

SEMAPHORE

November 2009

The next meeting of LIST will be on **Friday, November 20th** at 8:00pm at the Christ Episcopal Church, South Carl Avenue and Prospect Street, Babylon, New York.

THIS MONTH:

In lieu of a presentation this month, our meeting night will be "Modeler's Night". Anyone who wishes to exhibit their models of LIRR rolling stock, engines, buildings or track layouts is welcome to display them and talk about them. If you have any questions, please speak with Mike Boland or Bob Cecere.

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

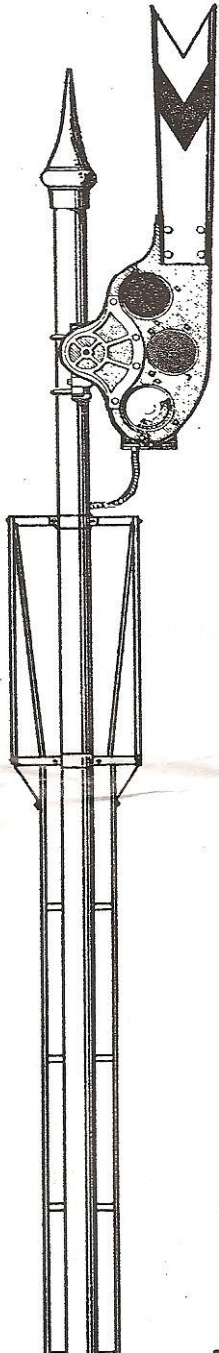
<http://www.nrhs-list.org>

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



LIST Happenings by Stephen Quigley

In the prior edition of the Semaphore, an order form for the LIRR and Penn Station calendars was included. I have shipped a large quantity of the LIRR calendars but production was delayed on the Penn Station calendar. It is in the final stages of production as I write this and I believe it will be worth the wait. I have seen the proof copy and many of the photos have never been produced before as several are from a private collection. I apologize for the delay but you should all have the Penn Station calendar by the end of November. Thank you for your patience.

Dues renewal has been sent out by National Headquarters. A \$3 increase in National dues was included but the Chapter dues remain at \$10. The \$10 Chapter dues do not cover the cost of the Semaphore and as a result we might have to consider a small increase in the Chapter dues in the future. Not this year however.

Please mail back your membership renewal as soon as possible to our Treasurer, Alan Mark. Alan's address is on the renewal notice.

Many thanks to Alan for volunteering to take on the Treasurers position after many years of a fantastic job by Rosalie Scarfi.

We have only 3 of the LIRR 175th Anniversary Brass lanterns remaining. If you are contemplating buying one, now is the time as no more will be produced.

I have a few copies of the Lionel catalog which featured the LIRR M-7 set and accessories. If anyone would like a copy of the catalog, please send a check for \$2.50 to our P.O. Box. The \$2.50 covers the postage and handling, the catalog is free.

If anyone has back copies of our LIRR calendar, we have several members who wish to complete their collection. Please call me or email me if you wish to part with them.

We are always looking for new members. If you know of anyone who might be interested in joining NRHS – LIST, please let me know and I will send them information on how to join us.

Remember, Sept 8th 2010 is the 100th Anniversary of Penn Station. We have additional events and items planned beside our calendar. If you have ideas on this special milestone, please let us know.

THE LIRR MODELER by Mike Boland***THIS MONTH'S FEATURE: CON-COR'S NEW FLEET OF mP54 LIRR PASSENGER CARS WITH CLERESTORY ROOF******Part One***

They're here! They're here! They are finally here!

The much-anticipated mP54 coach has finally arrived from Con-Cor and it's time to write about this car, since the LIST Modelers' Committee helped bring this project to fruition. We worked with Bruce Smith of the Pennsylvania Railroad Technical and Historical Society to ensure these models replicated the prototype and we are pleased to announce that they do. You will have to do a little "tweaking" to make these cars look more like the LIRR prototype but it's worth the effort; modelers also have the option of taking these cars right from the box and operating them on their layouts and the cars would still look great!

Con-Cor admitted that when they first started the project the car had never been done in plastic; brass purchaser can attest to the fact that these cars were manufactured in brass in both HO and O scales. Our good friend Jack LaRussa, now of Images Replicas but formerly of NJ International brought these cars out and they were very attractive models. Jack, by the way, was the unofficial "creator" of this project since he suggested to Con-Cor, self-admittedly being mid-westerners and basically "western-railroad"- oriented. Con-Cor had much to learn about the Pe PRR passenger car fleet and it was quite a learning lesson when it came to the mP54, one of the largest classes of passenger cars on the PRR, numbering more than 1,000 with a huge number of sub-classes. These cars operated on the Pennsy system for over 50 years and several classes saw service on the LIRR. That's where and when we stepped in—when we heard about the cars in the summer of 2008—and decided to assist the PRRTHS and the good people of Con-Cor to make a correct model.

