



SEMAPHORE



October 2013

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

THIS MONTH:

This month's presentation will be made by Mark Sullivan. The topic will be "**New Jersey Transit Dual Power Locomotives**". As time permits, there will be a bonus show depicting the "**Wilmington & Western Winter Steam Special**".

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

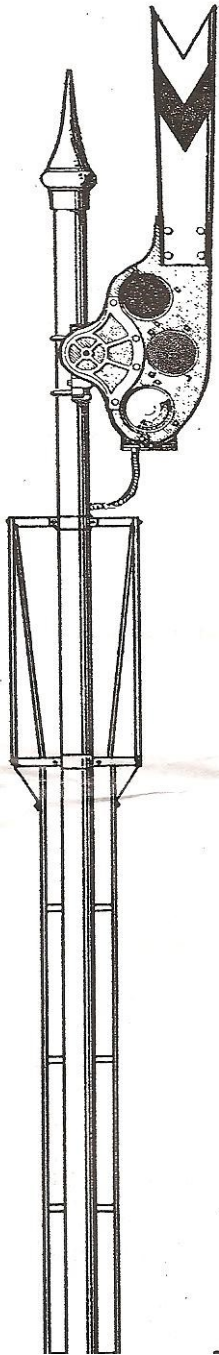
<http://www.nrhs-list.org>

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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 Merchandise



LIST ORDER FORM



The following price list is for LIST members only!

# _____	2014 LIRR Calendar	@ \$8 each Total _____
# _____	Shortline RR's of LI by LIST	@\$27 each Total _____
# _____	Jamaica Station Plaque	@ \$15 each Total _____
# _____	Jamaica Station by Dave Morrison	@ \$18 each Total _____
# _____	LIRR 175 th Anniversary 60 page book	@\$5 each Total _____
# _____	NY Connecting RR Book	@\$27 each Total _____
# _____	LIRR Stations by Dave Morrison	@\$18 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 _____
# _____	Revisiting The Long Island Rail Road By David Keller & Steven Lynch	@\$18 each Total _____
# _____	The Long Island Rail Road Part Seven By Vincent Seyfried	@\$60 each Total _____
# _____	The Rockaway Trolley By Vincent Seyfried	@\$50 each Total _____

Shipping for 1 of the books or calendar, \$3.00

Shipping for extra books, please call or e mail Steve Quigley for the shipping cost.

[NY State Residents, please add 8.625% tax to the total of the merchandise PLUS the shipping.

LIMIT ONE EACH OF THE SEYFRIED BOOKS PER CHAPTER MEMBER

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

By the time you read this article, the 2014 LIRR calendar will be available! We have kept the price as low as possible and are fortunate to be using a nearby printer. To paraphrase a current commercial, the calendars will be "Imported from Pennsylvania!" Please see the order form in this month's Semaphore for ordering information. Many thanks to Chapter member Ed Koehler for his technological expertise in putting together the calendar for our printer. Thank you to the members of the calendar committee for selecting the photos for this edition of the LIRR/LIST calendar. I know you will enjoy the very diverse photos that were selected for this edition of the calendar.

The Chapter's latest book, "Shortline Railroads of Long Island," is in stock and available. The book was written by Ed Koehler Jr. with most photos by the late Harold Fagerberg. The book has 128 pages with 124 photos of 8 shortline railroads of Brooklyn and Queens. The book is well written and as someone told me, "I was not really interested in the Shortlines of the area, but after I read it, I really enjoyed it and found it to be very interesting and informative." Naturally, Chapter members receive a discount on the price. Please see the order form in this edition of the Semaphore.

It is expected that on October 23rd, the LIRR will be celebrating the 100th Anniversary of Jamaica Station. The trim on the Headquarters building has been painted, the bricks have been repointed and new windows have been installed. The building probably looks better than it did when it was new. The Twin Forks Chapter of the NRHS and LIST plan on assisting the people of the LIRR in commemorating this important milestone in the history of the LIRR. We will have more information on the celebration in the November edition of the Semaphore.

Chapter member Dave Morrison has written an excellent book on the history of Jamaica Station. Please see the order form in this month's Semaphore for additional information.

Lionel Trains has produced an O Gauge passenger car especially for the 100th Anniversary of Jamaica Station. The passenger car is named "Jamaica" on its sides.

