



SEMAPHORE



September 2013

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

THIS MONTH:

Another month with a “surprise” presentation.
Hope to see you there!

IN THIS ISSUE:

Page 2	LIST Order Form
Page 3, 4 & 5	LIST & LIRR Happenings
Page 6 & 7	Stack Talk
Page 8	LIRR Modeler

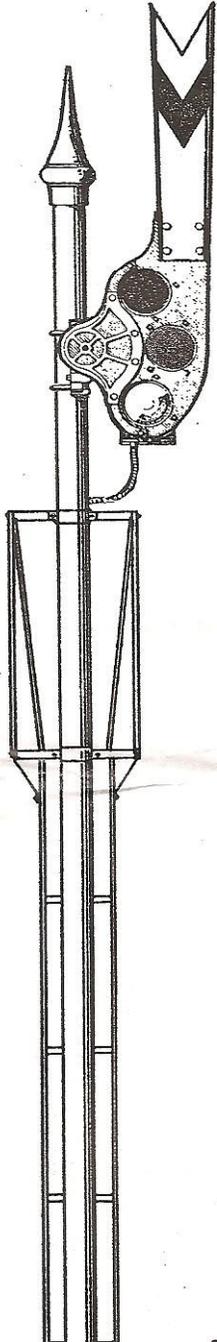
**For regular updates and other important information,
visit the Chapter website at:**

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

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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!

- #_____ LIRR 175th Anniversary 60 page book @ \$5 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 _____
- #_____ 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 Queens Blvd. Trolley [only 2 copies left!] @ \$50 each Total _____
By Vincent Seyfried
- #_____ The Rockaway Trolley @ \$50 each Total _____
By Vincent Seyfried
- #_____ The Keystone magazine @ \$10 each Total _____
- #_____ Shortline RR's of Long Island @ \$27 each Total _____

Shipping for 1 of the books, \$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

I hope everyone was able to do some train spotting this summer. My family and I took the LIRR to Penn Station and then boarded Amtrak to Montreal. The ride was approximately 11 hours long and the view along parts of the trip is spectacular. The first part of the trip is along the Hudson River with its varied scenery. We passed under the "Walkway over the Hudson" at Poughkeepsie. It is approximately 210' above the Hudson and is almost 1 mile long. I have walked across this ex NY, NH & H rail road bridge and all I can say is the view is spectacular. The fall with its changing colors, brings out thousands of people who take the walk across. The day that I walked across, a wedding took place in the middle of the span. It is a NY State Park and the price is FREE!

Back to the trip. Locomotives were changed in Albany and then for the first time of the season, a dome car, "Ocean View," was added to the front of the train. A National Park Service guide was on board whom provided a running commentary of the places and scenery we passed by. Two NRHS members were on board as they provided a narration between NYC and Albany. Later on, we traveled along the edge, and I mean edge, of Lake Champlain for approximately 100 miles. The view along this lake is amazing, I can't imagine what it is like when the leaves change color in the fall. Slow orders along the Lake as we twist and turn to follow the shoreline. Customs took ½ hour at Rouse's Point NY. We then entered Canada to see farms and arrive at VIA Rail Terminal in Montreal.

A long but very scenic trip. Sit back, relax, and enjoy the ride and the scenery.

The fastest part of the trip was the ride back home on the LIRR. We caught an express train to Babylon and at times we were probably doing close to 80 MPH.

Chapter member and historian, Dave Morrison will be conducting a tour of the Wading River line this fall. Although the line has been out of service since 1938, a couple of bridges and some of the structures that were originally the stations on the line still exist. Dave's book on the Port Jefferson line should be available just before the tour and I am sure Dave will have them available for purchase and autograph in conjunction with the tour. We will be chartering a motor coach bus and as a result, seating will be limited. Although the tracks are long gone, a substantial portion of the right of way still exists for power lines. The tentative scheduled date for the tour is November 16th. The reasons we scheduled it for November is so that by then, the leaves should be off the trees and we will be able to see more as well as Dave's book is scheduled to be released the beginning of November. The tour will be different in that "forgotten" places of the Port Jefferson line will be viewed. Places such as the trolley tracks in Northport, the old Northport spur, the Kings Park Hospital siding, the Jones Family right of way in Cold Spring Harbor will be attempted to be viewed. We will have the cost in the October Semaphore.

By the time you read this article, the 2014 LIRR calendar will be in the process of being printed. We are trying to keep the price as low as possible but at this moment, I do not have the final cost. We should have the final price and information on next month's Semaphore order form. At this point, we hope to have the calendars available by the first week of October.

The Chapter's latest book, "Shortline Railroads of Long Island," is now in stock and available. The book was written by Ed Koehler Jr. with most photos by 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.

