



SEMAPHORE



February 2011

The next meeting of LIST will be on **Friday, February 18th at 8:00pm** at the Christ Episcopal Church, South Carll Avenue and Prospect Street, Babylon, New York.

THIS MONTH:

Ed Koehler has been a member of organized railroad history groups since 1969, discovering the already abandoned New York, Ontario and Western Railway just a few years later. This interest led him to the O&W Chapter and their guidebooks covering the sites once served by the 'Old Woman'. Using a series of photographs taken in the mid 1970's and the early years of the 21st Century Ed will present a portrait of what has been left behind after the almost mystical NYO&W gave up operations. Buttressing and balancing the post abandonment pictures is a collection of images from a vibrant and alive Ontario and Western from sources such as the late 35 Slides; the O&W Railway Historical Society archives, the DeForest Diver Collection at Cornell University, picture postcards, and from several individuals. This show concentrates on both the mainline of the railway and on the branch lines of this forgotten railway line. If it did not invent the Sullivan County recreation industry; it certainly perfected getting to it.

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

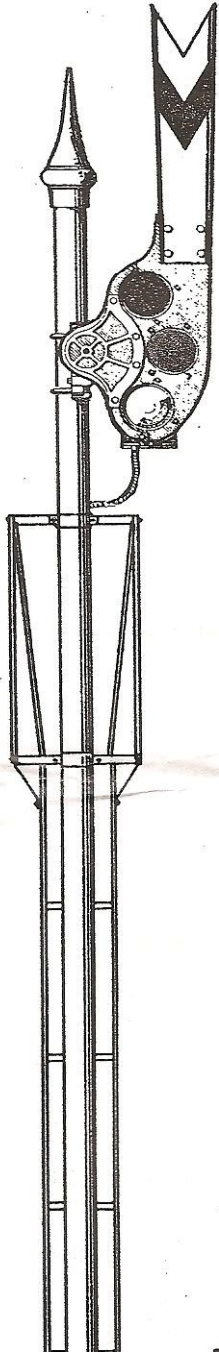
<http://www.nrhs-list.org>

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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!

_____ 2011 LIRR calendar @ \$8 each Total _____

_____ 2010 Penn Station 100th Anniv. Calendar @ \$5 each Total _____

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

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

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

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

_____ Penn Tech Society, "The Keystone" @ \$15 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]



NOTE: In the event of inclement weather, please use your best judgment and be safe. Better to be safe than sorry! We will try and update the Chapter's website the day of the meeting, but please be safe.



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

Stephen F. Quigley, President

Steven R. Torborg, Editor

List Happenings by Steve Quigley

Membership renewals are past due. If you wish to renew your membership with LIST, please do so now. Due to increased printing and postage costs, we will not be able to send un-paid members a copy of the Semaphore after March if your membership is not renewed. If you did not receive a renewal notice, please contact Alan Mark or myself so that we may assist you. Thank you for your co-operation.

As a reminder, if a paid up member brings in 3 new members in any category within 1 year, we will pay for your entire membership dues [\$46] for the next year.

We have only a handful of 2011 calendars remaining, if you wish to purchase a copy, please do so now.

The Chapter purchased copies of the current edition of the Penn. RR Technical & Historical Society publication, "The Keystone." In this edition of The Keystone is an excellent 14 page article titled "Centennial of Pennsylvania Station And Tunnels to New York" by Ron Ziel. The article tells the story of the construction and history of Penn Station. The article is filled with excellent photos as well. Within the article is a 2 page spread showing a painting titled "Gateway to Gotham" by Peter Lerro Jr. It is a painting showing the interior of Penn. Station circa 1910. I purchased a 20" X 24" print of this painting at the Springfield Train show on 1/30. For more information on this painting, please see The Keystone. Please refer to the Chapter's price list in this Semaphore regarding the purchase of the Keystone.

The NY Transit Museum is having an exhibition in the Gallery Annex and Store at Grand Central Terminal titled "The Once and Future Pennsylvania Station." The exhibition will be from 2/15/2011 to 10/30/2011. No admission charge to this exhibition. In addition, on Saturday, March 5th, 2011, the Transit Museum will conduct a "Historic Pennsylvania Station Tour" which will be from 11:00 AM to 3:00 PM. The cost is \$25 for adult non-members and \$20 for Museum members. Please see the MTA website at www.mta.info for additional information on these items.

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 the postcard drawing of the original Penn Station. The stamps come in sheets of 20 stamps of each scene and may be used for postage at the 44 cent rate. The cost is \$20 for each sheet plus \$1.50 for postage.

