



SEMAPHORE



September 2012

The next meeting of LIST will be on **Friday, September 21st at 8:00pm** at the Christ Episcopal Church, South Carll Avenue and Prospect Street, Babylon, New York.

THIS MONTH:

Information on this month's feature was not available at press time.

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

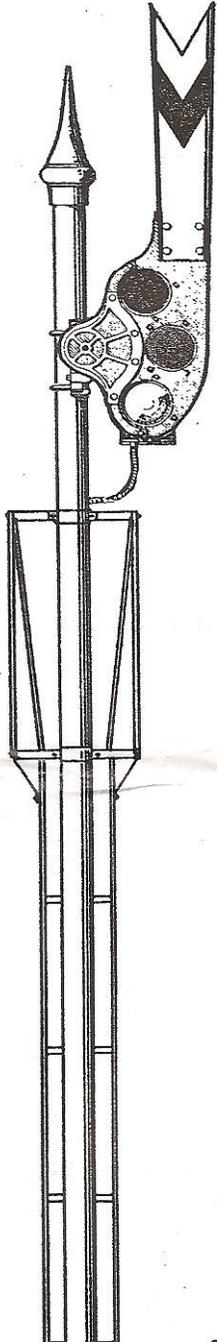
<http://www.nrhs-list.org>

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!



#_____ 2013 LIRR calendar	@\$8 each	Total _____
#_____ LIRR 175 th 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 Long Island Rail Road, In Color Vol. 4	@\$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 _____
#_____ NY City Electrified Railroads, In Color By Alfred E. Fazio	@\$48 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

Welcome back! I hope that your summer has been an enjoyable one with plenty of rail fanning! My wife and I spent a pleasant weekend in Litchfield CT. last month and of course, whenever I saw railroad tracks, I stopped, looked and listened whenever possible. On a siding in Torrington, I spotted something unusual so naturally, we [!] went to take a look. It turns out that on a siding for the Naugatuck Railroad, is 4 or 5 LIRR "C-1" double decker coaches. A few broken windows patched with boards but clearly LIRR coaches. We then went to the Danbury Railroad Museum and I spent some time enjoying their impressive collection of NH rolling stock as well as memorabilia. They also have an ex-LIRR Alco locomotive, # 617. On a trip to Poughkeepsie, NY, we took a walk partially across the "Walkway over the Hudson" state historic park. This was NHRR trackage across the Hudson River years ago which partially burned in 1974 and was not used as a RR bridge since then.

If anyone has spotted some ex-LIRR rolling stock off Long Island, please let me know and we will print it and let everyone know.

Our Chapter's 2013 LIRR calendar will be in stock by the time you read this and thanks to the Weekend Chief, John Scala, the 27th annual edition is an excellent one. Although our cost went up slightly, we have maintained last year's price which is \$8 for members. The enclosed order form effects the 2013 calendar.

The 100th Anniversary of the current version of Jamaica Station will be taking place on March of next year. Presently the Headquarters building is being renovated on the exterior with much scaffolding in place. LIST and the Twin Forks Chapters of the NRHS will be assisting the members of the LIRR in celebrating this occasion with commemorative items and publications. More information to follow as we get closer to this occasion.

Elections were held at the June 2012 meeting with the following results. Stephen Quigley, President; Robert Myers, Vice-President; Alan Mark, Treasurer, Craig Ash, Secretary and Ben Young, National Director. The Board members are as follows: Michael Boland, Robert Cecere, Kenneth Katta, Kevin Katta, Richard Schulman and George Wybenga. Thank you to all for volunteering for these positions.

The Long Island Rail Road, In Color, Volume 4 book by Art Erdman is now in stock. The book encompasses "The color photography of William J. Brennan." The book covers the LIRR in the 1960's. Great photos of the LIRR! As usual, members receive a discount off the list price. Please see the order form elsewhere in this edition of the Semaphore.

Chapter member Art Erdman is currently writing a series of color photograph books on the Conrail Atlantic Region from 1976 through 1981. More information to follow as it gets closer to publication.

