



# SEMAPHORE



## December 2013

The next meeting of LIST will be on **Friday, December 20th at 8:00pm** at the Christ Episcopal Church, South Carl Avenue and Prospect Street, Babylon, NY.

### THIS MONTH:

During the summer of 2013 Ed Koehler traced out substantial portions of the Denver and Rio Grande Western's famed narrow gauge circle. In this segment Ed takes us for a ride on the Durango and Silverton Narrow Gauge, the Cumbres and Toltec Scenic, and a quick review of the three little lines that once ran out of Silverton. The presentation finishes with images of a mixed train out of Antonito that have to be seen to be believed. This presentation has plenty of live steam locomotives, mountain scenery, and a quick review of Denver and Rio Grande Western narrow gauge equipment.

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

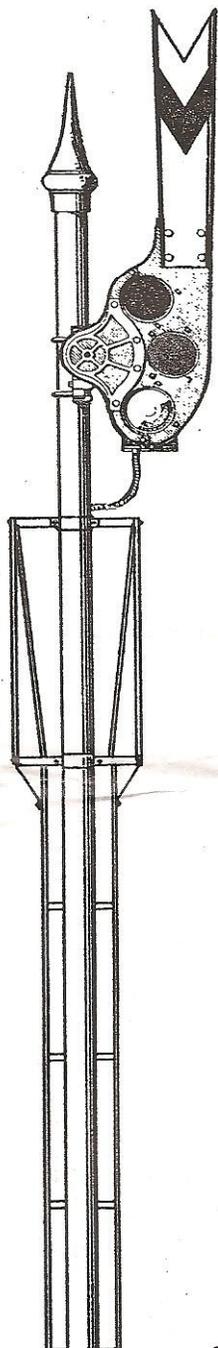
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LIST—NRHS

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THE PUBLICATION OF THE  
LONG ISLAND-SUNRISE TRAIL CHAPTER  
OF THE  
NATIONAL RAILWAY HISTORICAL SOCIETY





The following price list is for LIST members only!



# _____ Jamaica 100 <sup>th</sup> Anniversary Pin	@\$3 each Total _____
# _____ 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 <sup>th</sup> 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 _____
# _____ 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 the pin is \$1

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. NY State residents, one calendar is \$11.95 total.

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

As noted in this edition of the Semaphore, longtime Chapter member John Scala, the "Weekend Chief," passed away. John was the person whom put together our calendar from 1987 to 2012 and one particular book he wrote and published, "Diesels of the Sunrise Trail" was an excellent history of the diesel fleet of the LIRR. John will be missed and our condolences to his family and friends.

Everyone should have received the notice from National regarding dues renewal. Regretfully, the NRHS portion of the annual dues was increased. We were able to keep the Chapter portion of the dues at the same amount as the past several years. The Chapter portion is \$10 which is much less than other comparable Chapters. We have been able to maintain the Chapter dues portion stable through sales of our calendar and books. Many non members respond to our website and we also receive orders that way. If you have already sent in your dues, thank you. If you have not done so, please send them as soon as possible. Your co-operation is appreciated.

REMEMBER, the dues should be sent to our Treasurer, Alan Mark at 111 Greenbelt Parkway, Holbrook NY 11741.

The new version of our website will be up and running shortly. The website is LIST-NRHS.org. It is accessible at the present time so if you want to take a sneak peak, please do so. This is a work in progress and not the final version.

If you subscribe or purchase Railpace Newsmagazine, look for our ad in the January edition which will hit the newsstands and hobby shops the last week in December. Our Chapter is advertising our Shortlines book.

The 2014 LIRR calendar is available and selling well. It is available at several hobby shops here on LI but only Chapter members receive a discounted price. Please see the order form in this edition of the Semaphore for additional information.

If you would like to suggest a retail outlet for our calendars, please let me know as we are always looking for additional places to sell our calendars and books.

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 who was a LIST member for many years. The book has 128 pages with 124 photos of 8 shortline railroads of Brooklyn and Queens. Naturally, Chapter members receive a discount on the list price. Please see the order form in this edition of the Semaphore.

Our Chapter will be participating in the Greenberg Train and Toy show on December 28<sup>th</sup> and 29<sup>th</sup>. 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!