The latest edition of the Semaphore appears to have arrived in acceptable condition for most members. If your copy did not arrive in acceptable condition, please e mail or call me.

Only a handful of member's e mailed me regarding their interest in receiving an electronic version of the Semaphore. If you are interested, please e mail me at the address below.

Our trip committee chairman is looking into trips for this coming spring, [if the snow ever stops here in NY]. Stay tuned to the Semaphore for additional information regarding what is planned.

Please e mail me at csquigley@optonline.net or call me at 631-487-4766 if you have any questions or comments. Thank you.



Stack Talk by Neil Moran

CHINA – SANDAOLING: There have been two major developments that have taken place within the last three months, the railway has acquired four new diesels to work trains between Nanzham and the State Railway interchange at Livshuguan, virtually eliminating steam from one of the most photogenic parts of the operation. On the positive side, coal is no longer transported all the way from opencast coal mines to the washery by train. Instead it goes to Xikeng Kou hauled by SY Classes 2-8-2s. Also, trains running to the deep mine at Briquan from Nanzhan are still run by Js Class's #8053, #8314 and #8366. Freights running out of Xibolizhan at the western end of the opencast mine, were still 100% steam, and the volume is quite heavy. The morning shift that starts at 9am has seven to eight trains at the east end of the pit all powered by Js Class Mikado's, there are also four other Mikados used at times, normally engines #8225, #8194, #8195 and #8190 do the work. The railway still have two passenger trains in use, and it uses some of the SY Class's out of the pool of engines. Unfortunately, these locomotives are in poor shape externally. A marked change from previous years. They have three to five trains in operation out of the opencast pit. Trains leave about every half hour. This is an improvement from last year. Make sure you have the usual "goodies" in hand when visiting.

SOUTH AFRICA – REEF STEAMERS – GERMISTON: This East Rand Group held an open day a few months ago with excursions to Boksburg East and return. The group used locomotives #1535, #3046 and #3472 on this Saturday trip. Several other engines were on display for the rail fans pleasure. The newly restored 15F Class 4-8-2 #3046 now carries the name "Jonine" after one of their loyal members daughters. The club is reported to have made a profit of about R25,000 on it's opening day. But still suffers from financial woes. Steam in Action (SIA) has indicated that it would try to help out. They also operated an excursion to Magaliesburg for Sanrasm as well as the Germiston Club with Class DAR a 4-8-2 #1535 doing the honors. Then on Nov 6th a 4-8-2 + 2-8-4 Garratt #4079 that belonged to the Sandstone Trust ran on the Mafiking Railway. Also on the annual free State Cherry Festival in November a Class 15F #3046, and 25NC Class 4-8-4 #3472 made a wonderful duo with plenty of run bys out of Sandstone's Ficksburg location to Kohmandoner and return. Needless to say everyone had a smashing good time. Cheers!!

UNITED KINGDOM – DONCASTER: Could there be two cocks of the walk? Well it looks like it, as I wrote in last months column there's going to be another steam locomotive built from scratch. This "Lazarus" return phenomenon is quite underway in Britain. First they had a Class P2 Pacific built from scratch, "Tornado" a smoke deflector version of Sir Nigel Gresley 4-6-2. This engine has proved highly successful in her runs on mainland excursions throughout England and Scotland. Now comes another P2 Class from the Doncaster Locomotive Trust. They will build another LNER 2-8-2, taking the #2001 and name it "Cock O the North" but in the streamlined form with an A4 style front end. This engine was also designed by Sir Nigel Gresley that were built in Doncaster between 1934 and 1936, with the final four locomotives fitted with a A4 styled front end. None survives today, all were built as Pacific's by Gresley successor Edward Thompson in the 1940s, and scrapped by the British Rail two decades later. Chairman of P2 Trust David Court a former British Rail and EWS driver (engineer), he also fired the AE Class Flying Scotsman across America in the early 1920s says "we don't see this as a locomotive war, or anything like that". "We are in full admiration for what the Trust has done, and wish them continued success". He continues "we want to do this for Doncaster, to put it back on the railway map where steam is concerned" This group has already raised enough money to have main frames built by a steel company last month and are hopeful the steam engine will run in the Marshgate or Hexthorpe area of Donchester in the near future. There are only two excursions scheduled for March 2011. Tornado will run out of London's Victoria Station on March 1st with the St. David's Day Cathedral Express, stopping at Stains, Ascot, Reading, Cardiff Carmarthen and return. On Sat. March 5th, Victoria Station to Warford, Milton Keynes, Central, Shrewsbury (via Crewe, Natwich, Prees) and return via Wellington, Wolverhampton, Bescot, Birmingham International and Rugby. The Tangmere Class returns to the rails on Thursday March 25th with a trip to Bath, Bristol via Surrey Hills and return. Please contact Steam Dreams @ Steamdreams.co.UK

