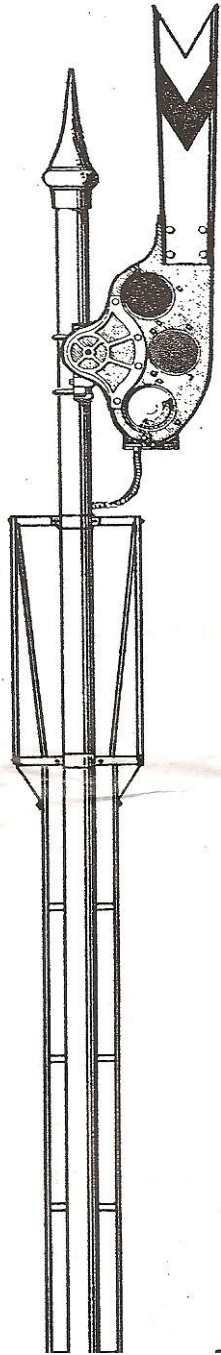
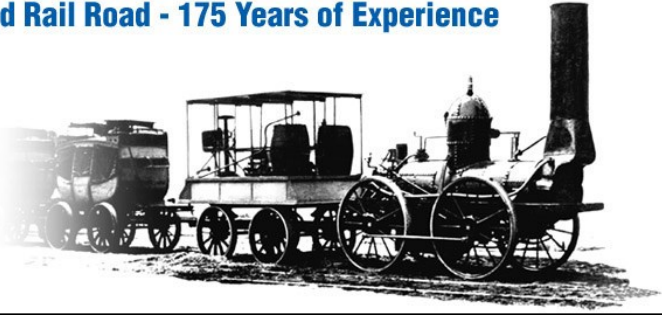


# SEMAPHORE

April 2009

MTA Long Island Rail Road - 175 Years of Experience



The next meeting of the LIST-NRHS will be on **April 17th** at the **American Legion Hall** on Grove Place in Babylon from 7pm to 11pm. This one time change of venue is to accommodate a larger crowd. The hall is across from the Babylon High School, 1 block south of the Babylon LIRR Station.

**THIS MONTH:**

On tap for the April 2009 meeting will be a 3-4 hour marathon of the LIRR's past. We will feature the best Long Island Railroad photos from numerous chapter members.

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For regular updates and other important information, visit the

Chapter website at:

<http://www.nrhs-list.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



**LIST Happenings by Stephen Quigley**

THE LIRR 175<sup>TH</sup> ANNIVERSARY has arrived and with it the culmination of the hard work by several people in making the LIST part of the celebration take place. Most of all, I wish to thank Dave Morrison for his time, effort and ideas in making this a special occasion. Thank you Dave, your efforts are truly appreciated.

The Adlake Brass plated lantern has sold out and we are still receiving orders. As a result, I have decided to have a very limited additional quantity produced of the same lantern. This will be at the same original price. Delivery will be in 8 – 10 weeks. Use the order form at the back of the Semaphore.

The 175<sup>th</sup> Anniversary Pin is available for \$3 which includes S + H and tax where applicable. Please send your orders to the Chapter PO Box.

The Journal is at the printer and we hope to have it available in time for the April 17<sup>th</sup> Chapter meeting. It cost is \$10 plus \$2.50 S + H. \$1 tax must be added for NYS residents. It is 55+ pages and is printed on heavy stock paper. 9 various articles by Chapter members. A quality publication that all LIRR aficionados will enjoy.

Two art exhibits are presently taking place. Lou Mallard has an exhibit in the Hicksville Public Library of his LIRR paintings and George Wybenga has an exhibit in the Gregory Museum in Hicksville. Lou's exhibit runs through the end of April and George's exhibit runs through September. Please come down to view two excellent art exhibits by two very talented artists who are Chapter members. While in Hicksville, don't forget to view the full size replica of the John Bull locomotive which is just north of the train station and the Penn Station Eagle which is from the original Penn station.

On the morning of April 24<sup>th</sup>, Caroline Scannell, our own stamp specialist, is having a commemorative postmark and envelope produced in conjunction with the USPS. The cost will be \$2.25 plus postage and the envelope will have the appropriate postage with a special cancellation. You may order it through the Chapter as well as purchasing it at Penn Station on April 24<sup>th</sup>.

