



SEMAPHORE



October 2014

The next meeting of LIST will be on **Friday, October 17th at 8:00pm** at the Christ Episcopal Church, South Carll Avenue and Prospect Street, Babylon, New York.

THIS MONTH:

Once again, this month's presentation will be a surprise!

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

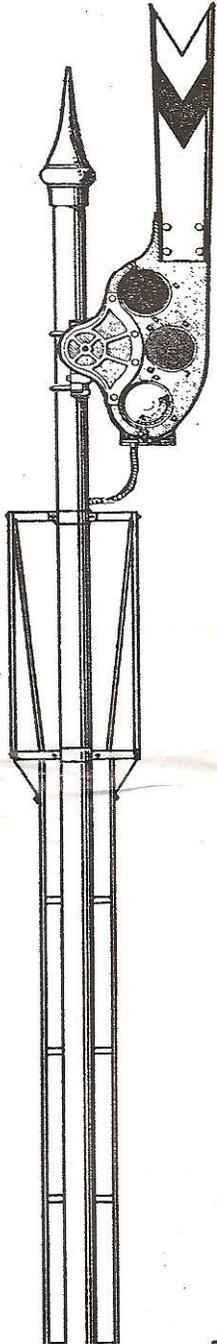
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LIST—NRHS

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



LIST Merchandise



LIST ORDER FORM



The following price list is for LIST members only!

# _____	2015 LIRR Calendar	@\$8 each Total _____
# _____	The LIRR Co. A Hist. 1834-1965 by Bob Sturm	@\$38 each Total _____
# _____	Jamaica 100 th Anniversary Pin	@\$3 each Total _____
# _____	2014 LIRR Calendar	@ \$5 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 _____
# _____	LIRR Port Jefferson Branch by D. 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	@\$3 each Total _____
# _____	The Long Island Rail Road By David Keller & Steven Lynch	@\$18 each Total _____
# _____	The LIRR Part Seven by V. Seyfried	@\$60 each Total _____
# _____	The Rockaway Trolley by V. Seyfried	@\$50 each Total _____
# _____	Victorian Stations of the LIRR by Ron Ziel	@\$30 each Total _____
# _____	My Life on the LIRR by Mark E. Smith	@\$16 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

I apologize for the late delivery of this months and last month's Semaphore. It seems that if something could go wrong, it did. Among other problems, our printer moved their shop and did not have sufficient electricity for their printing machines for several days and thus were shut down. Thank you for your patience with this matter.

The 2015 LIRR calendars are IN STOCK and awaiting your order. As this is the 50th Anniversary of the 1965 NY World's Fair we decided to commemorate it by doing something different in the calendar. A couple of the calendar photos are not as crisp as we would want them to be. We selected the photos on their uniqueness and thus we used some photos from the past that are not perfect. We try to provide photos that appeal to a diverse group of people and thus select some unique shots. Enjoy the 2015 calendar!

The cost to the Chapter was increased but we held the price to \$8 for Chapter members.

Please see our order form in this edition of the Semaphore.

THE CALENDARS ARE SELLING EXTREMELY WELL AND AS OF THIS TIME, 10/9, 90% OF THE CALENDARS WE PRODUCED HAVE BEEN SOLD. BUY NOW AS WE EXPECT TO RUN OUT SOON AT THE RATE THEY ARE SELLING!

The Chapters newest book release, The Long Island Rail-Road Company, A History 1834-1965 has been delivered to us and is in stock. This excellent book was written by Chapter member Bob Sturm who also wrote the NY Connecting RR book that we published a few years ago. The book covers the Why and How the LIRR came into being as well as its history up until 1965. It has many pictures and maps and is a must read for all whom are interested in the History of the LIRR.

PS. The book was printed in PA. It is our Chapters policy to print our calendar and books in the USA.

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 [sooner or later]. 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.

THE NOVEMBER MEETING, WHICH IS MODELERS NIGHT, WILL BE HELD AT OLD TOWN HALL IN BABYLON VILLAGE. THE TOWN OF BABYLON MUSEUM WHICH IS IN OLD TOWN HALL, WILL HAVE A LIONEL SIZE OPERATING TRAIN LAYOUT UP AND RUNNING BY THAT TIME. IN ADDITION, WE CAN SEE THE VARIOUS MODELS THAT OUR MEMBERS BRING TO DISPLAY AND TALK ABOUT.



Stack Talk by Neil Moran

The warm days of summer are now just a faded dream by now, and we look forward to seeing fall colors that brighten the landscape, and with some wishful thinking, a steam train passing through magnificent fall foliage.

HAWAII – LAHAINA – KAA NAPALI & PACIFIC RAILROAD: Unfortunately the Lahaina Kaanapali & Pacific Railroad ran its last trip this past August mostly due to rising costs. The last round trip was reserved for a private charter. Joan McKelvey wife of A.W. “Mac” McKelvey took over the operation when her husband died. Several years ago she said “the railroad is losing too much money to keep going, all due to rising costs for maintenance. We also lost our steam engines several years ago due to maintenance problems, and had trouble repairing them. The engines in question were “Anaka” a 1943 Porter, 2-4-0 and “Myrtle” also a 1943 Porter 2-4-0, both former Carbon Limestone Company in the states. However, all is not lost, Robert Kimberly Butler, owners of a Nebraska firm have now listed “Railroad of Hawaii” for sale. A couple of prospective buyers have been contacted, and talks have been taking place and hope springs eternal!!