Before we continue, we'll talk briefly about the classification mP54. We knew and still know the car on the Long Island as class P54. Of course, we're talking about the flat-roof or railroad roof or clerestory roof, depending on what expression you use. The mP54 designation was used by the PRR and was not used by the LIRR. While it sounds a little confusing, it's really not. The small "m" meant that the cars were intended to be converted to multiple-unit electrically powered cars and have motors installed in them.

Again, the car we are talking about is the flat-roof car since an arch-roof car could NOT be used when it came to the design of this car; imagine trying to mount a pantograph on it? We will use the mP54 designation where appropriate but since the LIRR used only the "P" designation without the lower case "m" we will also use the P54 designation when talking about the Long Island cars

As Con-Cor stated, the car was not brought out in plastic although Funaro and Camerlengo recently brought out a PRR/LIRR P54 resin kit and it is a very nice model. It is a one-piece body made of a very tough white resin and suitable for kit-bashing.

Now with the Con-Cor cars, this is not necessary. More about this later when we talk about building a B62 and headend MU cars like the MP62, MBM62 and the real oddball, the MPBM54 by kitbashing the Con-Cor models.

THE LIRR MODELER...continued

Let's get back to the mP54 but before we take a good look at its history, we'd like to give you a sneak peak at the model in HO scale. At first glance, these are the items that we noticed: the model has battery boxes on both sides of the cars while the prototype seems to only have one; LIRR cars in the 300- and 400-series numbers had vents on the sides of the roof that were more shaped like a rectangle rather than the conventional, square utility vent; window frames on the cars are painted Tuscan Red, meaning that the frames are wood (they were later replaced by aluminum frames, which were silver in color); the model can use a cut-bar at both ends; there are various style doors on prototype cars that are not available on the model; some Tuscan Red cars did have the aluminum- or silver-colored metal window sash; the wheels, trucks and underbody are black when they should be painted rail brown or a similar color and then weathered to suit; some cars have the wrong numbers applied to their sides; shades need to be added to the interior; the end or storm door needs to be removed as well as the diaphragm frame for cars modeled after 1955; the seats may not be in the correct position compared to the windows and most importantly, diaphragms need to be added to these cars. All of these details can be easily attended to and we will proceed with them next time. And, more importantly, the car easily disassembles so that will make things so much easier.

We'll address all of these little details next time when we continue our series. All in all, this is a great car and we suggest you pick up a few. This is probably the best passenger car to come down the pike in a long time and the first LIRR commuter passenger car to come out for LIRR modelers.

We were planning to do a series of features on 50-foot IPD boxcars and we will, when we conclude with these cars.

We're also waiting for the Osgood-Bradley American Flyer cars from Rapido in Canada, too.

And let's hope that the Con-Cor people bring out the MU version of our favorite, the flat-roof MP54 in different classes for both LIRR and PRR modelers.

Thank you Jack, Bruce, Con-Cor and all those people who supplied me with photos of these great cars.

Until next time, when we continue our look at the prototype and our mP54 model, happy modeling!



Stack Talk by Neil Moran

CHINA: Yanzhou: There seems to be a resurgence of QJ's (2-10-2s) in this area. Not one but three of this class have been refurbished, and will be used in regular service. QJs #3461 - #3474 and #6811 will be taking their turns on the line between Yanzhou and Shandong. There are two other QJs which have been brought into the shop at Janzhou for an overhaul #7190 and #7191. From reports I've heard these two locomotives should be ready within a few months. The reason for this, is because the diesels on this operation are breaking down with alarming regularity, and with the winter season fast approaching, the mining company wants to be sure that there railway runs on schedule.

DIAOBINGSHAN: This location was at one time a carbon copy of Tiefa, with many SY Class Mikados' running in regular service. Not so today. Now there are only three in service. This is due to diesel engines now in use on freight trains. The three Mikados presently just switch the yard, making up freight trains. However they are kept very busy as there are up to twelve freights a day being readied. This industrial line plans on keeping these engines until they cannot be fixed anymore.