Stack Talk...continued by Neil Moran

CANADA – VANCOUVER: For years locomotive #113 was a working steel locomotive on Vancouver's Island Nimpish Valley Line which proved educational and very popular with both locals and visitors. Unfortunately things didn't stay that way, and now the locomotive sits rather for lone at the towns center in Woss, a small logging town. Now there is a movement to relocate the engine to Port Alberni, and that would cost a ton of money. The people in Woss don't want the locomotive moved, and now are raising funds for the engine to be possibly be inspected and a steam test to be done on her, this has really gotten the citizens of Woss excited. They would love to see the engine possibly run again. So now the administrators of both towns are going to put their heads together and come up with some kind of solution. Stay tuned things are really heating up around the old pot belly stove.

UNITED STATES – ILLINOIS – ROCK ISLAND: I mentioned in last months column that there will be another Owosso type Steam Festival thats taking place in the area of Rock Island, Illinois. There is a city park in that location called Schwiebert Park that can handle this festival. The dates selected as far as I know are July 21 – 24. As of this writing approximately seven to eight steam locomotives will be attending. The big draw was supposed to be the former Santa Fe 4-8-4 #3751 that's based in the Los Angeles area. Unfortunately news has recently reached me that Burlington Northern Santa Fe will not allow the locomotive to run over their tracks. BNSF claims it will interfere with its scheduled freight traffic. Now we all know that Union Pacific will not allow any foreign steam engine on their tracks except its own #3985 and #844. I don't believe any other railroad is available for the #3751 to run on so she wont be coming to this festival, pity!! However another Big engine will make its presents felt and thats Nickel Plate Berkshire #765 based at Fort Wayne, Indiana. Tentatively there is a trip scheduled to Bureau, Illinois on July 22nd , and another scheduled trip for Iowa City, Iowa July 23rd. Also on the 24th a combination riverboat and stream train trip to Muscating, Iowa . Quite possibly there may be two short trips each day out to Walcott, Iowa. It looks like the trips will be over the Iowa Interstate Railroad. In recent news that I just received, it is now possible that the #3751 may come to Rock Island dead in tow, pulled by BNSF diesels in a freight train. As more information come in on the Steam Festival, I will let you know.

CALIFORNIA: The Carson and Colorado Railway who are the lease holders of the Southern Pacific narrow gauge 4-6-0 #18 are continuing there efforts to rebuild and restore the ten-wheeler to operating condition. She was built in 1911 by the Baldwin Locomotive Works, and originally ran on the Nevada California & Oregon Railroad as #12. In 1928 it was bought by the Southern Pacific RR. No 18 was donated to Independence in 1955, and displayed in that town's Denhy Park. The group is planning to move the engine to it's museum site in preparation for cutting the tubes out of the locomotives boiler. There is a five year plan of rebuilding #18 to the rails, and possibly running excursions in Owens Valley. The last narrow gauge S.P. Engine that ran in that area was in 1960 from Laws to Keeler, Cal.

WYOMING – CHEYENNE: Union Pacific Steam Boss Steve Lee will retire after 22 years as head of steam operations. Mr. Lee has become synonymous with the steam program during this time. He began his railroad career in Jan 1972 as a student fireman on the Illinois Central. Then graduated to full engineer later that year, and continued with IC until 1977. That same year he switched to the Rock Island railroad as a train master and road foreman. During Rock Islands Bankruptcy Lee then took a job with Union Pacific, becoming division general road foreman of engines at Cheyenne, WY. In 1980. He took formal charge of their steam program in 1989 and the rest is history. In all the years with UP as head of the steam departments he had an immaculate record of never having an accident. We can only tip our hats to him.

Stack Talk...continued by Neil Moran

VIRGINIA – ROANOKE: Former Chesapeake & Ohio 4-8-4 #614 famed for steam excursions in the 1980s and 1990s will move this winter to go on display in the Virginia Museum of Transportation in Roanoke, Va. The 4-8-4 ran in this state in regular service, so in a way, she's coming home. The 1948 Lima built locomotive was the last commercial steam passenger engine built in the United States. It ran on the Chessie Steam Special excursions and on the New Jersey Transit Fantrips, Iron Horse Enterprises will put the engine on loan to the two museums. The #614 has already arrived at the museum in Roanoke where it will be on view. While in Roanoke the big northern type will be displayed with Norfolk & Western 4-8-4 #611 in an exhibit sponsored by Norfolk Southern called "Thoroughbreds" N&W #611 and C&O #614, the pinnacle of steam locomotive technology. The exhibit will cover their history and technology, along with their place in our heritage and culture plus their role in the last days of steam. After some time on display in Roanoke, the #614 will be moved to the C&O Railway Heritage Museum in Clifton Forge, Virginia for static display for an indefinite amount of time.