Regretfully, the Port Jefferson Branch tour was cancelled due to a lack of advance orders. The itinerary for the tour was very extensive and interesting and Dave Morrison is a consummate tour guide with his knowledge of this branch. We may try again in the spring of 2014 to conduct this tour.

The Connecticut Trolley Museum has an ex-LIRR MP-54. They are in the process of restoring it to operating condition. The plan as of now is to have it running by June of 2014. This car will operate on overhead trolley wires as they do not have 3<sup>rd</sup> rail at the Museum. When it is operational, we plan on a trip to the Museum to ride in this historic car. Tentative plans are for this car to be rented to people who wish to be the engineer for a period of time. If that comes to fruition, we will let you know of the particulars regarding this interesting aspect.

## List Happenings...continued by Steve Quigley

If you are interested in being an engineer for an hour, please let me know as we wish to compile a list of people who would like to do this. We wish to compile a list of all of the existing MP-54's in the Country, so if you know where a car or car's of this particular model is located, please send it to me through my email or the Chapter's PO Box.

The NRHS will be having Railcamp in 2014. In the past several years, our Chapter has sponsored one or two Railcamp attendees each year and we will continue to do so. If a LIST Chapter member would like to submit a relative for consideration to attend Railcamp in 2014, please let me know. Our Chapter's sponsorship is limited to Chapter members and their relatives only! The Railcamp attendees are children 17 years of age and under; sorry no adults at this Railcamp.

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. Remember, if you bring in 2 new members in one year, your total annual dues will be free for the following year.

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](mailto:csquigley@optonline.net) and my telephone # is 631-487-4766.

MERRY CHRISTMAS AND HAPPY NEW YEAR TO ALL CHAPTER MEMBERS AND THEIR FAMILIES! I HOPE SANTA BRINGS YOU A TRAIN SET, WHETHER IT IS 1' – 1' SCALE OR Z SCALE; I HOPE YOU RECEIVE WHAT YOU WISH FOR.



## New York City Vintage Trains by Kevin Katta

The holiday season is here again and that means it's time for MTA New York City Transit to dust off the vintage equipment and roll out the historic buses and subway cars that served as the foundation for the largest mass transit system in North America. The MTA's subways and buses are the most efficient and economical ways of getting around the City, but if you're looking for another great reason to ride the train on Sundays in December, try this: take a trip back into time onboard the 1930s-era Nostalgia Special, which will run along the Line between Long Island City, Queens and Lower Manhattan during the first four Sundays in December. "For the first four Sundays, subway riders will be able to catch a ride on this classic subway train at stations along the line between Queens Plaza and Second Avenue," said Joseph Leader, MTA New York City Transit's Senior Vice President of the Department of Subways. "They aren't the first subway cars, but these R 1/9 cars served for five decades and are historically significant as the rolling stock that originally served the IND." The Nostalgia Special is made up of subway cars in service from the 1930s to the 1970s, running along the lettered lines from the Grand Concourse to Coney Island. They were also the cars that originally operated along the Line. Their ceiling fans, padded seats, and incandescent light bulbs were state-of-the-art when these cars were first placed in service. The last of the cars were removed from service more than 35 years ago and replaced by the stainless steel, climate-controlled trains that our customers have become accustomed to today. The holiday "Nostalgia Special" will operate on Sundays only, between the hours of 10 a.m. and 5 p.m., on **December 15 & 22**. New Yorkers bear fond memories of these cars, many of which are usually housed at the New York Transit Museum in Brooklyn Heights, where they have honored positions as static displays reflecting a time before automated voice announcements, air conditioning, or bright fluorescent lighting. Of course, you can always catch more examples of NYC Transit's vintage subway cars on display there, too.

## John J. Scala by Mike Del Vecchio

On November 12th, the railfan community lost railroad book publisher, producer and author John Scala, owner of Weekend Chief Publishing. John was a regular at many train shows. He published several significant books, and built a niche in producing railroad calendars for historical societies. He was perhaps one of the biggest fans of the diesel-era Long Island Rail Road, having once worked for the LIRR. And in his publishing and photography he liked to continue many traditions in the look and layout of his offerings. He was also an ardent member of the LI Sunrise Trail Chapter of the NRHS where he will be greatly missed.

