



SEMAPHORE



Happy Holidays to all our members and their families!

December 2010

The next meeting of LIST will be on **Friday, December 17th at 8:00pm** at the Christ Episcopal Church, South Carll Avenue and Prospect Street, Babylon, New York.

THIS MONTH:

The program for the December 2010 Chapter meeting will be **Brooklyn Elevated Railways**, presented by John Iacono. As always, we will also have our annual Holiday Meeting with free refreshments and cake.

IN THIS ISSUE:

Page 2	LIST Order Form
Page 3	LIST Happenings
Page 4, 5 & 6	Stack Talk
Page 7	A Special Offer
Page 8 & 9	LIRR Modeler

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

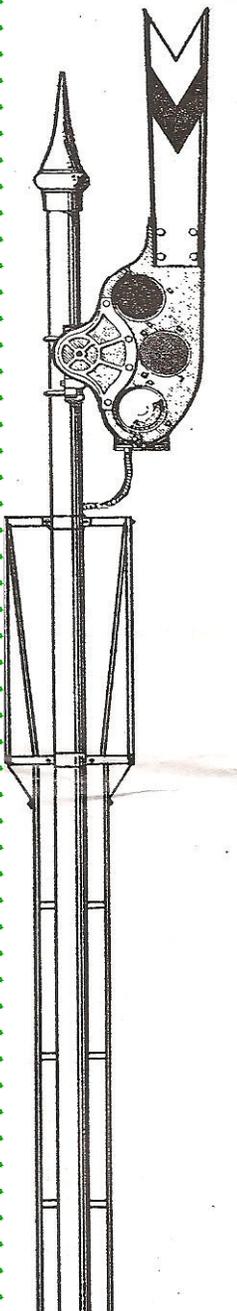
<http://www.nrhs-list.org>

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LIST—NRHS

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



LIST ORDER FORM

The following price list is for LIST members only!

The 2011 LIRR calendars are here and available for shipping. Thanks to John Scala, the "Weekend Chief," they look great! They are his usual fantastic quality! Please see below to order. The calendar prices are the same as last year.

_____ 2011 LIRR calendar @ \$8 each Total _____

_____ 2010 Penn Station 100th Anniv. Calendar @ \$7 each Total _____

_____ LIRR 175th Anniversary 60 page book @ \$10 each Total _____

_____ NY Connecting RR Book @ \$27 each Total _____

_____ LIRR 175th Anniversary pins @ \$3 each Total _____

_____ Babylon RR pins [Trolley drawing] @ \$3 each Total _____

_____ The Late Great Penn Station book @ 16.50 ea Total _____

_____ The Long Island Rail Road, In color @ \$48 each Total _____

_____ Miles of Smiles, the story of Roxey @ \$12 each Total _____

Shipping for 1 calendar or 1 of the books, \$2.50

Shipping for 2 to 4 calendars, please add a total of \$5.00

For more than 4 calendars, please call or e mail for the shipping cost.

Each additional book, add \$2.50.

Shipping for 1 to 3 pins, \$1.50

[NY State Residents, please add 8.625% tax to the total of the merchandise PLUS the shipping. For example, 1 calendar shipped to an address in NY State would be a total of \$11.40]

List Happenings by Steve Quigley

Several members have called and written to me that the November edition of the Semaphore arrived in poor condition with pages torn or missing. If your copy arrived in poor condition or if you did not receive a copy please let me know and I will send you a replacement. I was told that a USPS machine was installed in the distribution center on L.I. and this was the result. Such is progress!

Dues renewal has been sent out by National Headquarters. The total dues are \$46 which includes \$36 for National dues and \$10 for Chapter dues. 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.

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

If you did not receive your dues renewal notice by now, please contact Alan Mark or myself so that we may initiate research. If you are a primary member of another Chapter and LIST is a secondary Chapter, then let us know if you did not receive a notice from National. To all of the members who have sent in their 2011 dues already, Thank You!