Chapter members Michael Boland and Robert Sturm are each in the process of writing books on the LIRR. More to follow at a future date.

The Chapter's book on the "Shortline Railroads of Long Island" is in the final stages of being written. This book is being produced by our Chapter with credit going to authors Ed Koehler and Harold Fagerberg. We hope to have the book available before the end of this year. Stay tuned!

Continued on next page...



List Happenings...continued by Steve Quigley

Dues renewal will be sent out by National Headquarters in October. Please be timely with your response. The Chapter dues will remain at \$10. 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. Not this year however. Please mail back your membership renewal as soon as possible to our Treasurer, Alan Mark. Alan's address is on the renewal notice. Many thanks to Alan for volunteering to take on the Treasurers position. Your co-operation in mailing back your dues renewal in a timely manner is greatly appreciated.

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 wish to write an historical article for the Semaphore, just let me know and I am sure that we will be able to print it. I have a few articles waiting to be printed but we can always use more. My e mail address is csquigley@optonline.net and my telephone # is 631-487-4766.

A Tour of the East Side Access Project by Steve Quigley

The New York Transit Museum recently offered members only tours of the Long Island Rail Road East Side Access below Grand Central Terminal. I "donated" \$150.00 to the museum on went on the June 13th tour. That is a lot of money for a one-hour tour, but I figured that it was a once-in-a-lifetime opportunity that I would not want to miss.

I went on the tour and I was so glad that I did so. Seeing the massive excavations that took place 150 feet below street level was amazing. Describing this huge project is like trying to describe the Grand Canyon. You've really got to see it, to believe it!

Anyway, one of the best terms that I can think of to describe what I saw is "enormous!" The tunnels and the escalator shafts are in huge underground caverns excavated from solid granite – Manhattan schist. It took 5 years to complete the tunnel boring and there is an estimated 7 more years before the project is completed and Long Island Rail Road trains run directly into Grand Central Terminal. A great website to learn more about the East Side Access Project is:

<http://www.transitmuseumeducation.org/fbu/projects/eastsideaccess>

The pre-tour written instructions stated that photography would be forbidden. I figured that I'd take my camera anyway, "just in case." Well, I'm sure glad that I did. The Capital Programs tour guide told us that we could take all the photographs that we desired, as long as we didn't use flash. He said that they set off dynamite charges several times a day and when the boys see a flash go off, they get kind of jumpy.

At the start of the tour, we had to put on muck boots. It was an uneasy feeling seeing the muck boots line up on the floor. Amongst the boots was a rat trap. We were told that it would be wise to shake out the boots prior to putting our feet into them. That advice was taken by all.

I picked up a small piece of Manhattan Schist to take home as a souvenir. The tour guide invited us to take all of the rocks that we wanted, adding "help us to get rid of it."

The tour lasted an hour and a half inside the work site. It was a day that I'll always remember. When the day comes that I visit the Long Island Rail Road's Grand Central Station facility, I'll look at it with memories of my June 13th tour.

THE LIRR MODELER...by Mike Boland***This month's Feature:******Walthers PRR/LIRR Interlocking Tower***

Well, hello again. It's September and we're back after a great summer. We had planned to complete our two-part series on the LIRR roster of 1935, featuring the multiple-unit (MU) fleet of electric cars. What's interesting about this roster is that it is relatively simple and not as complex as, say twenty years later—in 1955. Now, 1955 is a very complicated year for a roster of both rolling stock and motive power for the LIRR. But we'll save this feature and have it printed immediately following our first subject to cover this season: the Walthers PRR Block & Interlocking Tower building kit.

This building kit is molded in four colors and is #933-2982. The kit recently came out and is an addition to the company's trademark Cornerstone series and is one of two towers released; the other is a Santa Fe interlocking tower for western U. S. railroad modelers. Moderately priced, the kit has to be assembled and is made of plastic. It features a Flemish Bond brick pattern with an extended operator's bay, a second story floor that's included for optional additional detailing and printed signs for five railroads, including the LIRR! The tower is time-correct for both the steam and diesel eras and in the case of the LIRR, a few of these structures still exist and perform their functions. Can you name them? These towers all have their minor variations, which we'll cover. And sadly, a number of these beautiful brick structures have been razed for a number of reasons. Can you name the towers that have been demolished?

