

SEMAPHORE

September 2010

THIS MONTH:

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

The presenter at the Sept. meeting is John Turkeli who will be making a presentation on the history of Penn Station. This is fitting as September 8th is the 100th Anniversary of the date that the first LIRR revenue train departed from Penn Station. He is one of the foremost experts on Penn Station who has conducted tours of the present building and will be conducting a tour on September 11th.

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

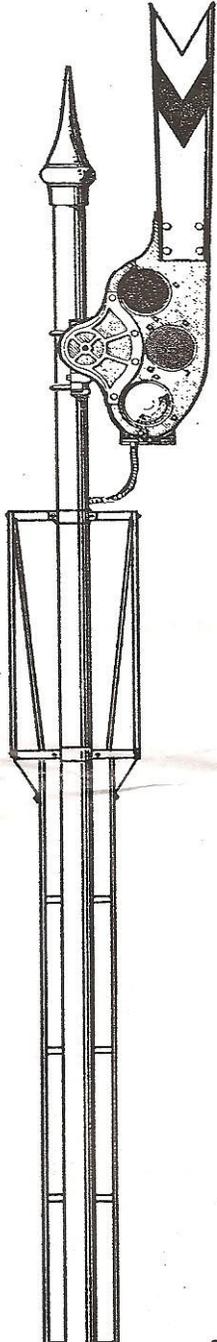
<http://www.nrhs-list.org>

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

On September 8, 2010, the first Long Island Rail Road revenue train departed Penn Station from the brand new, magnificent building between 7th and 8th Avenues in Manhattan. Although this once magnificent building is no longer in its original design, it is still used by legions of commuters as well as long distance travelers on a daily basis.

On September 8, 2010, the Long Island Rail Road, the United States Postal Service and our Chapter will celebrate this auspicious date by having a ceremony in the 34th Street concourse section of today's Penn Station. In addition to speeches by various dignitaries, the USPS has made up a special stamp cancel that was designed by Chapter member, Caroline Scannell. We are having special USPS stamps designed that will be affixed to commemorative envelopes. The envelopes will have two different drawings, one of the original Penn Station building and the other of the tunnel mouth leading to Penn Station. The special stamps will be two different designs, one of the building and the other of the tunnels. They will be postmarked September 8, 2010.

If you wish to purchase these special "covers", the cost is \$3.00 each or two for \$5.00. Please include \$1.50 for postage. Also, New York State residents must add 8.625% tax to the total of the items plus postage.

On September 11, 2010, John Turkeli will be conducting a tour of Penn Station. The tour will begin at 10:00am and the meeting place will be on the sidewalk at the south side of the 7th Avenue steps/entrance to Penn Station. The cost is **FREE** for members and \$10.00 for non-members. The tour will be approximately 2 hours in duration. Regretfully, the September 4th tour had to be cancelled due to scheduling conflicts. Please call me at 631-487-4766 to make reservations as space is limited.

Our 2011 LIRR calendars are now available. John Scala, the "Weekend Chief" performed his usual magic and provided us with an impressive collection of LIRR photos. Please see the LIST order form in this Semaphore edition for ordering information.

Chapter elections were held at this past June meeting. The positions and current holders are:

President – Stephen Quigley

Vice President- Robert Myers

Treasurer – Alan Mark

Secretary- Craig Ash

Board Members – Michael Boland, Robert Cecere, Kenneth Katta, Kevin Katta, George Wybenga

National Director – Benjamin Young

I want to thank all of the above noted people for their assistance in making our Chapter educational and fun.

On June 11, 2010, our Chapter participated in the opening of a new museum in Old Town Hall in Babylon Village, New York. The grand opening exhibit was a display of memorabilia, pictures and current items of the Long Island Rail Road. Two trolley lines were also featured, the Babylon Railroad that went from Amityville to Babylon and the Cross Island Line that traveled from Huntington to Amityville. Among various dignitaries and speakers in attendance that day were - Helena Williams, President of the LIRR who spoke on behalf of the employees of the LIRR and yours truly, Stephen Quigley. The exhibit will continue to be on display until March 2011. The Museum is open Monday through Friday from 11:00am – 3:00pm. Starting in October the Museum will be open on Saturday.