Ron Ziel has written an article on Penn Station for the "Keystone." I have ordered copies for our members. In next month's Semaphore I will provide more particulars regarding the purchase of this fine magazine.

The current edition of "Passenger Train Journal has a 12 page article about the LIRR, "Looking back on 175 Years of Service." Several excellent photos were included, one in particular on the cover which is of the 175th Anniversary trip to Greenport which Chapter members helped organize and participated in.

The 2011 LIRR calendars that we produced are selling well and we expect to sell out by the beginning of 2011. If you have not purchased your copy, please do so now as I do not wish to return orders to members due to a lack of copies.

We are almost sold out of Lorraine Diehl's book on the Late Great Penn Station and these are the last copies available on the market that are new. Order now before they are gone. We have a few copies of The LIRR in color by Art Erdman and Roxey the LIRR dog. I do not plan on ordering additional copies after these are sold out so please order now.

It appears that 3 new books on the LIRR will be released in 2011. One of the books on the LIRR is being written by Chapter member Bob Sturm who co-authored The NY Connecting Railroad book. Additional information will be provided as I find out more.

Our trip/tour chairman, Elliot Courtney, is working on several ideas for this coming spring. If you wish to provide ideas or help, please let me know.

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, if you provide us with three paid members in one year, the total cost of your annual dues [\$46] will be waived.

We produced special commemorative stamps for the 100th Anniversary of Penn Station. The stamps are postcard scenes of the first train leaving Penn Station as well as a postcard drawing of the original Penn Station. They come in sheets of 20 of each scene and the cost is \$20 for a sheet of 20. If you wish to purchase a sheet, please send a check for \$20 for each sheet and \$1.50 for postage to our Chapter PO Box. These are stamps that may be used for 1st class postage.

My wish to all of our LIST members and their families, a joyful Holiday Season. Happy Chanukah or Merry Christmas to All. I hope that on Christmas morning that you wake up to find a train set, whether it is a full size LIRR train or a model of a LIRR train, under your Christmas tree.

Enjoy this Holiday Season and may 2011 be a good year for all!

Stack Talk by Neil Moran

Can you think of a year that has gone by as quickly as this one? Of course at my age all the years seem to go by quickly. However we cannot hold back the dawn and the stem news.

CHINA – BAIYINI: Some serious talk about buying diesels, but no decision has been made so far at this location. Heavy overhauls on the SY Class Mikado's continue to make this a place to visit. Veteran steam mechanics continue to work on a daily basis. Here, the yards offer a good place to take photos. Sometime as many as four engines are seen as they switch the yard making up trains, the yard also has a large coaling tower which makes for great shots, especially when a locomotive comes in for coaling up. However a word of caution. If you are an individual, or not with a group, you should be prepared to run into trouble with the local police, they are very vigilant, and always seem to be looking for strangers. An appointment with railway officials is urgently recommended. But if you want to try your luck out on the line, you will hardly meet anyone. But from what I've read the yard facilities is the place to be. So make sure you have the proper papers with you. Patience is a big word here. Sometimes there are only three or four trains a day headed into Yamansu, and there is no schedule to follow.

GONWUSU: A journey to this town is a step back in time. One gets the feeling that you are back in the 1970s. For a long time the police never saw so many foreigners in their town, and had to make some urgent phone calls to various other locations. Everything here is industry with rubbish, dust and coal mines. The people still pour out of their homes and on to the public road, as they did decades ago. The glory days of the railway with over 30 locomotives are gone. The open cast mine is now closed. Now only deep mine #3 is working normally. The line to mine three starts with a steep climb out of the washery station. The track runs to Sanjing on a 2% grade then falls to 1%, and finally levels off near Sanjing. The place to be is at the washery early in the morning when the Mikado's are starting up with dew on the rails from the night before. Much slipping is the norm here as the mikes try to dig in to get a foothold on the rail. Many times extra workers come to the aid of the crew and place sand on the rails for many yards. This helps to a degree, but eventually the engine starts slipping again, much to the delight of the photographers. At times the railroad has to order out another mike to use a pusher. This normally does the trick, but as one bloke from England stated "there are times when two engines have serious problems, and the wintery nights light up with the fire going up the chimney (stack)". Right now there are nine engines serviceable. More about the operation next month.

