



# SEMAPHORE



## May 2012

The next meeting of LIST will be on Friday, May 18th at 8:00pm.

**The May meeting will be held at “Old Town Hall,” 47 West Main St. in Babylon, this month only.**

**THIS MONTH:**

Don Fisher, President of the Rail Road Museum of Long Island, will be the guest presenter at this month’s meeting. Don will show us material from the Museums archives

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

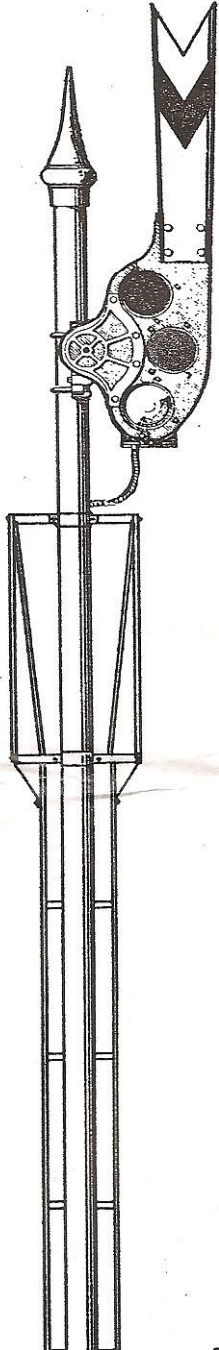
**<http://www.nrhs-list.org>**

**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





The following price list is for LIST members only!

#_____ 2012 LIRR calendar	@\$8 each	Total _____
#_____ LIRR 175 <sup>th</sup> Anniversary 60 page book	@\$10 each	Total _____
#_____ NY Connecting RR Book	@\$27 each	Total _____
#_____ Jamaica Station by Dave Morrison	@ 18 each	Total _____
#_____ LIRR Stations by Dave Morrison	@\$18 each	Total _____
#_____ LIRR in the Fairbanks Morse Era	@ \$20 each	Total _____
#_____ The Long Island Rail Road, In color Vol. 1	@\$48 each	Total _____
#_____ The Long Island Rail Road, In Color Vol. 2	@\$48 each	Total _____
#_____ The Long Island Rail Road, In Color Vol. 3	@\$48 each	Total _____
#_____ The Cast Iron Eagles of Grand Central Station by Dave Morrison	@\$5 each	Total _____
#_____ "The Keystone" by the Penn RR Technical & Historical Society	@\$14 each	Total _____
#_____ The Long Island Rail Road 1925-1975 By David Keller & Steven Lynch	@\$18 each	Total _____
#_____ Revisiting The Long Island Rail Road By David Keller & Steven Lynch	@\$18 each	Total _____

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

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

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

Each additional book, add \$2.50.

[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 \$11.41]



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

THE MAY LIST MEETING WILL BE HELD AT OLD TOWN HALL IN BABYLON VILLAGE. THE ADDRESS IS 47 WEST MAIN STREET WHICH IS MONTAUK HIGHWAY IN BABYLON VILLAGE. This is approximately 2 blocks from the Church where we normally meet. Parking is in the rear. The meeting will be on the second floor and for those needing assistance, an elevator is at the rear entrance. This is your last chance to see the LIRR exhibit at the Museum as the exhibit will be ending soon. If you need directions, please call or email me.

Within the past year, several members of our Chapter have deceased. The members are as follows; Vincent Quatroche, Alfred Saullo, Mario Silvestri and Vincent Seyfried. Our condolences to the families of these members. May they all have a clear track ahead!

Member George Wybenga is having an exhibit of his Caboose Art at Riverhead Town Hall. The exhibit will run from March 19<sup>th</sup> to June 29<sup>th</sup> of this year. Riverhead Town Hall is open during the day and until 7:30 PM on May, 14, 16, 24 and 29. Also open until 7:30 on June 6, 7, 11, 12, 19 and 28.

If you have a request for any LIRR book that you feel we should stock, please let me know. Members will receive a discount off the current retail price if a discount can be obtained.

If your copy of the Semaphore does not arrive at your home in good condition, please let me know and I will send you another copy.

Also, if you have ordered merchandise such as a book or a calendar from our Chapter and have not received it, please let me know.

At the April meeting I had the pleasure of awarding a 60 year NRHS membership award and pin to Ben Young. Afterward, Ben conducted an excellent presentation of Rails around the North East which was on 16 MM film. Congratulations to Ben on his 60 years of membership in the NRHS.