Two of our Chapter members are organizing fan trips. John Kilbride and Elliot Courtney are setting up trips for this fall. More information will follow in the next edition of the Semaphore as well as on our website.

Nest month, the annual dues renewal reminder will be mailed out to all current members. Please renew promptly so that we can keep you on our membership roster.

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 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 5 calendars, please add a total of \$5.00

For more than 5 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]

Stack Talk by Neil Moran

Well, it's good to be back in circulation again after a two month hiatus. Lots of news to catch up on, so let's get to it.

CHINA: NANPIAO: At last, a place where currently they have no plans to buy diesels. Here everything is unchanged (for the present) with the exception of a new line that opened several months ago to a new smelter pit near Sanyelian. Unfortunately, for the photographer the engines (SYCLASS Mikados) run up the grade to the pit tender first, and come down the proper way. Not too far away at Baiyin there's another railroad operating in steam as well. However this line is not open to visitors. Rail fans have started an inquiry to find out if it is at possible to get permission to photograph this line. But as of now, still no answer. This steam operation has at least eight Mikado's running. What makes it so frustrating is the fact the railroad has some wonderful scenery to it, such as deep cuts, bridges, hair pin turns, and a road that parallels the track. Photographers that have tried to get photos, have been turned away, or worse yet have been arrested by the police. On the line up to Sanyelian, there are six Mikado's under steam. The town of Nanpiao, is a step back in time, as there are a few hotels with no TV, eating places, and a few gas stations. But the yards are filled with water columns, switches, engine facilities, old type two story station and lanterns hanging on the walls of the station. It's like stepping back to the 1930's

SOUTH AFRICA – FRIENDS OF THE RAIL, PRETORIA: Murphy's law strikes again. As if it was bad enough to report back in the spring about a rail disaster about a runaway train, now comes another story about a derailment. This incident took place back on June 20th on a Fathers day train out of Pretoria to Cullinan with more than 627 passengers on board. As the train was nearing the station pulled by a Class 15F 4-8-2 #3117 derailed into a field as a result of wooden railway ties having been removed by thieves. Such sleepers (ties) are used in South Africa for furniture manufacture or firewood. Luckily the train was traveling slowly, and none of the passengers were injured in the derailment, and no damage to the locomotive, tender, extra canteen and crew.

Rovos Rail: The Incline Council based at Creighton, has developed a tourist line to support other tourism businesses in the region. It is called Sisonke Stimela. The steam powered train will offer an upmarket experience in this extremely scenic area. The coaches have been refurbished by Rovos Rail to their highest standards, even offering en-suite accommodations in double and twin bed suites plus a dining car and lounge car. This train should start very soon, if not already. All meals will be in the dining car. The train will start off in Creighton and head to Riverside and back. As part of the project GMAM Garratt #4070 a 4-8-2 + 2-8-4 will be the power, along with a 19D Class 4-8-2 # 2669. This is good news indeed!

UNITED KINGDOM – DARLINGTON: Unfortunately the newly built Class A. Pacific "Tornado" has been taken out of service due to repairs on her boiler. Near June, five defective flexible firebox stay bolts were found by means of telltale holes drilled through the stay bolts also discovered were seven other stay bolts nearby had to be replaced. This work was done at the South London depot where the locomotive is maintained. DB Meiningen, the German builder of the boiler reported all repairs went very well, according to a member of the A1 steam locomotive trust, which built and operates the locomotive. Included in the trips canceled as a result of this work was one from London to York, which Train editor Jim Wrinn was expected to travel and report on. Unfortunately other defective stay bolts were later discovered. DB Meiningen started to replace more than 150 defects. These were located from the back and sides of the firebox above the mud ring. Most of these were removed as a precaution, but five were found to have cracks in them, and others showed signs of fatigue. This problem stems from the amount of work the locomotive has been doing. The Tornado has been much in demand for mainline excursions, and trips on private lines. The engine has traveled more than 23,000 miles since its construction. As of this writing, Tornado will be ready for further mainline trips, starting from London to York on August 14th.

