the tracks between Duluth and Two Harbors this summer with the North Shore Scenic Railroad. It started out as a cosmetic restoration. In 2011 Bob Purcell was the General Manager of the Cloquet Terminal Railroad Company and he agreed to place the locomotive in the shop at Cloquet to do some cosmetic work in exchange for training for Purcell's engineers. As Purcell began looking at the locomotive he noticed how good shape the engine was in. After Duluth & Northeastern NO. 28 was retired in 1965, it was donated to the Lake Superior Railroad Museum in 1974 which protected it from drastic temperature change, rust and decay. Purcell suggested the locomotive undergo a complete operation restoration, which included rebuilding the boiler, cleaning away dangerous asbestos insulation from the boiler jacket, flue installation plumbing work and painting.

Stack Talk...continued by Neil Moran

Rebuilding the boiler took months of work, which included taking thousands of ultrasound readings of boiler shell to make sure the integrity was sound. A lot of work was done at the shop in Cloquet but in 2014 the locomotive was returned to Duluth to complete the restoration. Purcell retired and started working on the project full time. He spearheaded the whole project No.28 was built in 1906 by the American Locomotive Company for the Duluth, Missabe & Northern Railway. It was sold to the Duluth & Northeastern Railway company in 1955. The 28 regularly traveled on the D&NE between Cloquet, Saginaw and Duluth. The 2-8-0 will be fired up for the first time in April. It will be fired up again on May 13th for National Train Day. It will be part of Steam Weekend June 23-25 in Duluth running trips to Two Harbors on Friday and Saturday and shorter trips to Palmers on Sunday. From August 18 to Sept 17 the locomotive will begin regular trips to Two Harbors on Friday and Saturday and Palmers on Sundays.

OHIO – SUGARCREEK: The age of steam Roundhouse at Sugarcreek, Ohio is a private collection of railroad rolling stock owned by Jerry Joe Jacobson, and was never intended to be open to the public. But the public was so curious, and their requests to come inside and look around were so great that Jerry wanted to share his wonderful old trains with others who also love old trains. As most of you already know, due to laws, rules and regulations they cannot let people walk around unescorted at the Age of Steam Roundhouse. For safety, all visitors must be in groups of 40 or more people. But...short of closing the giant roundhouse door to everyone, Age of Steam employees and dedicated volunteers are willing to give up their Saturday days off to show everyone around. Contact them to make reservation for your club or organization. Come to see the spectacular 18 stall timber framed, solid brick roundhouse. Come to see the assemblage of 19 steam engines that range in size from the diminutive 0-4-0 saddle tank to giant beasts of 2-8-4 and 4-8-4 configurations. Come and see beat up old locomotive hunks and the back shop where two steamers are now being rebuilt. Come to see freight, passenger cars and diesels. Before arriving at the Age of Steam Roundhouse for your tour, everyone in your group needs to wear proper shoes that cover their entire feet, sign liability release (sorry no children under 10) and wear old clothes. The admission charge is \$20.00 per person. Tours run from May 6th through October 28, 2017.

VIRGINIA – SPENCER: As of this time the Norfolk & Western 611 May Schedule. As of this writing the Class J 4-8-4 No. 611 has completed its first trips for 2017. Last weekend the train ran from Spencer to Lynchburg on April 8th. It ran two trips on April 9th. One from Spencer to Charlotte in the morning and one to Greensboro that same day in the afternoon. There are other April trips planned by them will have been completed by the time most folks read this. So, we'll move on to May.

May 6-7 Lynchburg to Petersburg, VA, A 7:30 am departure and a return at 8:30 (both days), May 8th Ferry move Lynchburg to Roanoke, May 27-29th Roanoke to Lynchburg each day morning departure at 8:00 am Returns 12:30 pm, May 27-29th Roanoke to Walton (Radford) 2:00 pm departure. Returns at 6:00 pm each day,

*All good things must come to an end. This will be my last Stack Talk column as my wheels are coming off. I have written this column for fans for close to 20 years and now it's time to be taken out of service and put out in the yard or maybe featured in a museum. But before that happens I must thank some people who sent me the news for my column. They are John Biehn, Rich Taylor, Warren Smith and of course my friend from across the "Pond" Peter Chatman, Gentlemen Thank You. Hopefully soon someone will take up where I left off and so for the last time I'll say always remember "Steam Never Dies" and avita zein. For more information contact **John Bein** at jbup3985@aol.com.*

Until Our Tracks Cross Again!

What's in a Name, or Number? by Robert L. Myers

LIRR Parlor & Club Cars as of January 3, 1968

As with many other railroads in the United States (and, of course, from other Countries too), certain pieces of rolling stock on the Long Island Rail Road were numbered or named. There are a myriad of reasons for doing so and some might have included convenience, record keeping, intrigue (The infamous Orient Express comes to mind), or to simply capture public interest and/or entice them to ride these cars.

According to information supplied from the Transportation Department of the LIRR as of the above date, 41 such cars were identified by name and number, of which 4 were considered Club Cars and 37 Parlor Cars.

These cars had many uses and some wound up behind famous named trains such as The Cannonball, The Shelter Island Flyer or The Sundowner, just to name a few, while others rode behind trains as private cars for commuters (one example being on the Oyster Bay Branch) that required an extra fare in addition to the regular ticket fare for daily commuting Monday to Friday.

These 41 cars were all air-conditioned and seated anywhere from as little as 30 passengers to as high as 63 depending upon their length and configuration. The four Club Cars were all 83.5 feet in length and three carried the designation P74 (2001 Syosset, 2002 Oyster Bay and 2003 South Shore) while the fourth 2004 Locust Valley was designated a P74A.

The Parlor Car Jamaica was number 2000 and is currently preserved here on Long Island. It is 80.5 feet in length and seats 30 passengers.

The remainder of the fleet (number and name) are as follows:

2011 Montauk	2012 Shinnecock	2013 Peconic	2014 Amagansett
2015 Cutchogue	2016 Mattituck	2017 Aquebogue	2018 Quogue
2019 Moriches	2021 Ronkonkoma	2022 Islip	2023 Wyandanch
2024 Copiague	2025 Commack	2026 Massapequa	2027 Merrick
2028 Wantagh	2029 Manhasset	2030 Mineola	2031 Nissequogue
2032 Cayuga Club	2033 Mohawk Club	2034 Seneca Club	
2035 Onondaga Club	2036 Oneida Club	2037 Tuscarora Club	
2038 Setauket	2039 Nesconset	2040 Asharoken	2041 Mastic
2042 Sagtikos	2043 Matincock	2044 Noyack	2045 Wauwepex
2046 Onteora	2047 Teckawitha		

The above cars were great additions to the LIRR fleet at the time and many, if not most, were acquired from other railroads.



Long Island Sunrise Trail Chapter
National Railway Historical Society
Post Office Box 507
Babylon, New York 11702-0507

Summer is here!

**Please support your local
railroad museums!**