Several of our Chapter members are in the process of writing a book on the "Shortline Railroads of Long Island." This book will focus on railroads such as the B.E.D.T., the Brooklyn Dock and Terminal Railway, the Bush Terminal Railway, the Degnon Terminal Railway, among others. We are looking for pictures of the South Brooklyn Railway as well as the BEDT and Bush Terminal Railway. If you have pictures of these as well as the McDonald Avenue trolley line, we would be interested in them. Any person who contributes to this book will be given appropriate credit. Most of the photos that we have were from Harold Fagerbergs collection which was donated to the Chapter by his son when he passed away. Harold is being noted as one of the authors of this book. This will be a book published by the Chapter and its members.

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.

If you have any questions or comments, you may e mail or call me. My e mail address is [csquigley@optonline.net](mailto:csquigley@optonline.net) and my telephone number is 631-487-4766.



## List Happenings...continued by Steve Quigley

### Long Island Rail Road Update:

The NY Times on 4/22 had an article on Tim Myles, who is the senior man on the LIRR's staff of 11 bar cart attendants who work Penn Stations platforms. Tim's regular spot is the platform between tracks 20 and 21.

The article goes on to note "He sets his liquor supplies on milk crates and stacks little bags of pretzels in an old cardboard box. He puts out a homemade sign bearing the immortal words of a man known as Budweiser Bill on the Hempstead branch: "Anybody can pour a beer, but nobody does it like an Irishman."

The customer facing the all aboard is given priority over the one with time to spare. Tim has been known to push a drink through closing train doors, leaving the tab to be settled the next day.

Tim's nickname was changed to Honest Tim after he found \$3,000 in cash left on a Port Washington train in 2009 and turned it in to Lost and Found where it was returned to the customer.

Tim has been on the job for 33 years and rumor has it, he will be retiring this year.

I personally have met Mr. Myles many times, [sometimes for a libation and sometimes to chat] and have always found him to be personable and friendly even in the face of brutal summer heat or excessive noise from the trains and announcements.

Tim carries on the tradition as being one of the finest of the LIRR family members. If you wish to read the entire article, please see the April 22<sup>nd</sup> edition of the NY Times.

### Vincent Seyfried, Passing:

It is with deep sorrow and regret to inform everyone that the railfan and railroad community has lost Vincent F. Seyfried, age 93, who passed away on Saturday, April 14, just four days shy of his 94th birthday.

Mr. Seyfried was the noted author of 31 books on traction, railroad and Queens and Nassau community subjects, including his famous 7-volume set of books on the Long Island Rail Road. His last book, "North Beach, Vanished Pleasureland of Queens," was published in 2010.

No public wake was held.

### Request for Assistance for the Chapter's Shortlines Book Project:

If you have any pictures of the below locomotives and subjects and are willing to allow the Chapter to use them in an upcoming publication please contact Edward Koehler, Kenneth Katta, Gene Collora, or Michael Boland.

Brooklyn Eastern District Terminal – S1 locomotives 25 and 26

Bush Terminal – a view of the 'tunnel'

New York Dock Railway – images of the RS3's and NW2's used at the Bush Terminal

Delaware, Lackawanna and Western (Brooklyn Dock and Terminal) – images of Alco-GE-Ingersoll Rand boxcab 3001, General Electric 44 ton locomotive numbered third 53, and any of the early steam locomotives. While we have an image of steeplecab 4001 we would not rule out additional images of it.

Degnon Terminal – an image of a Long Island Rail Road Alco or Baldwin diesel switch locomotive working in the area

South Brooklyn Railway – steeple cab locomotives 2 or 3; Whitcomb diesel 8; General Electric diesel locomotives 11, 12, N1 and N2. A Brooklyn and Queens Transit PCC car on McDonald Avenue or on the portion of the Church Avenue line between McDonald Avenue and the 39th Street Ferry terminal area.

## Long Island's Railroad Museums

Long Island is fortunate to have three of the finest railroad related museums anywhere. So, when you plan your railfan adventures for this summer, why not check out what's right here at home. Not only will you and your family have a great time, but you will also be supporting your local historical preservation efforts.