But nothing I could write compares with what his daughter, Lauran Scala, a traffic reporter for WNBC, wrote this morning:

"Yesterday afternoon I lost my father. For the past 373 days, I have woke up every morning with a pit in the depths of my stomach dreading this moment. It was exactly that many days ago that I stood in front of a team of neurosurgeons at Stony Brook Hospital as they diagnosed my 64 yr old Dad with glioblastoma multiforme, an aggressive terminal brain cancer. Today I held his hand for the last time just hours after receiving the call that he had passed rather suddenly.

"I could tell you how awful it all was, how exhausting, how difficult it was to hide the pain and to put a smile on my face everyday when all I wanted to do was hide... but all of that is NOTHING compared to what I had watch him endure for this disease that there is no cure for. I will focus on the wonderful memories and on the positive lessons I learned from him and from this experience because life makes us no promises.

"My Dad, John Scala, was funny, adventurous, creative, and he gave the best advice. He was a man that was never afraid to cry and he gave me more hugs in my 31 years than some people get in double that amount of time. He once said that the only reason he went through with treatment was because he made a vow to be my father and he needed to be here for me and my brother. He will ALWAYS be my hero and words cannot describe just how much I am going to miss him."

John has been missed over the past couple of years when he was no longer attending shows or accepting book or calendar orders. He accomplished many things in his life, and we're glad his suffering is over. He was a good friend.



## Stack Talk by Neil Moran

VIRGINIA – ROANOKE: Some great news here! The Roanoke Transportation Museum has announced that they have received the grants the Museum was seeking to get the J Class 4-8-4 up and running again. As most of you know they were receiving a steady flow from many rail fans, but were lagging behind getting their big grants from the big corporations that promised their share. When the locomotive will be removed from the Roanoke Museum is not known at this writing. But we know this will take some time to prepare the 4-8-4 for her move up to the Spencer shops in North Carolina. All steam fans eagerly await this initial move.

BALTIMORE - MARYLAND: In the search for heavier steam power the Western Maryland Railroad is looking for additional help to supplement their 2-8-0 #734. One possibility is the former C&O Class H-6 Mallet 2-6-6-2 #1309 which is now on display at the B& O Museum. B&O Museum Chief Curator Donald Shackelford has confirmed initial inquiries stating that yes, the Western Maryland has contacted the B&O Museum concerning the engine. Presently, the Museum is in the early stages of evaluating their request, and no decision has been made as of this writing. Western Maryland Chief Mechanical Officer Dan Pluta said the railroad is looking at another steam locomotive that could power the train up the demanding grades. Since the beginning of the operation the 2-8-0 #734 former Lake Superior and ishpening built by the Baldwin Locomotive Works in 1911 has been doing the honors, since 1993 and will be facing a major overhaul in 2015. One very important consideration for any locomotive replacing the #734 is the turntable up at Frostborg the end of the line. The engine must be turned so it can head back to Cumberland the proper way. Dan Pluta say the Mallet #1309 can fit on the table with no problem. Back in 1948, the C&O RR ordered ten Mallet 2-6-6-2s to work their Peach Creek Terminal in Logan, West Virginia on its mine runs and switching duties for seven years before being retired in 1956. Quite late for steam locomotives to be in service. She remained at the Peach Creek Roundtable until the mid-1970s when it was transferred to the B&O Museum, along with several C&O locomotives that were stored in a dead line in Russell, Kentucky. If restored, she would be one of few compound engines in service. Others being the Black Hills Central in South Dakota, the Niles Canyon in California, and the Oregon coast scenic in Oregon.

TEXAS – GRAPEVINE: An old friend of the Grapevine Railroad has finally returned to active service. It is a 1896 Cooke product #2248 best known as “Puffy” this 4-6-0 ten wheeler originally was used on the Southern Pacific Railroad in California for passenger service and freight operations. The #1228 was out of service for close to 3 years before returning to the Texas State Railroad. It needed heavy boiler work, and repairs to its cab. “Puffy” has been an attraction at the Texas State Railway Railroad since 1993 last month, and into December she will power excursions on the line till the end of this year.