SOUTH AFRICA – ROVOS RAIL: With restoration started on the 15th Class 4-8-2 #2850 things are looking up a bit. Work has been done to the cab and retubbing to the boiler once the fitting are finished they will be marked and removed again for cleaning, and to allow the engine to be repainted. Other work now starts on getting the rust off the cylinders and underframe. The tender needs considerable work with rusty plates needed to be cut out, and springs to be replaced. Just a few months ago Class 24 a 2-8-4 #3664 was pulled out of service for her three year inspection. Rovos Rail only operational steam engine, a large 25th Class 4-8-4 #3533 still remains at Capitol Park, while Sanrasm reserved Class 24 #3633 has been moved to the new Hermanstad site.

DURBAN: To recognize the 150th anniversary the first train to run in South Africa, at Cat Durban in 1860, the city council wants to relocate the original locomotive "Natal" from the main station to the international convention center. They are also interested in bringing in a Class 42 tank engine #329 built in 1901 from Hilton. Both engines would be put on static display.

ZIMBABWE: The national railway of Zimbabwe (NRZ) has been preparing Class 15 #395, Class 16A #611 and Class 14A #525 into working order. Sister Class Garratts #414 and #424 are being cannibalized for spare parts to make this happen to #395 a 4-6-4 + 4-6-4. While the #525 is receiving parts from former Garratts #519. These parts consist of super heater tubes and other plumbing apparatus.

Stack Talk...continued by Neil Moran

ZAMBIA - LIVINGSTONE: A Livingstone based operator was using a class 10 4-8-2 #156 on it's up market dinner train, this proved mildly successful. The #156 was standing in for a class 12 4-8-2 #204 undergoing motion repairs. The north British built class 10 is a survivor of the former Zambisi Sawmills Railway. It was initially on the Rhodesia Railways.

UNITED KINGDOM: Up to Sept. 30 British Rails had 27 steam excursions running on their main lines. Sought of puts us to shame doesn't it. During that time period we only had the UP 3985 and 844 running out to Portland from Cheyenne and other locations. Hardly a comparison!! When the Tornado A1 Class went down for repairs this year, other historic steam locomotives were brought out to fill in for her "Steam Dreams" has many excursions lined up this past year, and they didn't want to fail the British rail fans by scraping their excursions. So out came the "King Edward" I #6024 built by the Swindon Works in 1930. It ran several trips out of Kings Cross Station this year to the south and west of the country. "Tangmere" #34067 built by Oliver Bulleid in 1945. Named after the wartime RAF Station near Chichester. This engine ran in Bath and Bristol, along with two excursions to Swanage. Then came Pacific Sir Nigel Gresley built in 1937. This streamlined engine once reached a speed of 112 miles per hour on May 23rd 1959 in regular service. She didn't go nearly that fast on its tries up to the Edinburgh and Coronation. It is rumored that the engineer had some thoughts of "airing her out" as he said, but thought better of it. We now come to the "Oliver Cromwell" #70013. She had the privilege of hauling British Rails last steam train on August 11th 1968 between Liverpool and Carlisle. This engine ran five excursions between Canterbury, White Stable, Salisbury, Bath and Bristol. And finally streamlined Bittern another high flying Pacific. She was completed just before Christmas in 1937. This high stepper was purchased by rail enthusiast Jeremy Hoskins, and is now based at the Mid Hants Railway. These were her first excursions since the 1960s. This locomotive was involved in trips to Settle and Carlisle, York and New Castle, "She runs like the wind when asked to " said Mr Hosking. And yes there are December planned excursions. Wed. Dec. 1 London to Bath with the Oliver Cromwell, Fri. Dec. 3rd London to Lincoln Christmas Market with the Oliver Cromwell Tues. Dec. 7th London to Shelborne Castle with Tangmere, Sat. 11th London to Chester with A1 Tornado, Wed. Dec 15th London to Elycarols with Tangmere, Fri Dec, 17th London to Oxford with Tangmere, Tues. Dec 21 London to Norwich with Oliver Cromwell, and Wed. Dec 22nd London to Dover with Britania. Go and enjoy a real holiday season with steam locomotives across the pond old boy theres a good chap!. Contact Steam Dreams at SteamDreams.co.uk or fax 01483 209889.