HUANAN: Even with only four SY Class Mikados working this coal mining railway, it is worth your effort to go to this area soon. In a few months as one railway fan said, "Those ugly boxes will appear and the fun will be over". These engines may stay on into the winter, and if they do, your efforts will be well rewarded. The grade up to the mines is around 2%, and with about 15 cars behind the locomotives hammering up these grades is a show that should not be missed, especially during the winter months ahead, These mines are in danger of shutting down in the future, so make haste!! One other thing, here the guards are friendly towards rail fans, but be sure to bring the beer and cigarettes!!

SOUTH AFRICA – GERMISTON: Sad news to report here. The North British Locomotive Preservation Group (NBLPG) has decided to sell a Class SY 2-8-4 #3647 "as is" condition and where it stands. The UK group was faced with either paying a huge sum in preparation and movement costs, or pay rental charges to keep #3647 in un-restored condition. The engine has been exposed to the elements for a long time, plus many parts are missing. The NBPPG will only sell her for preservation, and vows it will not fall into the hands of a scrap dealer.

UMGENI STEAM RAILWAY, PEITERMARITZBURG: Umgeni Steam Railway Class 3 BR #1486 is being returned to service by the Kwa Zulu Natal Groups Team. The locomotive has undergone a complete boiler maintenance, wheel repairs, and painting. They are also working on a Class 19 D 4-8-2 #2685 last used in March of this year. It will need axle box repairs along with stay caps on the boiler. This will run an estimated R3, 4M, and this project is already underway.

SANDSTONE - BLOEMFONTEIN: This past season (winter) saw this group steam up a 19 D Class 4-8-2 #2654. She should be in excursion service soon. Also, narrow gauge restoration projects continue. Orenstein & Koppel #11112 and NGC Class 16 #88 2-8-2 + 2-8-2 are targeted and both these engines hopefully will be under steam in 2010.

ZAMBIA RAILWAYS: A North British built Class 12 #204 is running once again, working the Bushtracks Sun International dinner train out of Livingston along a stretch of the Mulobesi Branch Line. Class 10 #156, 4-8-2 another North British veteran belonging to the Livingston Museum, has been pulled out of service to repair smoke box, the brick arch, changing wheel bearings, and inspecting pistons and valves, rings, and piston packing. This Class engine is the only surviving Zambia Railway locomotive.

Stack Talk...continued by Neil Moran

ZIMBABWE – BULAWAYO SHED: The National Railways of Zimbabwe is restoring two locomotives. Class 15 A 4-6-4 + 4-6-4 and Class 16A 2-8-2 + 2-8-2 are now under steam. One of the two are alternating as either the shed pilot, or as a Bulawayo Station yard switcher. The proposed restoration of ten locomotives by the middle of 2010 seems to be a fairy tale due to the horrible economic conditions this country.

However, the Victoria Falls Steam Train Company has been undertaking a major retubing of its former National Railways of Zimbabwe. Class 14A #512 2-6-2 + 2-6-2 Garratt is now in excellent condition, and could be running excursions soon. As most of you know, the World Cup Soccer Tournament will take place in neighboring South Africa in 2010, and Zimbabwe would like to send a steam train to that event if possible, and thats a BIG IF!!

RADEBEUL - GERMANY: A serious accident occurred last September 12th during the 125th anniversary celebration of this tourist railway. A train powered by a 0-8-0 tank engine had pulled into a siding to let a train coming in the opposite direction pass, that had a big 2-10-2T on the point. One of the crewman from the 0-8-0 engine got off the train and went ahead to align the switch for the oncoming train. Apparently in throwing the switch he didn't close it properly, and walked away. When the passenger train coming in the opposite direction hit the switch it swerved into the siding where the other tourist train was standing. The 2-10-2T hit the smaller engine head on causing the 0-8-0 to ram back into the tender, and the tender in turn hit the lead coach causing it to slightly telescope and ride up onto the tender. Unfortunately this older coach had a full capacity of tourist in it, including many children under the age of ten. Several coaches back also sustained major damage too. All toll 57 people were injured in the collision. The 0-8-0 engine received heavy damage, while the 2-10-2T damage was not as bad. The incident occurred on the Radebeul – Radeburg, a 30 inch gauge line in Saxony. The MDR German news agency did not release anymore information than that.