Also on April 24<sup>th</sup>, the LIRR will have a special ceremony celebrating the 175<sup>th</sup> Anniversary at Jamaica Station. Our Chapter will be represented at the ceremony. That will be covered in next months Semaphore.

On Saturday, April 25<sup>th</sup>, the Chapter will conduct a Symposium at the Hicksville Middle School from 10 AM until 4 PM. The special guest speaker is scheduled to be Helena E. Williams, the President of the LIRR. The cost is \$15 for Chapter members and other RR historical group members and \$20 for non members. Lunch is included in the price. A raffle will be held during the day with several special prizes including one of the Adlake lanterns. Please come down for what promises to be an informative and interesting day.

During the month of April, the Babylon Public Library has an exhibit of LIRR memorabilia and other related items in its lobby. The Library is located diagonally across the street from the Christ Episcopal Church where the monthly meetings are held.

On July 25<sup>th</sup>, the LIRR is planning a Fan trip from Brooklyn to Greenport with several stops along the way. We will let you know as more information becomes available.

So support your Chapter by attending the various affairs that are taking place in the NY Metro area in April. They promise to be informative and fun.

**HAPPY 175<sup>TH</sup> ANNIVERSARY TO THE LIRR AND THE THOUSANDS OF PEOPLE WHO HELP MAKE IT A GREAT RAIL ROAD WITH A LONG AND FASCINATING HISTORY.**

## Membership Information

### Membership News Information

National has informed us that if a persons dues are not paid up by the end of April, that persons name will be removed from the membership roster.

### Long Island Live Steamers

The Long Island Live Steamers invite the Sunrise Trail Chapter of the NRHS to hold a picnic at our facility on 1 August from 11:00 until 3:00 during the day set aside for regional rail interest clubs. As has been the custom, you bring your members and your picnics, we'll bring the trains for you to ride and / or inspect. We look forward to seeing you then.

### 2010 LIRR Calendar

The 2009 LIRR Calendar was a complete sellout! At the present time, we are in the beginning stages of compiling photos for the 2010 Calendar. If you have photos of LIRR buildings, engines, rolling stock or other pictures, please submit them to myself or John Scala. We want to have the calendar available in September of this year, so please submit them as soon as possible. Early LIRR photos would be welcomed even if they are in Black & White. All photos will be returned if requested.

### Other Publications

We have available the New York Connecting Railroad book. The price is still just \$27.00 for members plus S & H and tax where applicable.

A limited quantity of the 2005 calendar and the 2008 New York and Atlantic Railway calendar. The prices are \$6.00 including S & H and tax where applicable.

### Historical Videos

In Commemoration of the 175th Anniversary, the Long Island Rail Road now has several historical videos posted on their web site. These videos, all produced at different times over the past few decades, show many historical highlights of the railroad's history. Visit the LIRR web site at: <http://www.mta.info/lirr> and click on the 175th Anniversary icon.

***In the event of Winter Storms, please use your best judgment as well as checking the website to see if a meeting is to be postponed. Better safe at home than sorry on the road.***

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

## Stack Talk by Neil Moran

**CHINA: Zhalai Nuoer.** The first two diesels arrived in late February and were originally used for switching around the yards in Dongfanghong and on the northern line to Tiebei. While some problems occurred with the motors, the mechanics got the kinks out, and they performed fairly well. However, once they were put on the main line to power coal trains, they stalled badly. In some instances they could not even pull a 20 car coal train on level ground. So they had to put two pusher Sy Class 2-8-2 on the back of the train to start the train. Only then could the railroad move the trains up to the coal mines at Da Qiao. Several times the diesels stalled out and both steam locomotives pushed the trains up the 2% grade. Needless to say, both diesels have been relegated to yard work. Last month a new power plant will be connected to the railway, which means that there will be an extra work load. The nine Mikado's will take on extra duties. It is understood by early fall six more diesels will be added to help with the work load.