List Happenings...continued by Steve Quigley

The Railroad Museum of LI held their annual Railfest the week before Labor Day. Our Chapter had tables where we sold our books and other items. Many thanks to Bob Cecere, Caroline Scannell, Bob Myers and Rich Schulman for helping out at the tables on Saturday and Sunday. Greenberg Train Shows will be having a train show the weekend before this coming New Years. It will be held at Queens College just like this past winter. Hopefully, the weather will be better for this version as this past winter as a blizzard occurred the day before the show and much of Nassau and Suffolk was snowed in. The Chapter will have 2 tables at the show. Naturally, I am asking for assistance from Chapter members to help staff the tables for this show. More to follow.

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.

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.

LIRR NEWS by Steve Quigley

The LIRR's new version of the Cannonball was a big success this summer. As I mentioned in the June edition of the Semaphore, I was a passenger on the inaugural run of the Cannonball from Penn Station. I paid the extra fare for the Hampton's Reserve car and it was worth it as I noted that some passengers stood from Penn Station to Westhampton which was the first stop. I was informed that the Hampton's Reserve cars were sold out for the remainder of the season back in the first week of July. Most Fridays, the Cannonball had passengers standing. Speculation exists that the Hampton's Reserve will be expanded next summer. If this summer's passenger load is any indication, an extra section of the Cannonball would be appropriate. [Cannonball Jr.?)

In other LIRR news, it was reported that the LIRR plans to lay thousands of feet of new track in Nassau and Suffolk over the next 6 years to enable more trains to run on the line. This is designed to support the 2019 launch of the East Side Access which will give the LIRR direct access to Grand Central Terminal. Pocket tracks are planned to be located at or near stations such as what is planned for the Massapequa station. The plan is to run as many as 24 additional trains during the rush hour. The LIRR is looking to add to the fleet which presently has 1,185 cars. The plan is to have 1,234 cars by 2019 and thus more storage capacity is needed which would also add flexibility to the system. Great Neck, Hicksville, Massapequa, Port Washington and near Ronkonkoma are places where pocket tracks are planned.

LIRR NEWS...continued by Steve Quigley

The LIRR's plan to build a second track between Farmingdale and Ronkonkoma will require 20 RR crossing gates to be down longer which are raising concerns about increased traffic jams. The Double Track project will construct a second track along an 18 mile stretch which will allow more trains to use the Ronkonkoma line as well as to add flexibility in situations when problems occur. This Double Track project is estimated to be completed in 2018. The first phase of this project is fully funded and work could begin by the end of this year. Suffolk County Executive Steven Bellone, rejected the need for more traffic studies along the route as he does not want to see funding for this double track to be jeopardized due to additional requirements of traffic studies. This second track will be built on existing LIRR Right of Way and will not require the taking of any additional property. However, a few homes will have a view of new walls that will be erected.

One of the concepts noted for East Side Access is to push transfers out farther from Jamaica so fewer trains will require a transfer at Jamaica. One of the plans announced is that the Oyster Bay line would have a Scoot service between Oyster Bay and Mineola which would result in more frequent service on the branch, ease train congestion in Jamaica and free up capacity on some of the LIRR's busiest lines. \$37 million has been set aside to buy new scoot diesel trains for service in non-electrified territory such as the Oyster Bay line, east of Ronkonkoma as well as Huntington to Port Jefferson. One aspect of the plan would be to operate shuttle trains between Oyster Bay and Mineola every 30 to 45 minutes. A similar plan was mentioned for scoot service between Jamaica and Atlantic Terminal in Brooklyn. Trains would arrive and depart on a new platform on Jamaica Station's south side which would be near the Kennedy Airport Air Train Terminal. However, if a person wished to travel from Oyster Bay to Atlantic Terminal in Brooklyn, you would have to transfer at Mineola and then again in Jamaica in order to complete the journey. This is one of the items noted regarding the plan.

Between July 22nd and August 16th, five rush hour trains were cancelled and four other trains had shortened runs due to construction related to East Side Access. Construction crews placed heavy concrete slabs that will serve as ceilings of a new underpass at the switching complex near Sunnyside Yards.

[Most days, I take the train in the morning that originates in Montauk with its ending terminal in L.I.C. However, during this stretch, the train ended in Jamaica]

The MTA's new chairman whom is Thomas Prendergast; ex LIRR president, told New York State lawmakers that the LIRR will not reduce the number of trains that it runs into Penn Station weekday mornings as part of the plan to squeeze Metro-North trains into Penn. Penn Station already has Amtrak, New Jersey Transit and LIRR trains which crowd the limited amount of tracks versus Metro-North which is the only railroad into Grand Central. Mr. Prendergast committed that Metro-North's arrival into Penn will not come at the expense of LIRR trains and it's riders. Long Island Commuters, elected representatives and business leaders have raised concerns about whether the LIRR would have to give up some morning trains to make room for Metro-North trains. LIRR management has stated that every slot will be needed at Penn Station citing projected increases in ridership in the future.