UNITED STATES – ALBUQUERQUE NEW MEXICO: After rusting away for nearly half a century former Santa Fe #2926 is getting closer to breathing fire. One of the biggest 4-8-4s built in this country is undergoing a complete restoration that will hopefully have her ready for New Mexico's 100th birthday as a state in 2012 with the locomotive pulling excursions around the state. The tender has been completely refurbished now and looks new. The engine itself has been stripped down to the bone for a complete overhaul. The jacket is off and various states of being repaired. The tubes and flues are out, and \$70,000 worth of new steel to replace them is due this month. The boiler has been subjected to ultra sound testing with more then 7000 measurements made, and mapped in 47 different drawings. The FRA Form 4 is being prepared by a professional engineer. Minor sheet repairs, and new stay bolts will be fixed. An almost new firing deck has been repaired, and extensive cab restoration accomplished. Brake systems are being repaired. Also at the same time, the all volunteer society has built a facility that includes a machine shop, administration areas, and storage for parts, supplies and tools. They will also build a pit on the site. Unfortunately the #2926 is still outside, so the volunteers are working in the heat of Albuquerque, and will continue to work outside in the fall, and winter.

DURANGO, COLORADO: With a grant from Federal spending of \$22,000, the D&S RR has implemented a system of reducing night time emissions from it's locomotives. This money has been matched by equal contributions from LA Plata County, and the City of Durango. This came about due to complaints from residents living in the neighborhood near the train station. They complained that engines left idling over night were filling the neighborhood with acrid smoke and dust. They wanted the D&S to convert to another fuel system. The railroad runs on authentic coal fired engines, built for coal not natural gas. It would be very difficult, if not impossible to convert the locomotives to alternative fuels. A series of reforms already have been installed. They are now using wood pellets at night instead of coal. The grant money will also be used at getting a more efficient "scrubber" for the roundhouse exhaust, and hoods for each of the engines. The hoods would capture the smoke, and send it to the scrubbers where liquids wash out the contaminants. Again, this railroad runs with authentic coal fired locomotives, so this could be the solution for the railroad and residents.

Stack Talk...continued by Neil Moran

NORTH FREEDOM WISCONSIN: One of the long time stars of the Wisconsin Mid-Continent Railway Museum is nearing completion after of nine years of inactivity. The boiler for the privately owned Saginaw Timber Company 2-8-2 #2 was at the Milwaukee Boiler Facility where they were drilling mudring holes. The boiler has been inverted to make this work easier. British Preservation Railway shops have done this in the past for easier access to boiler parts. Mid-Continent leased the engine after it arrived in 1983, and it operated at times until 2000. Baldwin built the 70 ton logging Mikado 2-8-2 in December 1912 for the Saginaw Timber RR in Washington state. The engine has 302 new 2-inch tubes installed, and will get a new fire box, tricoat sheet, and boiler braces. They expect the boiler work to be completed within two months. After that the engine will go by truck to North Freedom for re-assembly, and steam operation in 2010.

It sure will be great to have a steam engine running at North Freedom, Wisconsin again. Now if they could only get their former 1907 4-6-0 Chicago and North Western #1385 running again. Hmm!

MIDWAY, KENTUCKY: R.J Corman's Chinese built 2-10-2 QJ steam locomotive put on a show for visitors to the Midway Fall Festival on Sept 20th. Many of the 2,500 people attending the festival were surprised when the locomotive came storming in with 12 cars. People gathered around the #2008, some having never seen a steam locomotive before, especially the children. Trips up to the cab were given, and some of the big kids, and little one's were amazed at what they saw in the cab. When the locomotive started up after several hours at the festival, people jumped out of the way, when the steam cylinders opened up. The train headed to the Wick Moorman wye at Lewis siding to turned for the return to its home in Lexington, Kentucky.

GREENSBORO, NORTH CAROLINA: The Greensboro chapter of the N.R.H.S. held an open house to display a locomotive bell that may have belonged to Southern's Railway 4-6-0 #1102 when it was wrecked in 1903 pulling the first "fast mail train". The wreck became a part of folklore when the ballad about the wreck was recorded in the 1920's. Singing artists who have recorded it over the decades include Roy Acuff, Johnny Cash and Nancy Guthrie. The wreck occurred on Sept 27th 1903 when the "fast mail" was on route from Monroe, VA to Spencer, N.C. Running at very high speed the train derailed at the Stillhouse Trestle near Danville, VA. It plunged into a ravine below killing nine people, including the engine crew, and several clerks in the mail cars. James King, hired to help with the cleanup, brought the bell home, and presented it to his family. The bell has been in the family ever since. Whether the bell on display is from the #1102 is uncertain.