The Walthers PRR tower kit is a fine building kit and we'll write more about it and the prototype next time. After assembling it, we'll paint and weather. Once we're done with our tower model(s), we'll begin a comprehensive series on the ConCor MP54 models in Tuscan Red and Tichy Gray, which were recently released. A second run of these cars will be made in September. Don't wait!

Until next time, happy modeling!

**WALTHERS®**

Stack Talk by Neil Moran

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

While I was away for the last two months, I had my side rods adjusted, steam pressure fixed, full lubrication and had my flues sanded, so I am ready to go.

CANADA – CALGARY: The 26th annual Railday Celebration of Western Canada's Railway history will be held at the Heritage Park Historical Village on September 29-30. Two steam locomotives will be on hand, former CPR 2023 an 0-6-0 built in 1942 and an ex-CPR Lima built 0-6-0 #4078.

ALBERTA,STETTER – The Alberta Prairie which runs out of Stettler, Alberta to Big Valley has announced that its #6060 a 4-8-2 will not run this year due to some serious boiler problems. This has been a nagging problem for this engine for decades. So #41 a Baldwin 2-8-0 has run in its place this summer until the line shuts down during this month. Once, a long time ago this writer had the distinct pleasure of watching "Bullit Nose Betty" run out of kamloops in the late 1980's. What a machine she was cutting through the wind at 60 mph!!

UNITED STATES – KANSAS – TOPEKA: May 22nd 2012 that was the day the Coalition for Sustainable Rail (CSR) formed collaboration with the University of Minnesota Institute on the Environment and the Nonprofit Organization Sustainable Rail International of Minneapolis, announced a project 130 was a go. Basically it would be the world's first carbon neutral high speed locomotive. The plan is simple: create the world's cleanest, most powerful passenger engine and hopefully provide the viability of solid biofuel and modern steam technology. Both organizations plan to put this technology to the test by attempting to break the world record for steam locomotive speed. The locomotive they have selected is former Santa Fe Hudson (4-6-4) #3463, an oil burner built by Baldwin in 1937 with 84 "driving wheels". Santa Fe only had five of this type of engines. The former #3463 is set to run on Biocoal, an energy efficient processing of cellulosic biomass. Biocoal has the same energy density and material handling properties as coal. But it is a carbon neutral fuel and does not have any heavy metals and produces less ash, smoke and volatile off-gases. Once this has been perfected creating the world's first carbon neutral locomotive will be just the beginning for the great technology which hopefully will later be used for combined heat and power energy in the developing world as well as reducing the United States dependence on fossil fuel. The former Santa Fe locomotive #3463 will be reconfigured by SRI's locomotive modernization experts, then tested as part of CSI project 130. The Hudson #3463 was originally assigned to run between La Junta, Colorado and Chicago. When diesels arrived she was then bumped to run between Kansas City and Oklahoma City and at times to Tulsa, Oklahoma and Kansas City. Her last run was in 1953 when the 4-6-4 traveled between Newton,Kansas and Empona, Kansas.

COLORADO – DURANGO: Just a few short weeks ago on August 16-20 the Durango Silverton narrow gauge held it's Annual Railfest. But this time they brought in the Eureka & Palisade 4-4-0 #4 an 1875 wood burner. It was a chance of a lifetime for many rail fans who have never seen a running 4-4-0 wood burner. It was emphasized that #4 would not be used for quite some time after the railfest ended. In 2013 the FRA waiver that was granted the Eurika & Palisade #4 to continue to operate for five additional years before having to do a fifteen year 1472 service day inspection will expire. This means, unless the inspection is not done before the next railfest, the #4 will not be operating as she had for the D&S railfest. It is an enormous amount of work and expense to keep these types of engines running. The D&S labeled this "the true west railfest" I understand the railfest was a great success.