The yards here are huge, and presently the two new diesel engine plus three Mikados are always kept very busy. To maintain trackage and switches, the railroad employs over 30 people just to keep the yards in fair condition. While out on the line to the mines, photographers can easily keep up with the slow moving trains. While the area is wide open, there are a few bridges and curves to make photography interesting enough. If you like taking photos of yard work, it is boundless, and you can shoot till your heart's content. By the way, presently there are no restrictions of any pictures taken, as long as you get a permit in the yard masters office, and bring along a carton of cigarettes, and some beer.

**ZOUCHENG:** Here they still allow tour operators to come in and take photos of the engine house, and yards. What's appealing to the visitors is that there are still QJ's in operation. Sadly enough, the 2-10-2s are used only in shunting service around the yard. While out on the line to Baiyun, 16 diesels are used. Only when some of the diesels come in for repairs will they bring one or two of the QJ's out to run. Sometimes the tour director will go to the yard master and ask if a QJ can possibly be brought out to the main line. It has happened on occasion with much persuasion, and a large handful of American dollars or English pounds. The engineers in the yards will spot the locomotives for you also, and at times will bring several QJs alongside each other for a great photo opportunity. Again remember, bring cigarettes and beer! Bernd Seiler is still running tours to China, so contact him at [www.farrail.com](http://www.farrail.com).

**UNITED KINGDOM:** Last month I promised you a report on another new engine that is being built that is under construction in England. The Bluebell Railway Atlantic Group announced its intention back in October, 2000, to reconstruct a Brighton H2 Class Atlantic 4-4-2 "*Beachy Head*". The original locomotive was cut up at Eastleigh just before the Bluebell Group was formed. The engine already has a boiler and tender wheels, plus many smaller parts. Here is a rundown of the work done. A boiler was obtained from The Great Northern Railway, along with a C2x tender and axle boxes. Repairs had to be made on the tender. Locomotive frames had to be repaired along with the wheels. Then the engine had new drivers casted, and when they arrived, was put on to the driving wheels. New locomotives frames were put in place. A new shed to house the engine and tender was expected and is now complete. Fund raising started in 2000 to reach an estimated goal of £300,000. It is hoped that the "*Beachy Head*" will be able to have testing started by the end of the year.

To get an idea of how rail fans in the UK are dedicated to preserving steam locomotives, and operating them, plus keeping everything as authentic as possible, purchase the May copy of *Trains Magazine* and turn to page 27 and "get to know what good is"!!

## Stack Talk by Neil Moran...continued from page 4

As for "*Tornados*" schedule that took place last April 18<sup>th</sup> when she pulled an excursion out of London King Cross Station called the "Yorkshire Pullman". This name was originally used on a 1935 train. The name lasted till the beginning of W.W.II. The train ran to York with *Tornado* hauling luxurious VSOE British pullman cars.

Upcoming dates for *Tornado* are May 18<sup>th</sup> Kings Cross to York and return entitled "The Coronation" May 23<sup>rd</sup> Kings Cross to York and return, June 18<sup>th</sup> London to Wells and Mine Head called "The Cathedrals Express", June 21<sup>st</sup>, Father's Day, lunch time and evening trains. July 5<sup>th</sup> "The Torbay Express" Bristaol to Paignton and Kingswear over the Paignton and Darmouth Railway. July 12<sup>th</sup>, another "Torbay Express" with the same schedule. Sept. 19<sup>th</sup>, Kings Cross to York and return. Oct. 3<sup>rd</sup>, Seattle to Carlisle will run from Doncaster to York with stops at Leeds, Skipton and Hellifield before joining the Settle and Carlisle line. Oct. 10<sup>th</sup> Hellifield to Carlisle and return. Finally, Nov 26<sup>th</sup>, Kings Cross to York and return. Booking details for all trips are under "Diary of Mainline Tours" or call Steam Dream Tours on 01483 209888.

**SOUTH AFRICA:** Steam Loco Safari Tours, SLST, has been advised that there were problems on Reef Steamers 2008 charter taking England dignitary, David Shepherd to Ficksborg. While the train was at the station, vagrants and drunks were moving about the station. This caused great concern with security guards. Also the station had been vandalized and garbage was strewn about the platform. KwaZulu Natal's Umgeni Steam Railway has stated it cannot control the area its trains stop at anymore.

European operater "Far Rail" is planning tours in Zimbabwe without any foreseeable problems.