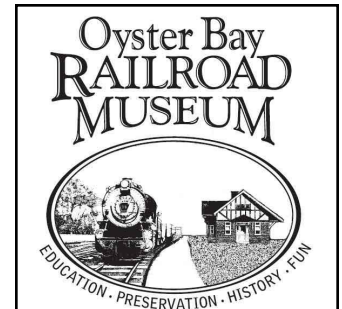
### Oyster Bay Railroad Museum

Mailing Address: PO Box 335, Oyster Bay, NY 11771

516-558-7036 [www.obrm.org](http://www.obrm.org)

The Visitors Center is open on Saturdays and Sundays from 11 A.M. to 4 P.M.

102 Audrey Avenue, Oyster Bay, NY 11771



### Railroad Museum of Long Island

4th Street at the Tracks

Greenport, NY 11944

631-477-0439

Griffing Avenue at the Tracks

Riverhead, NY 11901

631-727-7920 [www.rmli.us](http://www.rmli.us)



We are Open on Saturdays in Riverhead from 10 AM - 4 PM

Our Full Season Schedule Begins at Riverhead and Greenport Memorial Day Wknd.

### New York Transit Museum

Mailing address: 130 Livingston Street, 10th Floor, Brooklyn, NY 11201

(718) 694-1600 [www.mta.info/mta/museum](http://www.mta.info/mta/museum)

Located at the corner of Boerum Place and Schermerhorn Street, Brooklyn Heights

Tuesday – Friday 10 a.m. to 4 p.m.

Saturday and Sunday 11 a.m. to 5 p.m.

Closed Mondays and major holidays

New York Transit Museum



## Stack Talk by Neil Moran

**EDITOR'S NOTE:** *Due to special restraints, this and future issues of "Stack Talk" will contain only news in the US. If you wish to receive this article in it's full format, please contact me via email at storb35@aol.com.*

UNITED STATES – CALIFORNIA LOS ANGELES: Finally, after much red tape, the Santa Fe 4-8-4 #3751 will power an excursion train between Los Angeles east to the Grand Canyon and return. Here is the schedule as I know it. On May 14th, the steam special will depart Los Angeles at 10am heading east to San Bernardino, where it will stop for servicing. This portion of the trip will be on Metrolinks San Gabriel subdivision. Then up through Cajon Pass. At Cabiz the train will switch to the Arizona & California Railroad for the run to Parker, a very long day covering 337 miles. May 15<sup>th</sup> Parker to Williams with a stop at Mathie on the Arizona California R.R. And then onto Williams on the BNSF Peavine division. A total of 251 miles. May 16<sup>th</sup> Williams to the south rim at the Grand Canyon and return. Also double heading with CB&Q #4960 a 2-8-2 on the Grand Canyon RR. May 17<sup>th</sup> layover at the Williams Station for servicing and display. May 18<sup>th</sup> Williams to Parker on BNSF and Arizona & California. May 19<sup>th</sup> Parker to Los Angeles via Arizona & California and BNSF RR. Hopefully photo run bys will take place throughout this trip. This will strictly depend on freight traffic conditions over the above the mentioned lines, with the exception of the Grand Canyon RR. This trip is being sponsored by the San Bernadino History & Railroad Museum. The consist will include passenger cars Tioga Pass, a Canadian National Business car built in 1959, Silver Splendor ex Chicago & Burlington & Quincy dome car-diner-lounge car built in 1956, Ocean View, and AMTRAK dome car (1955) originally a Great Northern Overland Trail an ex Southern Pacific Club-lounge (1949) and several other historic cars. The former Sante Fe engine was built in 1927 by Baldwin and is a 4-8-4.

CALIFORNIA – YOSEMITE: Staying in the land of "milk and honey", The Yosemite Mountain Sugar Pine Railroad is gearing up for the 2012 season. Their three foot gauge railroad follows a portion of the grade originally carved into a mountain by the Madera Sugar Pine Lumber company in 1874. When it operated under that name the railroads job was to clear trees around the area of Oakhurst, California. The logging operation lasted until 1931. Although the tracks remained the rails were torn up, but the graded right of way remained. In 1961 a portion of the line was reconstructed and service began with a three truck Shay #10 from the West Side Lumber Company. She was built in 1928 and was recognized as the largest narrow gauge Shay locomotive at that time. The railroad has purchased another Shay #15 also a former West Side Lumber Company locomotive in 1986 and both Shay's operate daily now through the warmer month's. In fact they started back in late March, and will end sometime in September. This railroad is located just miles from the southern entrance of Yosemite Park. Well worth the effort.