The NY Transit Museum continues with its yearlong celebration of the 100th Anniversary of Grand Central Terminal. Various tours and exhibitions have and will occur to celebrate the Anniversary. Please see the Transit Museums website which is www.mta.info/museum for additional information. Lionel Trains produced a limited number of models of GCT. I heard that all were sold out at a price that exceeded \$2,000.

Our Chapter will be participating in the Greenberg Train and Toy show this coming December 28th and 29th. It will be held at Queens College in Flushing, Queens. This past January, the show was held the day of and after the biggest snowstorm to hit Long Island in years. This year, the show was moved to December and all members are encouraged to stop by our tables and help out for an hour or two. Your assistance is greatly appreciated!

We are always looking for new members. If you know of anyone who might be interested in joining LIST, please contact me and I will send them information on joining.

If you wish to write an 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.



Stack Talk by Neil Moran

UNITED KINGDOM – TYSELEY: There's an old saying that "you can't keep a good man down" and the British are certainly proving that by building a new locomotive from scratch. This time it will be called "The Unknown Warrior" named after the "Patriot" Class 4-6-0 "ten wheelers" that ran on the LMS Railings in England. This engine will provide a missing link between the "Royal Scot" a Pacific, and the "Jubilee" a 4-4-2. All these types of locomotives performed noble work when in service back in the 30's 40's and 50's and indeed part of the 60's. Some of the Royal Scot and Jubilee class were saved and stored in various museums, however none of the Patriot Class were saved. And this is why the Tyseley Locomotive Works under the supervision of David Bradshaw, a key member of the Great Western Society has started the project. So far, the outside frames from the original drawing have been built, three separate cylinders have been made, plus machined, and six new driving wheels have built at the Tyseley Shop. Boiler work has now started, along with the cab and other pipe work then of course a six wheel tender has to be constructed. One may ask how much will this complete restoration cost? The group has estimated the cost to be £ 1.5 million, and funding is coming in from public donations, legacies, commercial sponsorships and grants. The group would like the Patriot class ten wheeler to be ready for the 100th anniversary of the Armistice of WW1 on November 11th 2018. The "Patriot" will be numbered #5500, and will serve as a permanent memorial to all those who fought and died in WW1, and all subsequent wars. The name plate to be put on the locomotive is also very appropriate, called the "Unknown Warrior" and how fitting!!

VIRGINIA – ROANOKE: The Virginia Museum of Transportation's race against time to put the now J Class 611 steam engine back on the rails next year continues it's uphill battle. "Fire up 611" was launched a couple of months ago, and seeks \$3.5 million by October 31st to make the #611 operational and also construct a shop on the museum's property where the engine will be housed and serviced. The goal is to have the locomotive taking part in NS's Century Steam Passenger Excursions in 2014. Unfortunately, the money has not come in as anticipated from the big donors, but is coming in at a good pace from the smaller donors, said Executive Director Bev Fitzpatrick. By this time the museum had hoped to raise \$750,000. Ms. Fitzpatrick said "were not there yet" Director of Development Fran Gregguson stated the campaign has received more than 730 donations from 44 states and ten foreign countries. The campaign will not likely make it's goal without major gifts, and sadly none have come through which is very disheartening. If the campaign does not reach the goal by October 31st deadline "we'll just keep going and aim toward adding #611 to the 21st Century Steam" program in 2015 "Ferguson said. The museum is working on contracts with the North Carolina Transportation Museum in Spencer, where the engine would be restored. However that work wont begin until the \$3.5 million is raised. For more information go to fireup611.org.



Stack Talk...continued by Neil Moran

CALIFORNIA – POMONA: The situation here is looking a bit better with the announcement that the Union Pacific Railroad and the Southern California Chapter Railway & Locomotive Historical Society in Pomona have finally reached an agreement on the Big Boy 4-8-8-4 #4114 transfer of ownership would normally have taken place between the two parties by now. But the deal hit a little snag in that the group in Panoma didn't want to have the Big Boy leave until the L.A. County Fair was over at the end of September. Union Pacific agreed to a little delay, and by the time you read this 4014 should be on its way to Cheyenne, Wyoming where the rebuild will take place over a two year period.