PENNSYLVANIA – MINERSVILLE: Back on October 29th 2010 a part of the Central Railroad of New Jersey came to life in the form of an 0-6-0 #113 being fired up for the first time in over 50 years. We have to thank Robert Kimmel for all the blood, sweat and tears for this. The group has owned the #113 since 1986, and is called the railway restoration project 113. The locomotive was moved from the Wilmington & Western railroad in 1991 and located at its present site in Minersville. The original owner was the Philadelphia & Reading Coal and Iron Company, and they overhauled the engine in 1957, expecting it to continue on. She ran till 1960 after being sold to the Reading Anthracite, and in turn was sold to Mr Earle Gill of the Morris County Central. Presently the engine sits near an active Reading and Northern branch line. There are no plans for full operation at this time. The 113 is one of the two remaining Jersey Central Steam Locomotives left. The other being the Camelback 4-4-2 #599 at the B&O Railroad Museum in Baltimore, Md.

NEW JERSEY – WHIPPANY: The Whippany Railroad Museum has obtained funding to restore 0-6-0 #4039. She was built by Alco and was one of 43 060-155 Class switchers for the U.S. War Dept. in 1942. After its retirement from the U.S. Army, the engine was sold to the Virginia Blue Ridge as #5 in 1947. Then in 1965 she came to the Morris County Central, and was given her old number back #4039. Morris County Central also converted her from a coal burner to oil fired. The restoration is being carried out by Rob Mangels of Transportation Innovation Specialist of St. Paul Minnesota. A few months ago the cab, smoke box front and other parts were removed from the boiler. Tubes were also removed and shipped to a concern in Colorado for repairs. The running gear and the tender will be worked on in Whippany by a group of TIS workers along with volunteers. We wish them all the best and will wait impatiently until steam finally returns to the garden state. Amen brothers and pass the plate!!

NEW MEXICO – CHAMA: Here's a final update on the Lobato Trestle. Engineers who have examined the bridge have come to the conclusion that the girders must be replaced. So five of the six girders will be replaced starting in March. The railroad anticipates opening up on time late in May. For the 2011 season. A road will have to be constructed to the trestle off the highway so they can bring the needed equipment to the site. They are working on that now.

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

UNTIL OUR TRACKS CROSS AGAIN

The Last Steam Railroad in America

The Last Steam Railroad in America
February 3 - March 26 2011

Robert Mann Gallery
210 Eleventh Avenue
Between 24th and 25th Streets
10th Floor
New York City

212-989-7600 Voice
212-989-2947 Fax

Gallery hours: 11 am - 6 pm Tuesday-Saturday

The epic historical and artistic photographs of O. Winston Link (1914-2001) celebrate the wonder of the now obsolete steam-powered locomotive. With the exhibition *The Last Steam Railroad in America*, Robert Mann Gallery presents a selection of classic images from Link's body of work produced in the 1950s. When the Norfolk & Western Railway began to convert its operations from steam to diesel, Link spent five years documenting the trains and the towns along the line in Virginia.

A longtime hero of railfans, Link received overdue art world recognition for the prescience of his photographic vision in the decades before his death. His flare for cinematic mise-en-scène and for staging images is now acknowledged to have paved the way for the dramatic tableaux of luminaries such as Gregory Crewdson and Jeff Wall, while his interest in the socio-historical infrastructure of the railroad has inspired another vein of photographers such as Jeff Brouws and Mark Ruwedel.

Full article:

<http://www.robertmann.com/exhibitions/upcoming.html>

On-line gallery of 10 photos:

http://www.robertmann.com/artists/link/image_01.html



THE LIRR MODELER by Mike Boland***THIS MONTH'S FEATURE:******A NEW MANUFACTURER OF MODEL TRAINS...EXACT RAIL***

We thought we would take a look at some of the “new kids on the block” when it comes to model railroad equipment. We’ll concern ourselves with rolling stock—in this case, freight cars—and take a look at Exact Rail. Calling themselves “the Next Generation of Model Railroading,” Exact Rail has two founding partners, Chris Clune and John Pestana. Chris is a long-time modeler who, at 15, started his own model railroad company, called Cascade Models. He had been building model trains since he was 12 and he began to tool and engineer a number of parts for Gordon Cannon’s Cannon and Company line of super-detailed parts. He did design and tooling work for a lot of big-name model train manufacturers such as Athearn, Tangent and Branchline with his firm, called Cascade Micro-Tooling. CMT worked on locomotives, passenger and freight cars.