MINNESOTA – MINNEAPOLIS: The rebuilding of Milwaukee road 4-8-4 #261 is moving ahead, with the goal of the first steam up this Spring. The 1944 Alco is owned by the non-profit friends of the 261, and is undergoing an extensive rebuild at the organizations shop in Minneapolis. This well traveled excursion engine last operated in 2008. Boiler work is currently the focus. Back in March when this article was written, workers and volunteers expect to complete the installation of two hundred 21Z4 – inch boiler tubes, this will be followed by installing 58 larger 51Z2-inch tubes which hold the super heater units in place. In the cab new wood flooring has been put in place. A new diesel multiple unit control has been installed to allow diesel engines to be controlled from the 261's cab. New drop down ash pan sides have been installed to allow for quicker inspection and cleaning. Also a new lighting system has been built, and plans are to install lights under the locomotive to allow for quicker inspections especially at night. Traming of the driving rods, which involves precision trimming of the area where the rods are held on the driving wheel crank pins was headed out at no cost to Panther Precision Machine of Ramsey, Minn. The same company is also making new brasses for the rods. Friends of the 261 Chief Operating Officer Steve Sandburg said "He hoped to do a hydrostatic test on the boiler later this Spring, followed by the engines first fire up, ". Sandberg continues, "there are no plans to operate the #261 on any excursion trips this year, but that doesn't mean it wont run. We are planning to operate her on tests to evaluate it's performance before committing to mainline operations". There you have it right from the horses mouth.

## Stack Talk...continued by Neil Moran

INDIANA – FORT WAYNE: Norfolk Southern has announced it will use the Fort Wayne Railroad Historical Societies Nickel Plate Road 2-8-4 #765 on employee only business train specials in and around five mid western terminals this summer. The operations will be called the “blue ribbon specials” and are run for only employees who go above and beyond the call of duty with the trips also tied into NS's 30<sup>th</sup> anniversary. This marks the first time the NS has ever used the NKP engine directly since it's 2005 overhaul. In addition to it's hometown, the 1944 Lima built locomotive will visit Elkhart and Muncie, Indiana, as well as Bellevue, and Toledo, Ohio. Dates are being pinned down as I write this news. But sorry to say no public trips have been scheduled. The 765's appearances this year are in noway part of the NS's 21<sup>st</sup> century steam program that is in conjunction with the Tennessee Valley Railroad Museum. So far the schedule has not been released. Founded in 1972, the Fort Wayne Railroad Historical Society will also celebrate it's 40<sup>th</sup> anniversary in 2012. The Railroad Historical Society was the first all volunteer, non profit to restore and operate a mainline steam locomotive after removing #765 from Fort Wayne's Lawton Park in 1974. The locomotive has now traveled more than 50,000 miles in public exhibition and excursion service, and was recently rebuilt in 2005.

TENNESSEE – CHATTANOOGA: Here's a recent update on the activities taking place. Workers at the Soule shops at the museum have been busy this winter with repairs to two main stars of the museum own steam program, and of Norfolk Southern's new mainline steam program. Southern Railway 2-8-0 #630 which debuted NS's 21<sup>st</sup> Century Program last summer, got needed wheel work over the winter. On a November excursion from Knoxville, Tenn to Chattanooga, Tenn the 1940 Alcos main bearings ran hot, forcing it to be removed from the train so a diesel could take over. TVRM president Tim Andrews said “ the 630 is now back in one piece with the number 4 axle now converted from grease to oil to provide better lubrication”. Break in runs should have started already by the time you read this, providing of course the conversion was successful. If this works out, the other axles will be converted also. Meanwhile, Southern 2-8-2 #4501 major overhaul is continuing, the 1911 Baldwins crankpins are being addressed, along with the firebox rigid staybolts. They have been installed, but not driven, and the back head is being fitted along with braces and flexible staybolts to follow. There is no schedule as yet, but Chairman Wick Moorman said last year his aim is to cover 1,800 miles in 2012 with TVRM steam power with a power car and five commuter coaches now being overhauled at the NS shop at Atoona, Pa.