Stack Talk...continued by Neil Moran

Canada – Guelph, Ontario: Former Canadian National #6167 a 4-8-4 was moved for the first time in 43 years to a new site near the Via Rail Canadian train station in Guelph. Reason for the move was to make room for a new multi model transit terminal to be shared by Via Rail, Go bus and Greyhound. It was built back in 1940 by the Montreal Locomotive Works. She will receive cosmetic restoration by a local group that first began work on her back in 2002. The engine was donated to the city of Guelph in 1967 after a long career in service which also included many excursions that ran during the 1960s. Earning her the distinction of Canada's "Most Photographed Locomotive". Before the move, workers removed asbestos, and sand blasted and repainted the engine.

CANADIAN PACIFIC – CALGARY: C.P. got back into it's steam activities surprisingly. There was talk that C.P. wasn't going to run any steam excursions this year using the #2816 Hudon. However several excursions were run in August out of Medicine Hat to Dunmore four times. Then Taber to Lethbridge Calgary to Lake Louise, also Lake Louise to Field, Golden and Revelstoke. As of now, no new trips are planned for September and October, but that could change.

UNITED STATES – FILLMORE AND WESTERN RAILROADS: "I'm ready for my close up Mr. DeMille". This famous line was spoken by Gloria Swanson in "Sunset Boulevard" back in 1950. Now we can say it again in the new movie coming out in 2011 called "Water for Elephants" which will star Robert Pattinson and Reese Witherspoon, Hal Holbrook and McCloud River 2-8-2 #18. The Mikado spent a month at the Fillmore & Western RR filming scenes. The story line takes place in the great depression when an orphan joins the circus that travels by train for various towns in that era. No. 18 was brought in by truck from Nevada's Virginia & Truckee Railroad which obliged 20th Century Fox. Other essential equipment was brought in from Circus World in Baraboo, Wisconsin, from the Orange Empire Railway Museum, and used various equipment from the Fillmore & Western R.R. The engine responded well in all the scenes she appeared in.

JAMESTOWN CAL. RAILTOWN 1897 STATE HISTORIC PARK: Staying in the Golden State, Railtown 1897 is the oldest continuously operating steam locomotive maintenance shop in the United States, where operations occur on a daily basis. It still has a operating round house. We all know it as "The Movie Railroad". The museum historic locomotives and rolling stock have starred in hundreds of movies and television productions. Widely known as the "Movie Star Locomotive" famed Sierra #3 has already polished the rails back over the July 4th weekend. She continues running as I write this column as the star of Railtown 1897, it was built back in 1891 and has quite a history. Special excursions are lined up until October. If your in the area, you would do yourself an injustice if you didn't go to see her run, she's quite a lady. Go to www.railtown1897.org for further information.

NEW MEXICO – CHAMA: We've all seen and heard about the terrible tragedy on the Cumbres & Toultec Railway. Not much more I can add to these facts, unfortunately it came on the year the railroad was celebrating its 40th as a tourist operation. They had big plans this year to induce the people to come out and ride it. One of them was if you were 40 years of age you could get 40% off your ticket price. Another was if you were married you could get a 40% discount on your ticket. You certainly couldn't do much better. The C&T is still honoring that deal. About the Lobato trestle, heres the latest information. Upon close inspection, railroad and state officials have pretty much said they can see no evidence of anybody deliberately setting fire to the trestle. No foot prints or car tracks were seen at either end of the structure, and no tampering with any of the ties and rail. There was some small forest fires in the area, and one can assume that by some twist of fate hot ashes could have blown on the trestle. Unfortunately soon after this happened, a regular passenger train passed over the bridge and by some dumb luck, cinders from the locomotive fell on this location, and sparked the fire. But this is only speculation. Another case of Murphy's law. Cumbres & Toultec officials are to be highly commended for doing everything in their power to keep the railroad running. Trucking up one of their engines and tender to the top of Cumbres Pass was no small feat, and cost quite a bit of money.