UNITED STATES – NEW MEXICO - CHAMA: Lets get to some good news right away. The state of New Mexico has given a grant of 1.1 million dollars to complete the repairs on the Labato Trestle. Most likely the entire structure will be rebuilt, and hopefully be ready for the 2011 season which opens on May 28 2011. The railroad took a big hit this year of about 50% in revenue losses when trains could not leave from Chama. One person said about Chama " It looks like a Ghost town, no engines, no smoke, no trains being made up, no body around. Lets hope this doesn't happen again". Plus the local business people took an awful hit.

NEW MEXICO – ALBUQUERQUE: Now for the other side of the coin. The state cannot afford to give the group of the #2926 any more money to help restore the locomotive. The project of having it run in 2012 to help celebrate New Mexico's 100th Anniversary as a state is simply running out of money. New Mexico is 250 million dollars in the hole, and cannot give any money to anyone. So with these two stories, the state giveth and taketh away. Too bad, because the #2926 project was moving along fairly well. Now unless some one rides to the rescue, we will not see any steam on Raton Pass. In 2012. Sad but true!!

DELAWARE - WILLINGMINGTON & WESTERN RAILROAD: Lets move on to better news. Peter Lerro is running a photo charter next month on Jan 29th this will be a one day event. The train departs at 11am from the station with an American type 4-4-0 built by Alco in 1909 #98. They will perform numerous run-bys along the line, which includes rock cuts, bridges and waterfalls.

Stack Talk...continued by Neil Moran

The train returns to the station after sunset to drop off rail fans who do not wish to participate in the evening photo shoot. The #98 will then depart to various locations, getting back around 10pm. For the photo special alone the price is \$100. For the additional night photo session its \$175. Contact H.M. At <http://www.lerroproductions.com/wwwrcharter>. Html

NEVADA – ELY: Once again the Nevada Northern Railway is having its photo winter special on Feb. 4-6 and Feb. 11-13 2011. The theme this year is “when steam moved the mountains”. That has a nice ring to it. Both the #40 A a Baldwin product ten wheeler, and #93 a 1909 Alco 2-8-0 will be doing the work. vintage freight trains are on the menu along with mixed trains, and passenger trains. The passenger cars are vintage wooden coaches that date back to 1872. The crews will be in period dress adding to the experience. Snow? A very strong possibility, with temperatures between 20 degrees and zero. Photo locations will be on both the northern and southern sections of the railroad. Which means tons of run-bys. This year as an added attraction, they will have a wreck train consist which includes a heavy crane, flatcar, toolcar, outfit car and a caboose. On the agenda are single powered engines, double headers, and a engine up front and a pusher behind the caboose, and magnificent scenery. What more could you ask for. The cost of this photo special is only \$425.00 for two and a half days. This includes a continental breakfast and a hot lunch for all. They also promise to freeze your butt off along with your nose. Sounds like a great event. Be sure to bring your long johns with you the ones with the trap door in them.

UTAH – HEBER CITY: Unfortunately there will be no winter steam special this year. The railroads only operating locomotive #618 is down for serious repairs for another year or so. They normally cooperate with the Nevada Railroad when having their winter specials. Usually you could visit the Herber Valley a day or after the Nevada Northern finished its winter special.