PENNSYLVANIA – NORTH FREEDOM: On November 10<sup>th</sup> 2013 a stunning recreation of the “Great Locomotive Chase” was reenacted by two great historic replica steam locomotives steamed into history, the William H. Simpson “York” #17 and the Kloke locomotive, “Leviatna” #63 both 4-4-0’s will come together to reenact the Great Locomotive chase. These events started off on Nov 10<sup>th</sup> where the engines were lined up alongside each other photo purposes both sides of the story were portrayed in this colorful event. After ceremonies take place passengers who witnessed this historical event could then ride behind either locomotive over to Hanover Junction. Then on Nov 11<sup>th</sup> (Veterans Day) at 12 noon, the steam into history railroad in North Freedom saluted returned veterans by providing them with rides, again to Hanover Junction and return. On Nov 12<sup>th</sup> at 12 noon, these two great replicas of another age came together to reenact the railroad joining of the East and West. As the two locomotives almost touched they staged an event that simulates the driving of the golden spike at Promontory Point in Utah. This event was anticipated by Abraham Lincoln as one of his crowning accomplishment. Unfortunately he never lived to see this piece of American history. On May 10<sup>th</sup> 1869 Ulysses Grant oversaw the joining of the two railroads.

## Stack Talk...continued by Neil Moran

MICHIGAN – OWASSO: This past month on Nov 29<sup>th</sup> former nickel plate Berkshire 2-8-4 #734 made her triumphal return to the rail by powering an excursion out of the Owasso Railroad Museum to the village of Ashley, Michigan. Built in October 1941 by the Lima Locomotive Works for the Pere Marquette Railroad. She spent most of her career hauling steel and other wartime freight between Michigan's factories and Northern Indiana steel mills. The 2-8-4 Berkshire type was one of thirty nine 2-8-4s ordered by the Pere Marquette Railroad. Those powerful engines produced 3000 horsepower and maintained a speed of 50 – 65 miles per hour pulling long freight consisting of a hundred cars or more.

WASHINGTON – ELB: The Mount Rainer began a major expansion early this year by building a railway camp from the remnants of the Camp 6 Logging Museum that closed in Tacoma, Washington. This year the railroad ran steam powered trains out of the EIB to the mineral shop, where six logging camp buildings dated back to the 1920's have been renovated. Now called the Western Forest Industries Museum. By the beginning of 2014, visitors will be able to tour the shops and view some Alco, Heisler, Climax and Baldwin Logging Locomotives that are part of the Mount Rainier's collection. Former Polson Lumber Company 2-8-2 #70 is doing the honors right now, and is in good shape. They also have a former Port of Grays Harbor 2-8-2 #5 built in 1924 by the Porter Company. But this engine is in need of repairs.

NEW HAMPSHIRE: Officials of the Conway Scenic Railway are hopeful that the railroads sidelined ex Canadian National 0-6-0 #7470 can soon return to the rails at this late date in December. Possible to run some holiday trips. The engine is due for its Federal Railroad Administration mandated 15 year overhaul in July 2014. Operations Manager Paul Haller said the management has made no decision on the engines future. The husky 0-6-0 was taken out of service on Sept 19<sup>th</sup> after brass bearings overheated. Since then the #7470 has been in the shop, a couple of times they thought they had solved the problem and brought it out for testing. Sadly, the bearings would continue to overheat, and back in the shop she would go. Now the group is calling for outside help, as they are determined to seeing the #7470 running again. They dearly want the engine to run on January 4<sup>th</sup> 2014 as that is the Massachusetts Bay Railroad Enthusiast Day on the railroad and there will be a huge crowd visiting and looking forward to seeing the #7470 under steam. However no final decision has been made at this writing by upper management yet on whether or not the FRA mandated overhaul will be performed. "So the plot sickens" the #7470 was built by the Grand Trunk Railway at its Point St. Charles shops in Montreal, Quebec Canada in 1921, and has always remained a coal fired switching locomotive.

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), Mike Eagleson (Glen Ridge, NJ), Rich Taylor (Kearney N.J.), and from your most humble servant in steam and to everyone, a very Merry Christmas, and a steamy New Year.