Stack Talk...continued by Neil Moran

Plus spending money to bus the people up to the Pass was above and beyond. The railroad was in a multi-year program to replace ties and ballast on the track and restore it to optimum operating capability. A total of 40,378 new ties have been installed with the 64 miles of track resurfaced and lined. Bringing the track, locomotives and rolling stock up to top notch condition has been a priority for this pike. In addition news has reached me that the Friends of the Cumbres and Toultec Railroad has pledged \$20,000 to the Locomotive Trestle Fund which is great news indeed. The leadership of "Friends" felt that this was the highest and best use for these funds said Tim Tennant, the groups executive director. The blaze remains under investigation. The 1883 structure may need to be completely replaced. But railroad officials continue to analyze whether it can be repaired.

MINNESOTA – MINNEAPOLIS: Milwaukee Roaf 4-8-4 #261 was lifted off it's wheels as part of it's ongoing rebuilding. As all of you know this 1944 Alco locomotive was purchased last spring by the Friends of the 261 from the National Railroad Museum in Green Bay Wisconsin. The "Friends" are continuing the locomotives federally mandated inspection overhaul, and now have stripped most parts off the engine. As part of the rebuilding the wheels had to be removed for truing and other work. Recently a crew from Vic's Crane and Heavy Haul arrived with two cranes and proceeded to lift the 227,000 pound boiler off its driving wheels, which where then rolled out from under #261. The drivers were sent to a local company for necessary work. The group hopes to have the rebuild complete and back in operation sometime in 2011.

TENNESSEE – CHATTANOOGA: As Baron Frankenstein said to his assistant Igor after bringing down the body of the monster from the rafters of his laboratory "It's alive, it's alive". Sixteen years after Norfolk Southern ended their steam program, they've had a change of heart, hard to believe but it's true. No, we will not see the J611 or A1218 run, but we will see three old flames run again. Getting all primed up for excursion duty former Southern engines No. 4501 2-8-2, Southern 2-8-0 #630, and 2-8-0 #610 from the Tennessee Valley Railroad. This change of plans is called the "21st Century Steam" will mark a more compact return to steam. No big excursion on any of N.S. main line is planned. I guess we can thank Chairman and CEO Wick Moorman for his intuition in bringing back a steam program that features a steam program called "Railroads then and now". He continues by saying "NS has a fascinating history and we have a compelling message about how today's railroads support jobs, competition, and the country". TVRM President Tim Andrews says the 2-8-2 #4501 could be made ready to run in year if enough help is assembled. As for the Southern #630 A 2-8-0 that ran on excursions from 1968 to 1978, she will take several months to get her ready. While TVRM own 2-8-0 #610 built in 1952 has been in service for quite sometime since 1990. It also did excursion work on NS from 1990 to 1993. The start of 21st Century Steam will coincide some special dates. The year 2011 will be #4501 100th birthday, and TVRM 50th, and NS 30th anniversary. So special plans are to be readied. Finally, NS joins Union Pacific which really never got out of steam trips, Canadian Pacific, and BNSF who continually run excursions powered by steam locomotives. All I can say is "Welcome Aboard".

GEORGIA – ATLANTA: One of the most beloved railroad engineers, has gone to the big round house in the sky. He was Bill Purdie Master Mechanic for Southern Railways extensive steam excursions from the 1960's into the 1970's. He was 95 years old, in the above paragraph when I talked about the #4501 - #630 he was the engineer along with the #722, #750. Later on he was the man on the Texas & Pacific 2-10-4 #610, C.P. Pacific #2839, C&O 2-8-4 #7716, and N&S J Class 611, not only did he run those beats, but he helped repair them, when they had troubles. He joined Southern Railroad as a helper in 1936, and progressed to machinist, and later to round house foreman. When the Southern Railroad decided to begin an extensive steam excursion program President W. Graham Clayton Jr. asked Purdie to become Master Mechanic in 1967. He was always approachable and kind to all who spoke to him. The steam program drew thousands of people, all wanting to ride behind a steam engine. I dare say he is taking care of business up in the big round house up in sky. In the September 1976 issue of trains magazine, editor David P. Morgan said of Bill Purdie "He is a true tale of a steel driven man"

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), Rich Taylor (NRHS-NJ), John Reilly (RRE – NY) and from your most humble servant in steam.