The National Railways of Zimbabwe has confirmed that it will operate tours this year, but it took a long time to come to this decision. They were clearly concerned about economic problems in that country, staffing and proper engineers to operate the Garratt engines, or in fact any engine. So they are going ahead with fingers crossed for a successful operation between Bulawayo and Victorian Falls.

**UNITED STATES:** The really big news in this country is the upcoming "Steam Festival" in Owosso, Michigan during the weekend of July 24-26. Exciting news has reached me recently in the fact that the "*Daylight*" engine #4449 will definitely be there. Rumors had circulated for a month that she would make an appearance at this festival. But now it is written in stone, she'll be there to run an excursion out of Owosso to a destination unknown at this time on Friday, July 24<sup>th</sup>. Now there will be three heavyweight engines on display and running. Once again, here is the rundown of all the locomotives attending. Beside the #4449, there's the *Pere Marquette* #1225, a 2-8-4 operated by the Steam Railroading Institute. *Nickel Plate* #765, a 2-8-4 owned and operated by the Fort Wayne Historical Society. Flagg Coal 0-4-0 #75, designed to haul coal around the coal yard, *Little River* #110 a 4-6-2 light Pacific, which is the smallest operating standard gauge engine of its wheel arrangement in the United States. *Little River* 0-4-0 #1, which is a stable mate and back up locomotive to #110. The *Leviathan*, a 4-4-0 #63. This is the newest engine that resembles the oldest American type, The *Viscose*, a 0-4-0 #1, privately owned by a group from Dunkirk, New York. So there you have it, a gathering of eight locomotives. It's been a long time since we've had such a celebration of steam of such magnitude. If you're planning to attend, please be advised that there are no available rooms in Owosso. It is anticipated that 30,000 people will be coming to Owosso. You will have to go outside Owosso to find rooms. See you trackside for this one!!



## Stack Talk by Neil Moran...continued from page 5

**KNOXVILLE , TENNESSE:** Locomotive #154 ,a 1890 built 2-8-0, is currently under restoration in Knoxville. Work is progressing on the boiler at a steady pace. The interior of the boiler has been thoroughly cleaned for the boiler ultrasound testing. The entire tube portion of the front tube sheet has been removed and a new sheet fabricated. Work is also progressing on installing a new dry pipe in the boiler. Work on the exterior of the boiler has been mainly concentrated on boiler stud replacements, the old studs must be removed, the holes repaired, and new studs fabricated for each hole. This is a time consuming effort. Locomotive #154 is currently sharing shop space with *Washington & Lincoln 2-8-0 #203* which is undergoing it's FRA required annual inspection during the Three Rivers Rambler off season.

**NEW HAVEN, KENTUCKY:** The Kentucky Railway Museum has recently announced its schedule, starting this month. May 23<sup>rd</sup>, 24<sup>th</sup>, 25<sup>th</sup>, 30<sup>th</sup>, and 31<sup>st</sup>, June 20<sup>th</sup> and 21<sup>st</sup>, July 25<sup>th</sup> and 26<sup>th</sup>, September 5<sup>th</sup>, 6<sup>th</sup>, 7<sup>th</sup>, 19<sup>th</sup> and 20<sup>th</sup>, October 3<sup>rd</sup> and 4<sup>th</sup> and final trips are scheduled for October 24<sup>th</sup> and 25<sup>th</sup>. These runs over former Louisville and Nashville tracks take you from nostalgic New Haven to Boston, Kentucky.

All trips are powered by #152 , a Rogers Built 4-6-2. The #152 has recently under gone an overhaul and is in fine shape. Make your plans to visit the Blue Grass state and sip a mint julep.