UNTIL OUR TRACKS CROSS AGAIN



## ***THE LIRR MODELER by Mike Boland***

### ***This Month's Feature:***

### ***: CONVERT BACHMAN'S ALCO SWITCHER TO A LIRR S2—Pt. 1***

Here's a "spur of the moment" (no pun intended) project that started as an off the shelf project and is fairly easy to do. Follow along as we take a Santa Fe (AT&SF) Alco S2 switcher just made recently by Bachman—in both sound and non-sound versions—and convert it to one of the many blue and yellow switchers on the LIRR roster during the MTA era between 1965 and 1976.

This is a quick and easy project.



First, you'll need to purchase a Bachman Santa Fe S2 diesel switcher. We bought ours at Trainland in Lynbrook and it is a sound version. The locomotive, fresh from the box, is a stock model with no add-ons and is painted in the ATSF's own blue hood and yellow ends paint scheme that appeared after the black and silver safety-stripes scheme was replaced. Lettering on the unit is very simple; there is a small SANTA FE in yellow lettering just below the roof and in the center of the locomotive. The locomotive's number, also in yellow, is on the cab side below the window. On the yellow hood end, the locomotive has a number on it below the headlight and a small square Santa Fe cross herald, both in blue. These items will have to be removed to make our switcher a LIRR locomotive. The best way to do this is to use ELO (Easy Lift-Off), a solution that will remove lettering from the plastic body. You can also try Walther's Solvaset or even try to remove the lettering by the eraser from a pencil. Whatever process you use, take care to remove just the lettering or numbers and nothing more. Don't forget to remove the blue number on the cab end, just to the side of the locomotive headlight.

Once this is done, you can easily see that we have a blue and yellow unit with no lettering. We're on our way to making this a LIRR unit. More about that next time when we continue our feature. Until then, Merry Christmas, Happy New Year and happy modeling!

And we already miss our friend, the Chief, the late John J. Scala. Chief, we'll meet again and talk about the The Route of the Dashing Commuter!

## *Long Island Railroad News by Steve Quigley*

The MTA released on Oct. 2 its 20 year Capital Needs Assessment which outlined a \$106 Billion in infrastructure projects across all agencies. Specifically related to the LIRR is building a second track on the Main Line as far east as Yaphank, replacing all diesel trains and rebuilding six aging bridges. Included in the list are already announced projects such as work associated with the East Side Access to the Grand Central Terminal project as well as the second track between Farmingdale and Ronkonkoma, re-opening of the Republic station in Farmingdale and reconfiguration of tracks and switches in Jamaica. There are other LIRR related items as well which total \$13.4 Billion. Just think, at the end of this period of construction, the LIRR will be 200 years old! It will celebrate its Bicentennial Anniversary in 2034!

The Southampton Town Board voted in October to designate an historic landmark the Shinnecock Hills Train Station and Post Office which was built in 1887. When the LIRR stopped serving the station in 1932, the property was acquired by the U.S. Postal Service. The building continued to function as a post office until 1966. It was restored and is now privately owned. The owner stated that it's a wonderful and difficult place to live as the train tracks are 15' from the porch and as many as 12 trains a day pass by.

On November 18<sup>th</sup>, Amtrak announced major changes in the way it maintains and repairs the East River Tunnels to Manhattan. The changes are to include; replacing track components on a regular schedule rather than waiting for them to deteriorate and possibly break. Amtrak will be conducting inspections during the day when more crews are available rather than wait until nighttime. There will also be an initiative to protect the tunnels from flooding so that a repeat of the flooding due to Hurricane Sandy will not occur.

These changes are due to political, MTA and commuters pressure on Amtrak as a result of a substantial amount of delays which have recently occurred.

Separately, Amtrak is moving forward with a plan to replace and modernize all of the tracks inside the tunnels. This project was started in 2011 and is scheduled to be completed sometime between 2017 and 2019.

The LIRR announced a new position called Customer Service Ambassadors. The 7 people in this position will assist customers at Jamaica Station during the morning and at Penn Station during the evening rush hours. The Customer Service Ambassadors will be recognizable by their red blazers, vests and caps. They will be equipped with smart phones and tablets in order to be able to answer rider's questions. The Ambassadors will be assigned to other stations such as Atlantic Terminal as needed. LIRR President Helena Williams said the goal of this position was to supplement the railroads various high tech customer service efforts with a human touch.

Photo Courtesy of Newsday.com



Justin Peterson, LIRR's first customer service ambassador, uses a tablet to help LIRR customers. (Oct. 18, 2013)

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