UNTIL OUR TRACKS CROSS AGAIN

THE LIRR MODELER by Mike Boland***THIS MONTH'S FEATURE:******A Sneak Peak at this year's Modeling Season***

Well, it's September and we're back! Summer is just about over and it's time to return to modeling. Before we resume our series on Con-Cor's mP54 LIRR passenger cars, we have two important news items to announce for LIRR modelers in HO scale. So here we go!

Two models of LIRR passenger cars are coming out...one by Rapido and the other by Con-Cor. Let's look at the first model, provided by Rapido.

Some time ago, Rapido, a model train manufacturer located in Canada, announced that they were manufacturing the Osgood-Bradley coach, known to many as the so-called "American Flyer" cars, built by Pullman-Standard. Rapido has made these cars and released its first run of these cars in various New Haven versions. (Our favorite is the McGinniss version with black car body, red stripe along the letterboard with white lettering.) The New Haven Railroad owned a number of these cars and so did the Boston and Maine Railroad. The LIRR bought a number of these cars—30 in all—from the B&M and numbered them 7521 through 7550. These cars wore three paint schemes, charcoal or smokey gray with white condensed gothic lettering and Brunswick green roof, the Dark gray and orange-striped and lettered World's Fair version and the first MTA colors of Nordic blue and platinum mist. We also need to mention that the LIRR bought three of these cars from the Bangor and Aroostock; they were numbered 8551 through 8553.

The Modelers' Committee of LIST had some contact with Rapido, suggesting they do the LIRR version of this car. We sent them some photos and information. Well, we were contacted recently by Rapido, which plans to do the LIRR cars in their next run. So off went another packet of information and photos, and Rapido unveiled the Long Island cars at the 75th NMRA Convention held in July in Milwaukee. So hats off to Rapido for doing these cars; they will make a lot of LIRR modelers happy. Rapido plans to bring these cars out in two paint schemes, the World's Fair and the MTA #1 arrangement. Looks like we'll have to work on them for their first LIRR paint scheme; in the meantime, purchase an "undec" and we'll get around to do an article on how to paint and letter these cars. From what Rapido has stated, these cars will be available in three car sets, with numbers, and also available as single cars with no numbers; you'll have to number the single cars by yourself but it's no big deal.

For more information, pricing and arrival dates, visit the Rapido website. They have illustrations of the cars in both schemes and they look very good! And thank you Modelers' Committee for working with Rapido, too! Now you have some cars to pull behind all those Atlas Alco C420s in the World's Fair paint scheme. We've got to work on getting a push-pull set of cars from somebody. Does anyone want to make the Pullman-Standard "Worcester" cars?

And now for more good news. This comes from our friends at Con-Cor, the people who are bringing us the mP54 series. As this article was written (in early August) the BM62 has NOT arrived at hobby shops.

Thanks to Jim Gillin, who sent us a copy of an e-mail that was sent out over the summer, Con-Cor has decided to do an MP54 version LIRR colors. This will include a control motor coach (MP54), MPB54 control motor passenger-baggage car (or combine) and the MBM62 control motor baggage mail car. These units will be offered as powered units and non-powered units as well. The cars will be offered in two paint schemes...Tuscan red and gray. But what gray? Tichy or Goodfellow gray? We're trying to find out so stay tuned as they say in TV land. The cars will be available in 2011. No prices have been announced yet. Visit the Con-Cor website for more information and the latest updates.

And here's one last note. Division Point, a firm that features fine brass models imported from Korea recently announced a line of Fairbanks-Morse C-Liners that will be available this year. They will be offering freight and passenger versions for the demonstrator, CNR, CPR, NH, Milwaukee Road, NYC and the LIRR in two paint schemes. They will be DCC-ready in very limited quantities. Visit the Division Point website for more information.

We'll return next time and continue our series on the mP54 flat-roof coaches. When we finish the coaches, we will continue with the passenger-baggage combine and then finish with the baggage-mail car. We hope to visit the Rapido cars when they come out and also do some features on freight cars as well as finish our series on the Weaver O scale B60B baggage car.

Until next time, happy modeling!

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

ATTENDING MEETING AT OLD TOWN HALL BABYLON VILLAGE

FRIDAY, MAY 21ST, 2010



**LONG ISLAND-
SUNRISE TRAIL
CHAPTER**



NATIONAL RAILWAY HISTORICAL SOCIETY