Stack Talk...continued by Neil Moran

COLORADO – ALAMOSA: If by chance you could not attend the big railfest at Durango, here's your second chance to get out to the wild west. Their Rio Grand Scenic railroad will be hosting its third annual "photographer special". The dates are September 21-24, and will be an expanded event that has been moved to a later date so that you can take advantage of the early fall foliage. To add to the atmosphere train crews will dress in period correct attire, and classic vehicles will be staged at grade crossings. Locomotive #18 a former Lake Superior & Ishpaming a 2-8-0 built in 1910 by Alco will be doing the honors. Patrons may choose several options to ride, which includes a one way from Alamosa to La Vita, or one way La Vita to Alamosa. Then there's a round trip that leaves Alamosa which takes two days with a lay over at La Vita. So how can you go wrong? Plus spectacular scenery, a steam locomotive, you can't beat it. Go to [HTTP://www.colorado-grand-scenic-railroad](http://www.colorado-grand-scenic-railroad) or call 877-726-7245

FLORIDA – MULBERRY: At first glance it looked like an abandoned pipe when struck by a backhoe unearthed it. Upon closer inspection members of the Moars mining operation near Mulberry, Florida wondered what they had found. What they stumbled upon was a relic of Polk's County past. Dating back to the 1880's a rusty Manchester RR 4-4-0 steam locomotive had been buried in the dirt and mud for nearly a century. Joe Spann the manager of the Polk County Genealogical Library, and local railroad historian said it was from the Manchester Railroad. Meanwhile, the engine now sits alongside a dirt road about a hundred yards away where it was buried. Miraculously the basic framework remains intact, although many elements of the locomotive have been lost, the water pump, sand dome, smokebox and cow catcher are gone. Everything that was brass is also history, that includes bell, whistle and the valves. Mr. Spann said probably they used the engine for some time and when they finished, they just pushed it off the end of the spur line ". When unearthed it was standing upright and when we pulled it out the wheels even turned said one of the crew. Mr. Spann suggested the engine was bought second hand since the locomotive was designed for passenger service as it had big cylinders. He further states that "the engines design is from the 1880s". Unfortunately the condition of the locomotive prohibits full restoration, due to the many missing parts on her. But they hope it can be preserved by cleaning it up and cosmetically restoring her for what she was.

PENNSYLVANIA – HARRISBURG: The Fort Wayne Historical Society is making magic with the former Nickel Plate Road 2-8-4 #765 everywhere she travels to, and as far east as the Conway yards near Harrisburg, she will continue this month from Fort Wayne, Ind to Decatur on the 6th of September, on the 7th Decatur to St. Louis Missouri, Sept 8th Berkley (St. Louis) to St. Peters (two trips), Sept 9th Berkley to St. Peters (two trips), Sept 10th St. Louis to Decatur, Illinois and finally on Sept 11th Decatur, Ill to Ft. Wayne, Ind. On all her routes, plans call for the #765 to carry a heritage whistle from the New York Central, Pennsylvania Railroad, Norfolk & Western, and Wabash railroads. This will represent the route or territory that became Norfolk Southern. A first class touch dont you think!

NEW JERSEY WHIPPANY: Restoration to operation of the Whippany Railroad Museum is moving forward towards restoration. The former Virginia blue ridge 0-6-0 #4039. Recently, steel had been cut, and plates rolled to begin construction of a new boiler. Then the driving wheels were returned from a shop in Albany, N.Y. after being machined. The spring rigging has also been overhauled and ready for installation, so things are coming along. This locomotive was built in 1942 for the United States Army Transportation Corps in 1942. When finished the 0-6-0 will run out of Whippany over the Morristown & Erie where it once ran on the Morris County Central Railroad line from 1966 to 1973.

Now it's time to thank all the people who took the time to send me the news you've just read. John Biehn (Dayton RR Society), John Batwell (Union of South Africa), Warren Smith (RRE-NY), Rich Taylor (Kearney NJ), and from your most humble servant in steam.

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

**ATTENDING MEETING
AT CHRIST CHURCH
BABYLON**



**LONG ISLAND-
SUNRISE TRAIL
CHAPTER**



NATIONAL RAILWAY HISTORICAL SOCIETY