OREGON – GARIBALDI: The Oregon Coast Scenic Railroad Shop forces should be just finishing up their rebuild of 2-4-4-2 "Skookum" locomotive the engine was built in June 1909 for the Little River Railroad in Tennessee. It was sold later by Baldwin Company in 1910 to the Columbia River Belt Railway in Blind Slough, Oregon. Eventually the locomotive ended up at the Deep River Logging Company at Deep River Washington as engine #7. Sadly #7 logging career came to an abrupt end when she derailed and rolled over on it's side while backing down with a string of freight cars. In 1956 rail fan Charles Morrow of Snogualimie bought #7 from an insurance company for scrap value. However Mr. Morrow died before he could refurbish the engine. Still later in 1993 "Skookum" was moved in pieces to the Mt. Rainer Scenic Railroad in Mineral, Washington where restoration finally began. In January of 2005 #7 was sold to Chris Baldo and he moved it to Chelalis, Washington for final rebuilding. The engine now is under going it's finishing touches, and should be finally running as you read this.

COLORADO – LA JUNTA: Former Santa Fe 2-6-2 #1024 was moved a few months ago out of Potter Park in La Junta to a new location eight blocks from its original location. The present site is also the home of a future welcome center. The city contracted the G-Force Specialty Transportation Company located in Chama, New Mexico to handle the move since the running gear had seized from not moving in over 56 years, they put a custom made steel pan with a section of panel track for the engine to be loaded on. In order to drag #1024 onto the pan, the drivers were jacked up, and the rails beneath the engine greased, which would allow the locomotive to slide without turning a wheel. This journey took three days. The tender was also placed on a 60 ton trailer. Baldwin built #1024 in 1901, and was donated to the La Junta in 1956.

MICHIGAN – OWOSSO: Some very good news out of Owosso. After being sidelined for four years by a federally mandated rebuild, the Pere Marquette 2-8-4 Berkshire #1225 will be ready to run excursions by October 31, 2013 and getting back into action is what it's all about. The Berkshire is set to power the 2013 North Pole Express Christmas excursions from Owosso to Ashley's Christmas Village in Ashley, Michigan. Trips begin Friday, November 29th and will run through December 22nd, for more information go to [HTTP://michigansteam.com/sn](http://michigansteam.com/sn).

TENNESSEE – CHATTANOOGA: By now every rail fan knows of the success of Norfolk Southern and the TVRM's smashing success regard the new steam program. The rebirth of #630 a 2-8-0 and her trips last year and this year were something to write home about. And now it only gets better, as the best is yet to come. For you old time Southern rail fans, and yes I mean you, legendary

Stack Talk...continued by Neil Moran

2-8-2 #4501 is now in the shop being rebuilt as I write this at the Tennessee Valley Railway Museum in Chattanooga. Here is an update, the firebox work was completed, and she now had 100% of her staybolts, and mudring rivets replaced plus just about all of the firebox sheets renewed, and the backhead replaced. Next, the exterior throat sheet replaced along with a flush patch put in the dome to replace the forge weld. All boiler studs and boiler fittings have been applied. The tubes and flues won't be installed until she's back on her wheels. Finally the smoke box is being fabricated using the same centerpiece pattern as the #630. It should not be long now before we see this "Southern Belle" under steam again, if everything goes well.

TEXAS – FRISCO: The former St. Louis San Francisco Steam Locomotive #4501 that pulled one of that lines premier passenger trains, and played a pivotal part moving both freight and passenger trains. She was built in 1942 by the Baldwin Locomotive Works. This 4-8-4 "Beast" played a huge hand in transporting troops, freight trains were used as the power for the overnight "Meteor" a crack train those days between Oklahoma City, Tulsa and St. Louis. One of three locomotives designated for this route the #4501 could be found traveling at speeds of 90 mph while providing vital connection between Texas, Oklahoma and St. Louis. St. Louis being gateway to destinations North and East to cities such as Chicago, Washington and New York. Painted in a Patriotic red, white and blue scheme the 4-8-4 represented the state of art in steam locomotive design. But, alas her career was short lived, as it operated in the twilight of the steam era. Sadly, in 1947 after just five years she was bumped from passenger service, and then was painted in Frisco's Basic Black scheme. Now it was used in freight service for the next five years. Frisco was quick to dieselize, so the once proud #4501 was placed in storage where she stayed for ten years. Officially retired, and then given to the former Age of Steam Museum which is now called the Museum of the American Railroad. Once again she was moved to her latest home in Frisco, Texas and was repainted in the striking "Meteor" scheme of her original railroad. Mr. Frank Boudewijn of Signage Systems located in Dallas painstakingly designed and created the paint masking and applied to the sides of the tender. Later on the graphics were painted on, and now the #4501 looks like she just came out of the shop, resplendent in her original appearance and looking like she's ready to pull the "Meteor" "once again! Ah per chance to dream again."