**PORT CLINTON, NEW JERSEY:** The Reading and Northern Railroad has posted their upcoming trips for the remainder of the 2009 season. On May 16<sup>th</sup>, the newly rebuilt #425 will depart Tunkhannock, PA to Jim Thorpe, PA. The train leaves at 9:00 am and arrives at Jim Thorpe around mid-day, which gives you plenty of time to shop, dine and see historic Jim Thorpe. The trip back leaves at 3:00 pm and comes back around 7:00 pm. Tickets are priced at \$69.00. There are no scheduled major trips for the #425 until Saturday, September 5<sup>th</sup> out of Pittston, PA at an undisclosed time at this writing, to Jim Thorpe and return. There are three fall foliage excursions planned in the fall. They start on October 10<sup>th</sup>, Port Clinton to Jim Thorpe and return. It departs Port Clinton at 9:00 am, getting into Jim Thorpe around noon, and departing at 3:00 pm, arriving back in Port Clinton at 6:00 pm. The second trip out of Port Clinton is a week later on October 17<sup>th</sup>, again it's a duplicate of the first trip leaving at 9:00 am, and getting back around 6:00 pm. The same goes for the last remaining excursions on October 18<sup>th</sup>. The fall colors should be at their highest peak at this time of year, which makes the trip so much more enjoyable.

**STEAMTOWN, SCRATON, PENNSYLVANIA:** Steamtown has come out with its schedule for this year and it's an ambitious one. The big excursion schedule starts off this month on the 16<sup>th</sup> and 17<sup>th</sup>. Steamtown to East Stroudsburg trips depart at 9:00 am and get back around 5:30 pm. Ticket prices are: adults \$51.00, ages 62 and older \$46.00, children 6-16 \$10.00. June 27<sup>th</sup> "Founders Day Special", departs at 9:00 am and returns approximately at 5:30 pm. Prices are the same as the trip to Stroudsburg. July 11<sup>th</sup>, August 15<sup>th</sup>, and October 4<sup>th</sup>, 11<sup>th</sup>, 16<sup>th</sup> and 25<sup>th</sup>. Ticket prices are: adults 17-61 \$31.00, Seniors 62 and older \$26.00, children 6-16 \$15.00, and up to age 5 are free. Tunkhannock Viaduct (tentative only) September 12<sup>th</sup>, departs at 1:00 pm, return at 4:00 pm. Prices are: adults 17 and older \$41.00, seniors \$36.00, children \$30.00. Regular trips to Moscow are starting on July 4<sup>th</sup>, 5<sup>th</sup>, 18<sup>th</sup>, and 25<sup>th</sup>, August 1<sup>st</sup>, 8<sup>th</sup>, 22<sup>nd</sup>, and 29<sup>th</sup>, September 5<sup>th</sup>, and October 3<sup>rd</sup>, 10<sup>th</sup>, and 24<sup>th</sup>. October 10<sup>th</sup> is the "Pumpkin Express", which departs at 11:00 am, and returns at 12:30 pm. All other foliage trips depart at 2:00 pm, and return at 3:30 pm. This year locomotive cab rides may be offered at a price of \$30.00, minimum age is 16 years old. Remember all trips are steam powered one way with diesel power on the return trip, as there are no turning facilities on all trips. Call (570) 340-5204 from 9:30 am to 4:30 pm daily or go to [www.nps.gov/stea](http://www.nps.gov/stea).

## Stack Talk by Neil Moran...continued from page 6

**PINEBLUFF, ARKANSAS:** Our Final Stop. From out of the past comes a story that I thought I'd never write about again. But, life like a Phoenix rising from the ashes, the Cotton Belt Rail Historical Society is trying very hard to resurrect the #819 4-8-4. This "Grand Dame" has reached her 65<sup>th</sup> birthday since her retirement in 1955 from the ex-Cotton Belt Line. After 28 years in a park in Pine Bluff, it was removed in 1983 due to elements and vandals, and was repaired to running condition. She was one of the top draws in the 1990 NRHS convention, and shared the spotlight with Union Pacific #844, Frisco #1522, and Norfolk and Western #1218. What a convention that was!!

Today the partially disassembled engine is due for her 15 year Federal Railroad Administration.