More LIRR news next month!



Stack Talk by Neil Moran

Well, I sincerely hope that some of my readers have the good fortune to get out and ride behind a steam locomotive this past summer. If not, you will have several opportunities to do so this fall.

NEBRASKA – OHMAHA: Finally, Union Pacific has confirmed it will purchase and restore the 4-8-8-4 “Big Boy” steam locomotive. Union Pacific has finally reached an agreement with the Southern California Chapter of the Railway & Locomotive Historical Society in Pomona, California to transfer ownership of #4014 back to Union Pacific. The railroad plans to move the locomotive back to Cheyenne, Wyoming, where its Heritage Fleet Operation Team will work to restore it to operating condition. Details regarding those efforts will be made public at a later date. From what I hear the initial steps to remove the locomotive won’t take place until early in 2014. But that move could come at any time. Union Pacific donated the #4014 to the Historical Society Dec 7th 1961. However the engine didn’t arrive in Pomona until Jan 8th 1962, and has been on display for the last 51 years. And most important she has not suffered from any major water damage, as in several cases when other Big Boy locomotives suffered from this fate. In a statement prepared by Ed Dickens, Senior Manager of the Union Pacific Heritage Operations. He said “Our steam locomotive program is a source of great pride to Union Pacific employees past and present. We are very excited about the opportunity to bring history to life by restoring #4014. In fact, no other railroad has retained its historical equipment or honored its American routes as Union Pacific. And to add to that all I can say is Amen!!!

VIRGINIA – ROANOKE: The Virginia Transportation Museum in Roanoke has confirmed that it will take the next step forward to get the Norfolk Western Class J #611 a 4-8-4 under steam again to run excursions. A volunteer group has been formed to conduct a study on #611. They include Cheri George, a software consultant, Scott Lindsay, a historic rail equipment restorer, and rail safety consultant Preston Claytor, all of whom volunteered on the #611 crew during the time when N&W used it for passenger excursions from 1981 to 1994. The museum has started a fund raising campaign to pay for study expenses. Should this project prove successful, the museum will launch “Fire Up 611”. If the fund raising is successful, and it should, we could see the J611 in operation by the fall of next year. But to do this they must raise \$3.5 million dollars, a tidy sum indeed. So far they have raised over \$150,000. The goal includes \$1 million for restoration, \$2 million to construct a mechanical shop on the museum’s property where the #611 can be sheltered and worked on, and the remaining money used for business and marketing expenses. The locomotive will have to be moved up to the North Carolina’s Transportation Museum in Spencer N.C. for the full restoration. Officials estimate it will take somewhere between six and nine months to refurbish the engine to meet Norfolk & Western and Federal standards and so the saga continues. Stay Tuned!!

CALIFORNIA – FORT BRAGG: The devastating cave-in has closed the Skunk train’s 1,100 ft tunnel #1 two months ago. It was a tremendous blow to the loyal passengers and communities of Fort Bragg and Willits, California which heavily depends on the revenue generated by the steam trains. Both towns are desperately trying to raise \$300,000 to clear the debris in the tunnel to allow the train to operate once again. The group is very thankful that the cave in didn’t happen while a train was in the tunnel. While ridership has grown in the past few years, the Skunk train fiscal health is slowly recovering from a washout that occurred a few years ago. That washout cost them \$200,000. As of June the railroad has only received \$50,715 from various insurance companies. As you can see, there’s a long way to go. The Skunk train is home to “Old 45” a 1924 Baldwin 2-8-2 which is in good running condition. This line travels through some of the finest scenery in Northern California, the giant redwood forest. To help with a contribution go to <http://gofundme.com/saveourskunk>.