ALASKA – ANCHORAGE: With the #557 now going through a compete rebuild the 2-8-0 U.S.Army Consol will run powering trips between Anchorage and Portage and Girtwood during the late spring and summer months of 2015. The group needs \$75,000 in donations to rebuild her ultimately the entire cost of the project will be as high as one million. Donations of \$75.00 or more will be matched dollar for dollar by the Rasmuson Foundation up to a total matching grant of \$350,000. The Consol was the last active locomotive on the Alaska Railroad and ran as late as 1962. During that period of time it was used primarily to help during the high water conditions in Nanana where the Tanana and Nenana Rivers regularly flooded the town and rail yards and it also ran occasional steam excursions and special events. To make a donation online go to [HHTP://www alaskarails.org](http://www.alaskarails.org).

Now, once again it is time to thank the people who took the time to send me the news you have just read. John Biehn, (Dayton R.R. Society), Peter Chapman (United Kingdom), Rich Taylor (Kearney N.J.), and from your most humble servant in steam.

UNTIL OUR TRACKS CROSS AGAIN

THE LIRR MODELER by Mike Boland

THIS MONTH'S FEATURE:

END OF THE LINE FOR FLOQUIL AND POLLY SCALE PAINTS? PART 2

Last month we spoke about Testor's discontinuing its line of Floquil and Pollyscales model railroad paints. After we sent them an e-mail about this decision, we received a reply. It read: Dear Hobbyist, There are many changes taking place at The Testor Corporation. For over 80 years, we have provided premium paints and finishing systems to the craft and hobby industry. Recently we announced that we are transforming our business in order to more effectively address the changing needs of our consumers and their interests. We've made the decision to exit the following businesses within the Testor Brand family – Pactra, Floquil, Pollyscales, and ColorArtz. This will enable The Testor Corporation to return to our foundation of success – providing premium, innovative product that inspires creativity. We will continue to accept orders and ship product for a limited time based on available quantities. Going forward, the following brands will be critical to our success and development – Testor, Model Master, and Aztek. These brands will be infused with marketing support, innovation and operational efficiencies. In support of this, we have announced a consolidation of operations at our Rockford facilities. Our commitment to the to the Testor brand has never been stronger. By implementing these changes, and the ability to leverage all of Rust-Oleum's world class services, we are more strongly poised to take our business to the next level through product and merchandising innovations, and increased customer understanding. If you have further questions, please feel free to let us know. We appreciate your business!!

We're not sure about whether dropping these two paint lines really "more effectively address the changing needs of our consumers" but Testor's response is classic corporate-ese or crap, depending on how you look at it. And for modelers, it's time to use Scalecoat, Modelflex and Tru-color! More about these colors next time when we continue.

Happy modeling without Floquil and Pollyscales! R. I. P.



LIRR NEWS by Steve Quigley

It was announced that the LIRR and Metro-North will be placing an order with Kawasaki Rail Car Inc. for the next generation of electric powered passenger cars. A potential total of 676 cars worth \$1.8 billion could be produced if sufficient funding is available. An initial order of 92 cars is for the LIRR. The initial order is expected to arrive in late 2017. The cars which are designated M-9's, will seat a total of 221 passengers which is 8 more than the current M-7's. These cars will be assembled at Kawasaki's plant in Yonkers NY. The cars will be replacing the existing M-3's which were built between 1984 and 1986.

Among other changes being incorporated will be smooth armrests that will not catch pants pockets, pocket doors at the end of each car electronically controlled and more space in the middle seat of 3 seats as well as improved air conditioning. Additionally, there will be larger windows as well as automatic public address systems inside and out.

The LIRR has initiated a graphic new advertising campaign designed to raise awareness of the deadly consequences for motorists and pedestrians if crossing gates are ignored. The new campaign is called "Wait for the Gate." If you wish to view it, please go to the LIRR home page on the internet. The public service announcements are 15 seconds in length and there will be six outdoor billboards near some LIRR stations.

Two years after it's opening, the Brookhaven Rail Terminal in Yaphank has exceeded expectations of the depot's owners and proponents. Terminal officials have stated that the facility has received more than 1,620 rail cars since it opened in 2011. Home Depot signed an agreement this past March to become the terminal's anchor tenant. Home Depot has been ramping up its shipments of lumber, roof shingles and other building supplies to the retailer more reliably supply its Long Island outlets which experienced a post Sandy increase in demand for building materials.