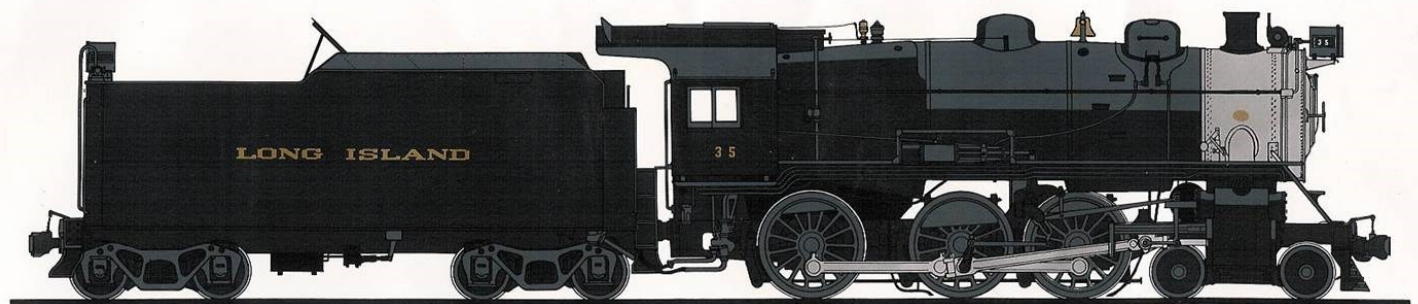
The boiler has been ultra sounded and looks to be in good condition at this time. However, due to an increase in material costs, and repairs needed for the museum, there is a crying need for additional funding. When the money comes in, it will go for the purchase and installation of over 250 flu tubes. The goal is estimated around \$150,000.

Please bring this magnificent locomotive back to running condition by sending checks to the Cotton Belt Chapter NRHS, Engine #819 Restoration Fund, P.O. Box 2044, Pine Bluff, Arkansas 71613.

Now it's time to thank the people who took the time to contact me with some of the news you read about.

John Biehn (Dayton Railroad Society), John Batwell (Union South Africa), John Reilly (RRE-NY), Rich Taylor (NRHS-NJ) and also from your most humble servant in steam.

### UNTIL OUR TRACKS CROSS AGAIN



## Twin Forks Chapter Fan Trip

# Twin Forks Chapter-NRHS 2009 Spring Excursion

Join The Twin Forks Chapter On an ALL RAIL TRIP  
Using the LIRR, NJT and NJT River Line

**Saturday May 2, 2009**

On May 2, 2009, join us as we depart from mainline LIRR railroad stations as we ride the rails to NY Penn Station. Here we will change to the New Jersey Transit Corridor line, and run over Amtrak's NE Corridor tracks. We will ride NJT till we get to Trenton, New Jersey.

At Trenton we will cross over and ride the new NJT River Line to Camden, New Jersey. We will ride the entire River Line, with a **brief** stop over along the Delaware River in the shadows of the Battle Ship New Jersey, or have lunch.

On the trip Southbound to Camden, we will make a stop for an in depth tour of work shops and then we will tour the dispatch center. We will then continue on to Camden, NJ. We will have a brief lay over in Camden. We will then re-board the River Line for our trip back to Trenton, and ultimately back to Long Island.

The Trip is only **\$40** for chapter members and **\$45** for non-members Your ticket includes

- Round trip travel on the Long Island Rail Road
- Round Trip travel on board New Jersey Transit
- Round Trip travel over the entire 34 mile NJT River Line
- Escorted tour in the River Line Shops
- Tour of the River Line Dispatch Center
- Handouts will be published and is included with your trip

The River Line uses a unique DMU (Diesel Multiple Unit) train sets, where you will see how the engines are swapped out and new ones installed.

You will learn the history of the rails that we will travel over, and you will travel at speeds over 60 miles per hour on the River Line, which is a joint Freight and DMU line.

Please book quickly! Our cut off date for accepting reservations is April 15th 2009. We have a minimum of 30 people, on a first come first served basis.

This trip will operate rain or shine. ***It is suggested that you bring a bagged lunch (not included).*** Also note you will have to wear proper shoes as we will be wading on an uneven surface to the shops. Itinerary subject to change. No refunds/exchanges.

**So join us May 2, 2009**

\$40 for members

\$45 for non members

All LIST-NRHS, RMLI, OBRM and Twin Forks-NRHS members are invited to join us

for the members price of \$40.00

To order tickets, please mail a check to the Twin Forks Chapter, P.O. Box 188 Port Jefferson Station, NY 11776-0188. Please be sure to include your name, address, phone number and number of tickets.



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

**ATTENDING MEETING  
AT CHRIST CHURCH  
BABYLON**



**LONG ISLAND-  
SUNRISE TRAIL  
CHAPTER**



**NATIONAL RAILWAY HISTORICAL SOCIETY**