PENNSYLVANNIA – EAST BROAD TOP RR: This pike keeps chugging along with one operating steam engine #15 a 2-8-2. Just recently they ran some special Thanksgiving and Pre-Christmas specials. Back on Nov. 27-28 #15 pulled trains at 12 noon, 2pm, 4pm & 6pm up to Orbisonia and return. Each train had cookies and cakes for both the children and parents alike. I'm happy to say that the trains were filled on both days. Earlier this month the operation ran Santa specials on Dec 4-5 and these trains were well patronized. No 15 performed well and will go into the shops for a well deserved rest. It is not known at this writing if the railroad has any intention of rebuilding any of its four mikes that possible could be repaired. The EBT struggles to keep this railway going. They also ran some Halloween trips back in October. All these special trips help bring in needed income to maintain this operation.

PENNSYLVANNIA – STRASBURG: Once again the railroad to Paradise will be running their Pre-Christmas Santa Claus specials. They have already started on Nov. 26-28th. This months schedule starts on Dec. 4-5, 11-12 and finishes on the 18-19th. The timetable lists four trips on the hour each day starting at 12 noon, so make your plans accordingly. Thomas the tank engine has already made his appearance to sold out trains back on Nov 19-21st. These children specials bring in a lot of revenue for the railroad and helps maintain the fleet of steam locomotives that run, So no snickering please! After these runs in December the railroad will shutdown for the winter while crews go about attending its locomotives. The line is scheduled to open sometime in March of 2011, and the road to Paradise continues!!

Now it's time to thank the people who took the time to send me most of the news you just read. John Biehn (Dayton RR Society), John Batwell (South Africa Rail), Rich Taylor (NRHS), John Reilly (NRHS – NY) and from your most humble servant in steam.

UNTIL OUR TRACKS CROSS AGAIN...

MERRY CHRISTMAS AND HAPPY NEW YEAR

Long Island Railroad P74B Coach 7526

HO scale Coach produced by Rapido Trains
Sponsored by the Twin Forks Chapter, NRHS



The Twin Forks Chapter, NRHS presents LIRR 7526. This number car will be produced exclusively for Twin Forks by Rapido Trains. Originally built in 1935 by Pullman Standard for the Boston & Maine Railroad as there 4590. The LIRR purchased these cars in 1958-59 and rebuilt some into 117 seat coaches and some into bar cars. 7526 was converted into Alcohol Spray car W-85 by the railroad and was used for de-icing the 3rd rail. The chapter acquired this car in 2009.



Sister car 7525, Tim Darnell Photo

7526 will be reproduced in HO Scale by Rapido Trains of Canada. These cars feature accurate scale reproduction, full interior details, factory installed grab irons, full underbody detailing including all air, steam and electrical lines, working diaphragms, as well as full interior lighting, powered by Rapidos simple to use, battery powered system. 7526 will be produced in the MTA scheme of Blue & Platinum Mist. This car will be available ONLY through the Twin Forks Chapter.

These cars will cost 80.00 per car. NYS Residents MUST include sales tax. All proceeds will benefit the chapter. Act now, only a limited number of cars will be produced. These cars are bound to sell out! Order cut off date is April 16th, 2011.

Yes, Please put me down for ___ cars! Cars cost 80.00 each + 10.00 shipping. Please pre-order now. Cars are expected to arrive in mid-summer 2011.

Name- _____
Address- _____
City- _____
State- _____ Zip- _____
Email- _____
Phone- _____

Please detach this form and mail with payment to:

Twin Forks Chapter, NRHS

P.O. Box 188

Port Jefferson Station, NY 11776

Any questions please email the chapter at twinforksnrhs@aol.com

NYS residents must include a sales tax of \$6.90 (8.625%) for a grand total of \$96.90 shipped to your door.

Please note as this is a custom car there will be no refunds.

Contact the chapter for information on multiple car shipping. If you wish to pick your cars up at the next membership meeting when the cars arrive check here ___ and we will keep you informed as to the date. It is the buyers responsibility to pick the car up when it arrives.