More LIRR news next month!

"Forgotten Places" Bus Tour by Dave Morrison

Join Dave Morrison on a bus tour of "forgotten places" of the Port Jefferson/Wading River Branch. The tour will start at 9 am at the northeast end of Hicksville Station at the John Bull locomotive replica. James Pavone, who built the 29 foot long, non-operating replica of the 1831 John Bull will give a brief talk about how he constructed the Hicksville icon. He'll also have a booklet to present to everyone. From there, the bus will stop at Cold Spring Harbor to see portions of the old Jones family right-of-way (upon which tracks were never laid), and then on to Centerport to see two of the cast iron eagles that were once on Grand Central Station in New York City. Dave will present everyone with a copy of his full-color booklet, "The Cast Iron Eagles of Grand Central Station as well as trolley tracks on Main Street in town. From there we'll see a few abandoned hospital train sidings at Pilgrim State and Kings Park, a private home that was once the 1873 Smithtown Station building, the 1873 St. James Station building, and then on out to Port Jefferson and beyond to see some remnants of the old Wading River extension. The bus should return to Hicksville at 5pm. Dave will have his new book written about the Port Jefferson branch available on the tour. The book is scheduled to be released 2 weeks before the tour.

The cost of the tour is \$40. Please mail your check to our PO Box payable to LIST. Check our web site for additional information.

Oyster Bay Railroad Museum Update by John Specce, President

Greetings from the north country!

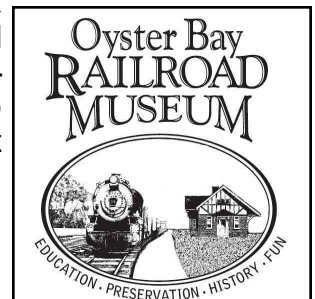
The Museum enjoyed a very successful tourist season (Memorial to Labor Day). The LIRR one day getaway package to historic Oyster Bay village, included round trip rail, gift tote bag, self-guided walking tour and discount coupons to local retail shops and eating establishments. Minivans met visitors at the station and transported them to the Visitor Center, where they were greeted and provided with the afore-mentioned items. As an option they could avail themselves of the minivan services to visit destinations such as Sagamore Hill and Planting Fields Arboretum. This is the third year of the joint venture with the railroad and continues to be an attraction.

Work continues diligently on making the turntable operational, and we are getting closer to the home stretch with electrical contractors and track installers lined up. Scott Lindsay, the President of Steam Operation Corp located in Alabama visited us in August and reviewed the plans for restoring the various running gear components. The usual maintenance and upkeep of the rolling stock was undertaken by the dedicated volunteers who show up each Saturday under the guidance of Leon Daitz and Steve Torborg.

A diorama of the Oyster Bay yard portraying it at the turn of the century was assembled by Gary Farkash using HO scale measurements. It measures 24' by 8' and is situated in the historic station building. An Education Committee headed by Bill Burke and Don Zoeller are putting the finishing touches on material that eventually will be used for school group visitations.

Last but not least, we are gearing up for the annual Oyster Festival (Oct 19 & 20) where we, along with other non-for profit organizations operate food booths. This is a major fund-raising event for the Museum. If you love outdoor festivals with great seafood and other dishes this is the place to be. But be forewarned, the only sane way to get to it is by LIRR which will let you off right at the Festival.

Hope to see you there!



November Modeler's Night by Mike Boland

November is the LIST Annual Modelers' Night. Members of LIST are invited to bring one (1) and ONLY ONE model to our meeting and be prepared to talk for no more than three (3) minutes about it. This way we keep the evening moving along and have time for one great show. Following the model presentations, we will have a superb and different show than in previous years. This year we have LIST member and recently-retired NYCT F-train subway conductor Vin Benkovitz presenting a show for the VERY FIRST TIME about FREIGHT CARS from 1965 to the present time and it covers all kinds of cars--boxcars, hoppers, gondolas, etc.--and all of them have road names that begin with the letter "M" or "N" from Vin's many years of taking photos and his collection. This promises to be a fantastic evening for all. You won't want to miss this!

Remember the date: Friday, November 15th!



Long Island Sunrise Trail Chapter
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**HAPPY HALLOWEEN
TO ALL OF YOU AND
YOUR FAMIL-
ILIES!**

FROM LIST