FLORIDA - TAVARES : The Tavares, Eustis & Gulf Railroad operated a photo special last April 14<sup>th</sup> between Tavares and Lake Jem, Florida. Powering the train was a 2-6-0 #2 built by Baldwin in January 1907. In her days in the sun, she was used on the Lufkinland & Lumber Company. The engine also saw service on the Sheveport, Houston & Gulf Railroad and the Carter-Kelly Lumber Company, W.T. Carter & Brother Lumber Company, and the Reader Railroad. This engine really got around. Originally, the number 2 was a wood burner, but converted to oil in the 1930's. For some unknown reason she was once again converted back to a wood burner. The engine has appeared in quite a few films such as “3:10 to Yuma”, “Appaloosa”, “There will be Blood and True Grit”. Again since the column wont come out until May, the results of the photo special are not known. The Tavaras & Gulf Trains operate over the Pinsky Railroad Company's Florida Central Railroad.

Now its time to thank all the people who took the time to send me the news you just read about, John Biehn (Dayton RR Society), John Batwell (Union of South Africa), Emma Rodgers (Press Officer-National

Railway Museum, York,UK, Rich Taylor (Kearney NJ), and your must humble servant in steam.

UNTIL OUR TRACKS CROSS AGAIN

***THE LIRR MODELER...by Mike Boland******THIS MONTH'S ISSUE: FUN WITH IPDS  
(Incentive Per Diem Boxcars) Part 3***

Let's work on finishing our Moscow, Camden & San Augustine IPD boxcar this month.

We replaced the slightly-oversized brake wheel with a more scale-like and scale-looking one and painted it after we glued it in place. We also scraped off the over-sized door tabs at the bottom of the car, then sanded and primed them. After that, we touched-up the car with more Omaha Orange paint.



We also added magnetic couplers although we're not going to recommend which ones to purchase and use; your choice here. We installed them at both ends of the cars and dumped the obsolete X2F types. Maybe they should be in a museum.

Cut off and replace the steps at the corners of the car after you add new sidesills made from strip styrene. You'll need square-shaped steps.

For a nice touch, we added black and white lube stencils over the ones printed on the car; ours look better and they were from Microscale. We also added the yellow dot on black wheel square decals between the lowest two rungs of the ladder at the right of the car.

Also, add a defect card holder and placard to the left of the boxcar's door.

This is an old Athearn "Bluebox" car kit so it has cast-on ladders; we left them in place.

We're trying to obtain MCSA decals from herald King; we used Microscale 87-304 Assorted 50' Boxcars and it has a good selection of decals and a nice photo/breakdown of the various groups of lettering on the car. It is a must to have.

Your car is now ready for service. We're still working on a very interesting MCSA boxcar made in Mexico and hope to write about that soon.

Until next time, happy modeling.



**Danbury Railway Museum Tour  
SATURDAY, June 9th, 2012**

The Long Island Sunrise Trail Chapter of the NRHS is sponsoring an all rail trip, on Metro North, up to the Danbury Railway Museum. We will leave from Grand Central Terminal and make a stop at West Connecticut NRHS Chapter's restored switch tower in South Norwalk on our way to Danbury.

We have set a date of June 9<sup>th</sup>. We will be meeting at the information booth under the clock at GCT at 8:50AM Sharp for a head count. Our train leaves at 9:07 for our first stop at South Norwalk. We will return to GCT at 5:15PM.

Train travel and admission to both museums will be included in the ticket price; lunch and any extras would be on your own. Wear good walking shoes and be prepared for any possible inclement weather.

Please fill in the information below and mail with your check made payable to NRHS-LIST to the P.O. box noted below.

**Trip to operate rain or shine!  
Trip starts at Grand Central at 8:50am; ends at 5:15 pm  
\$30 for members  
\$35 for non-members**

**Attendees responsible for:**

- \* **Lunch**
- \* **Sturdy shoes (no open-toed or sneakers)**
- \* **Transportation to/from Grand Central Terminal**

**To join in, complete the form below and return to;**

**L.I.S.T.  
P.O. Box 507  
Babylon, NY 11702-0507  
(Cut-off date is: 5/30/2012)**

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Name: \_\_\_\_\_ e-mail: \_\_\_\_\_

Address: \_\_\_\_\_

City/State/Zip: \_\_\_\_\_ Phone: \_\_\_\_\_

Member (Y/N)    Number of Tkts: \_\_\_\_\_    \$ enclosed: \_\_\_\_\_

(Cash: \_\_\_\_\_ Check \_\_\_\_\_)

Long Island Sunrise Trail Chapter  
National Railway Historical Society  
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