STRASBURG PENNSYLVANNIA: The Railroad Museum of Pennsylvania is raising money to cosmetically restore it's Pennsylvania Railroad E6 Atlantic 4-4-2. The society has agreed to match up to \$50,000 in funds raised for #460, known as the "Lindbergh Engine", now through March 15th 2010. The restoration is estimated to cost around \$310,000. Built in 1914 at the shops in Juniata, PA. She is also the sole survivor of the fleet of 83 4-4-2s. The engine powered such distinguished trains as the Broadway Limited, and spent most of WW II working on the Pennsylvania Railroad's Atlantic Division until 1955. It's most notable run took place on June 11th 1927, the day U.S. President Calvin Coolidge made Charles Lindbergh a Colonel in the U.S. Army during his presidential speech, following Lindbergh's non-stop flight from Long Island to Paris. Several news companies filmed the ceremony on the steps of the U.S. Capitol in Washington D.C. One news reel company put it's film on a airplane headed for New York, to be processed and rushed into theaters. The International News Reel Company sent it's footage on a train with #460 on the point, complete with a special baggage car outfitted with a darkroom. While the film was being processed on board the train, the #460 covered the 216 miles to Manhattan Transfer in an amazing 174 minutes. At one point, while crossing New Jersey, It's speed exceeded 115 MPH. Although the plane landed before the train arrived in New York, the International News Reel Companies film was ready for theaters when it reached New York. Ever since, #460 has been known as the Lindburgh engine.

Stack Talk...continued by Neil Moran

Restoration will include lead paint removal, repair of rust damage to the cab and tender, installation and repairs to the piping, jacketing, and running gear. Work starts this month, and is estimated to take 6,500 man hours to complete. Volunteers are needed!! Donations may be made on the Museums website at www.rrmuseumpa.org. Contributions also may be forwarded to the Railroad Museum of Pennsylvania Advancement Office PO Box 125, Strasburg PA 17579.

Now it's time to thank the people who sent in some of the news you have just read. John Biehn (Dayton RR Society), John Batwell (SAR South Africa), John Reilly (RRE-NY), Rich Taylor (NRHS-NJ), Warren Smith (RRE-NY) and from your most humble servant in steam.

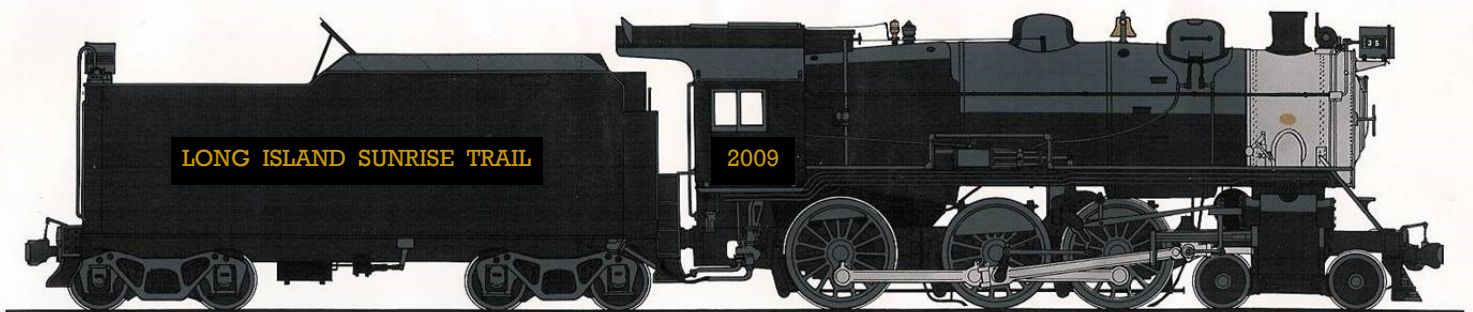
HAPPY THANKSGIVING TO ALL

UNTIL OUR TRACKS CROSS AGAIN

Harold Fagerberg, 54 year LIST Member Passes Away

Harold joined the NRHS in 1953. He was given a 50 year certificate and pin in 2003. He was a tower operator for the New Haven (it might have been known as Penn Central or Conrail when he retired). His last assignment as an operator at the Market Tower in the Bronx. Harold was 95 being born January 8, 1914. He passed away October 27, 2009 at Good Samaritan Hospital, West Islip, NY. Harold broke his hip in a fall at his home October 23rd.

Our most sincere condolences to Harold's family and friends on their loss.



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

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The Chapter has produced a great 60 page color Journal commemorating the 175th Anniversary of our beloved railroad.

The pages are packed with historical articles, accompanied by numerous photographs and illustrations.

Already got a copy? Buy another and give it as a gift to someone who enjoys history.

The Journals sell for \$10.00 to Chapter members and \$14.99 to others. If you order by mail, please include an additional \$4.50 for postage.

**175th Anniversary Journal
Long Island Rail Road
April 24, 2009**



Long Island Sunrise Trail Chapter
National Railway Historical Society