Chris teamed up with John Pestana to form Exact Rail and it is located in Orem, Utah. The firm has been bringing out some really top-notch freight cars of all types. Exact Rail builds freight cars in both HO and N scale.

Their line of models include the Platinum series of cars, which includes accurately-formed wire grabs, coupler cut bars and brake rigging. The cars are precision-engineered and micro-tooled with fin scale and precision-milled metal parts. Cars in this series include the Gunderson 7466 wood chip gondola in SP and GPSX colors and lettering. This car was built in 1956 for the SP and Exact Rail’s model faithfully reproduces the original, complete with the prototype’s wood panels and I-beam frame. These cars were seen all over the SP system and all over the U. S.

Other cars in this line include the Greenville 60-foot double plug door boxcar with such road names as Union Pacific, Western Pacific, Norfolk Western, DT&I, Conrail and Penn Central; Pacific Car and Foundry’s 60-foot boxcar (also known as the “beer car”) in SP, ATSF, BN, WP and RBCS in Burlington Northern colors and Pullman-Standard PS-2-CD 4427 covered hoppers were offered in a few runs. The first run featured MILW, ATSF, BN, UP, RI, NP, CNW and Pillsbury paint schemes. There was the Thrall 3267 gondola, an icon for contemporary industrial railcars. This clean, utilitarian and ultra-modern car has reinforced corrugated ends, scale draft gear and 100 Ton ASF Ride Control trucks as well as photo-etched, stainless steel brake platforms, stand-apart underframe details and free-standing brake rods. Colorful roadnames are offered, such as BNSF, CSXT, CP, SP, TTX and NOKL.

Their Evolution series of cars include separate hand-applied details and accurately-formed wire hand grabs. The cars also feature Exact Rail’s exclusive trucks and wheels. Included in this line are the PC&F 6033 Hy-Cube boxcar, the Trinity 50-foot Hy-Cube boxcar, the Johnstown America Autoflood II coal hopper in four-packs; the Vert-A-Pac automobile car and our old friend, the Evans 5277 outside-braced single-door boxcar. This last car was a hallmark of the 1970s boxcar boom and Exact Rail is the first manufacturer to tool the Evans-USRE 5277 Plate C boxcar. It includes authentic features and precision details. This is one of the most common prototypes that until now had not been offered in model form.

THE LIRR MODELER continued by Mike Boland

Also, Exact Rail's 50-foot Waffle boxcar with NS markings is to die for!

Exact Rail also has an Express series of cars that include the Gunderson 2420 gondola and the Gunderson 5200 50-foot double-door boxcar.

N scalers have the PS-2CD 4000 covered hopper, the Trinity 5161 covered hopper and a small number of similar cars brought out in HO scale.

We purchased two cars from Exact Rail. Both cars were modern Southern Pacific boxcars; one was an Evolution Series SP single (yellow) door PC&F 6033 cubic foot boxcar. It is car #659647 and the other car is a 62-foot PC&F insulated box (beer) car; its number is SP 691666.

Both cars are just gorgeous! Detail, painting and lettering are fine and crisp. The smallest of lettering can be read. The cars are ready to be put in service but we would recommend at least a minimal amount of weathering to not make these cars appear to be paintshop-fresh! (Unless, of course, this is what you want!)

We are very impressed with the full underbody detail and painted truck sideframes of the SP single door boxcar. Our 60-foot beer boxcar is equally exquisite; its detailed underbody and shiny white roof just beg to be weathered.

Some of the Exact Rail cars are expensive but we heartily recommend these cars to modelers, if they are the correct era.

A note about new motive power...Division Point, which features fine brass models imported from Korea, has advertised a G5s 4-6-0 ten-wheeler passenger steam locomotives coming in 2012. The PRR's commuter hauler will be offered in both PRR and LIRR versions from the 1950s. Learn more about this steam classic from their website....www.DivisionPoint.com. They won't be cheap but they'll be great pulling ConCor's P54s!

Until next time, when we return with a report from the Big E and the Amherst Train Show, happy modeling!



EXACTRAIL®
The Next Generation of Model Railroading

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ATTENDING MEETING AT CHRIST CHURCH BABYLON



**LONG ISLAND-
SUNRISE TRAIL
CHAPTER**



NATIONAL RAILWAY HISTORICAL SOCIETY