Stack Talk...continued by Neil Moran

TEXAS – AUSTIN: When former Southern Pacific, #786 a 2-8-0 Consol was running trips in 1992 -1999, she was called the “Crown Jewel” of the Hill County Flyer route. However the engine fell into disrepair due to poor management. Thirteen years have passed without the #786 running, but now she coming back. It’s not the way the citizens on Cedar Park envisioned her return. She is coming back in pieces on trucks and has to be reassembled by volunteers who know how to put a steam engine together. The return has taken 13 years and \$2 million to repair. But train aficionados and a host of eager volunteers are working on her as this story is being written. Men who once worked for the railroad during the steam era are lending a hand to put old #786 back on track. The locomotive when torn down, was shipped to various places, wheels went to Chattanooga, Tennessee, the boiler to Steel Alabama workshop, and the new cylinder saddle went to Strasburgh, Pennsylvania. The 2-8-0 was one of American Locomotive Companies engine finished at Alco’s Brooks Locomotive Works in Dunkirk, New York in August 1916 and delivered with twelve of her sisters to Southern Pacific’s system a month later. The engine then saw 40 years of very active service pulling freight and passenger trains throughout Texas and Louisiana. The Austin Steam train association is happy to have the #786 back where she belongs running on the 33 mile branch line that was Southern Pacific track.

MICHIGAN – OWASSO: Currently the former Pere Marquette Berkshire #1225 a 2-8-4 is in the midst of a rebuild. This process needs to be done about every 15 years. The overhaul will cost about \$900,000 total once it is completed. The Steam Railroading Institute has already received \$345,000 from the Department of Transportation, \$30,000 from the Railway Foundation, and over \$227,000 in donations from residents in the community and train enthusiasts. That leaves around \$150,000 to finish the job. Part of the fund raising now allows rail fans and nearby residents the chance to rent the #1225 for \$15,000 for a full day. If everything works out, look for the Berkshire to again run the “Polar Bear Express” during the months of November and December. There could be more excursions. Want to rent a steam train? Call 989 726-9464 for further information.

PENNSYLVANIA – STRASBURG: During the heyday years of American Railroading, round houses were very noticeable in major, and not so major railroads across this country. Even small branch lines had a roundhouse on their property in some cases. These buildings were used to service and repair steam locomotives. But as railroads declined and shifted towards diesel engines, the need for round houses declined as well, and still later all were gone with the exception of a rare few still in operation on some tourist lines. However a new one is on the way. Yes it’s true. The state owned Railroad Museum of Pennsylvania at Strasburg has announced plans to build a 1600 square foot round house. The \$6.1 million project is expected to break ground in 2014 and to be opened by 2015. It will be built on the western edge of the museums rail yard and to be connected to the main exhibit building by a hard surfaced handicapped accessible walkway. The roundhouse design will also incorporate an existing circa 1928 turntable. Mr. Charlie Fox, Director of the Railroad Museum said the new roundhouse will be climate controlled and hold six steam locomotives. “The purpose of this building is preservation if you want to ensure that our steam locomotives will be around 50 to 100 years from now, we need to get them under cover”. All of the steam locomotives were carefully selected, they range in length from 60 feet to 108 feet. With the construction of the new roundhouse, the adjacent turntable will also be refurbished. “By late 2015, we will have a completely rebuilt turntable and a brand new roundhouse, full of valuable locomotives”. “And it will give visitors a seldom look at a vital part of railroading’s past” Fox said.

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), Jim Gregory-(Piedmont NRHS Chapter), Warren Smith (RR New York), 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****POL-****LY SCALE PAINTS? PART 1**

Well, we're back and we had a great, great summer. And now the days get cooler and shorter. We again turn our attention back to our chosen hobby—model railroading—and go all out in the coming months. Rather than speak of the “goodies” that came out in the last few months such as Con-Cor's impressive line of LIRR and PRR MP54s, the Rapido Osgood-Bradley “American Flyer” cars that the LIRR bought from the B&M and the red, white and blue Atlas “Trainman” line of GP38-2s, we wanted to write about a sad event that is apparently taking place in our hobby.

That note, if you have not heard about it, was the news announced in June or July that the fine line of model railroad paints—both Floquil and Pollyscales—have been discontinued by the parent company, Testors. WHAT?

Now we have to state that there are still supplies of both paints left so there are paints out there... but not for long. Both Floquil and Pollyscales bottles will continue to disappear until they are all gone, for good.

We sent the following e-mail to Testors; it read: *Heard from my hobby shop that your model railroad paints are being discontinued. Watched through the years as your bottles changed, shape, got smaller, got more expensive and recently didn't match previous bottles of the same color. I did stick with your Floquil and Pollyscales but I guess it's over now, your call and not mine. Very, very sad. Is this corporate greed discontinuing your paints because of poor profit margins or not enough \$\$\$? I'm really saddened. I'm sure others feel the same way. I guess it's good news for Scalecoat and Badger, certainly not for Floquil and Pollyscales fans. Every once in awhile, the model railroad hobby takes a step backwards...and this is one of them! Too bad.*

We'll return next time to continue this story and print Testor's response.

We just can't say “Happy Modeling!” this time.



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ATTENDING MEETING AT CHRIST CHURCH BABYLON



**LONG ISLAND-
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CHAPTER**



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