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

THE LIRR MODELER by Mike Boland

THIS MONTH'S FEATURE:

***ATLAS'S NEW LIRR GP38-2 TRAINMAN LINE
DIESEL LOCOMOTIVE IN HO SCALE***

Atlas Model Railroad Company recently treated LIRR modelers to a nice gift...the EMD GP38-2 diesel locomotive decorated for the Long Island Rail Road in its blue and yellow paint scheme. The locomotive is part of the firm's "Trainman" line of relatively-inexpensive model railroad equipment.

The locomotive, which pulled LIRR passenger trains from 1976 through the year 2000 is available in two road numbers, 251 and 259. This paint scheme, which was introduced in the late 1980s or early 1990s—we're not sure just when so please let us know—consisted of yellow ends, railings and side sills, along with a yellow nose and patch under the locomotive cab windows. Some locomotives in this paint scheme had a neat, attractive LONG ISLAND in white Helvetica lettering along the hood sides so you'll have to consult photos of which units had lettering, should you want to add it to your locomotive. Microscale's Long Island Rail Road set should do the trick here.

As for the locomotive, like all models of the GP38-2 before it, this locomotive was really a custom-made unit with details that varied from road to road and the LIRR was no exception. So here's a list of things to attend to to make your locomotive more like the LIRR prototype:

File down the bulge on the fireman's side of the loco and add it (a replacement part, of course!) to the front of the cab wall.

Remove the snowplow and add the CSX buffer plow available commercially. The plow can be added to the rear of the locomotive.

Add grab irons where dimples are located at both ends of the locomotive.

Remove the safety chain across the middle of the end railings at both ends of the locomotive and replace with brass or styrene round piping.

Fix the marker lights. They are square and angled, not round and conventional. Use red jewels to represent the red globes.

Add wipers to the windows and the Automatic Speed Control box. We don't have the dimensions of this but it can be closely replicated by eyeballing photos of the prototype.

Add MU cables and cut levers.

Add to the length of the fuel tank on the underbody by stretching it with styrene.

The roof and the top of the short hood need to be repainted; they should not be black. You'll have to match the LIRR blue and yellow by eyeball but this shouldn't be too difficult.

THE LIRR MODELER continued by Mike Boland

Remove and replace the horn with a more prototypical one.

Add wind guards on the engineer's side of the cab.

Paint the side vents black and weather the underbody and trucks to suit.

Add lift rings and the special caboose railing by the rear exhaust.

You can add checkered vents and not the vertical ones at the top rear of the locomotive. These vents are made by Cannon.

Add the sight glass on the hood by making a small hole and shaping it to the correct size.

Add the square-shaped lift or jacking plates, two on each side of the locomotive.

The handrails extend too far down the steps at each end of the locomotive; they're too low so shorten them to the tops of the steps. Consult prototype photos here.

Remove the drop step.

Add ditch lights, if appropriate to your unit depending on the time era you model.

Add a Sinclair antenna and under-cover cones for the unit's headlights.

The side sill needs a Salem filter and a bell.

The running board surface or floor is black; it should be blue.

The wrong style numbers are in the bugboards so replace them.

If you make these changes, your unit will much more closely resemble the LIRR units. Some claim that these units were the best locomotives ever used by the railroad...not bad for an off-the-shelf freight locomotive. No other railroad used the GP38-2 in passenger service so tweaking your model to make it appear more like the prototype is a worthy effort.

We'll be back next time, next year with more. Until then, Merry Christmas and Happy New Year from the Long Island Rail Road Modeler!



Long Island Sunrise Trail Chapter
National Railway Historical Society
Post Office Box 507
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ATTENDING MEETING AT CHRIST CHURCH BABYLON



**LONG ISLAND-
SUNRISE TRAIL
CHAPTER**



NATIONAL RAILWAY HISTORICAL SOCIETY