CALIFORNIA – COLUSA: The Colusa Steam Organization is a group recently working towards the restoration of former Southern Pacific 2-8-0 #2706 built back in 1904 by the Baldwin Locomotive Works. The locomotive began its service the following month in Ogden, Utah while working on the Southern Pacific’s Transportation Company at various locations around the system including Los Angeles, Colten, San Jose, Gerber, Roseville, and finally San Francisco Bay shore yards up to Nov. 1957. The #2706 then sat 197, on the dead line at Bay Shore till with several other locomotive’s waiting for the torch. But fate stepped in when the City of Watsonville selected her for a children’s playground in the early 60s, and remained there until October 1989. She was then moved to Santa Cruz and sat in a spur off the Davenport branch enduring vandalism, plus the property owner wanted it “gone”. In 2000, John Mauley of San Bruno, purchased the engine and moved it to Colusa, California in September 2006. In October 2013 the restoration shop was finally completed, and the #2706 moved in. The workers and the group then started to restore the locomotive. If you would like to help in this project email them at colusastream@gmail

CALIFORNIA – PORTOLA: Restoration work is continuing at Portola, California on former Western Pacific #165 a 0-6-0 switching engine built by the Schenectady Works in November 1919. This engine was used on several lines of the Western Pacific’s rail yards in Stockton, Sacramento and Portola. She was originally used for the United Verde Copper Company in Jermome, Arizona as their #67. On September 17th 1927 it, along with three sisters of the UVCC locomotives were sold to the Western Pacific and became the railway’s S-34 Class and numbered 163-166. These burley switchers supplemented WP’s existing 0-6-0s fleet along with some 2-8-0s working in various yards. Locomotive #165 last operated in March 1953 as W.P. was winding down their last steam locomotives. The 0-6-0 was retired in October 1957, and five years later donated to the city of San Leandro. The engine sat on display for many years at the San Leandro Station, and eventually the locomotive was transferred to the Alameda County Fairgrounds for display. It was later acquired by the Pacific Locomotive Association and Feather River Rail society before returning to Portola making the return of Western Pacific steam power to Plumas County for the first time in nearly 50 years. Now work has begun on the new flues, which now is almost completed, also new injectors will be installed by the time you read this story. Additional boiler work will be done along with restoring the cab. And slowly but surely the #165 will breathe again.

Stack Talk...continued by Neil Moran

MINNESOTA – DULUTH: The Lake Superior Railroad Museum is planning to move Duluth & Northwestern 2-8-0 #28 from the Cloquet Terminal Railroad shop in Cloquet to Duluth to finish restoration on #28. Alco built this engine in 1906 for the Duluth, Missabe Railroad. A recent change in railroad management led to the decision to return the locomotive to Duluth for completion. The museum has purchased new flues for the #28 and has been successful in raising funds to complete the restoration. During the winter, summer, and spring month's volunteers and museum staff have worked in conjunction to bring her back in operation as quickly as possible. Their ultimate goal is to have a steam train running between Duluth and Two Harbors by the autumn of 2015. Until 2013, the North Shore Scenic used former Soo Line 4-6-2 Pacific #2719 for steam excursions out of Duluth, but the locomotive came due for federally mandated 1472 day overhaul. That engine's final run was on Sept. 14th 2013.

MARYLAND – CUMBERLAND: Back in late August, production and film crews visited the Western Maryland Scenic Railroad in Cumberland to shoot several scenes for the 2015 film "Ithaca" starring Meg Ryan and Tom Hanks. According to producers, the Cumberland based Railroad was the ideal location for the filming due to its historical significance, extensive passenger car fleet, and the railroad 2-8-2 #734 which will be in numerous scenes, along the 17 mile line from Cumberland to Frostburg. The movie takes place during World War II and features the story of a 14 year old boy determined to become the best and fastest bicycle telegraph messenger service in the town of Ithaca New York. The film is scheduled for release in 2015. It is based on the Pulitzer Prize winning play "The Human Comedy" by William Sarayan. Several scenes were taken of #734 on the Frostburg turn table an ideal location.

NORTH CAROLINA – SPENCER: The Norfolk Western #611 restoration is on schedule! After the workers shed its jacket, they move the locomotive inside the roundhouse at Spencer. Now, more detailed work has begun, the first step was to "Bead Blast" the boiler. Bead blasting is a high pressure cleaning system that "Blasts" small articles on the boiler's surface to displace the buildup that has accumulated due to water scale buildup. It took the mechanical volunteers several days to remove the hundreds of pounds of small particles and residue from the blastings. The workers also cleaned out the stoker with compressed air. They will now inspect the drive shaft, universal joints and auger system that delivers the coal from the tender to the firebox. The engine and tender have been separated so work on the tender can now proceed. The Crew has used an hydraulic ram assembly to compress and remove the buffer springs. Also, the drawbar pins were removed before moving the locomotive into the roundhouse. Then the crew measured and marked a grid on all the pressure bearing surfaces. Followed by an ultrasound testing of the boiler Federal Railroad Administration regulations require this testing to withstand extreme steam pressure at 300 psi in 611's case, and the ultrasonic testing ensures that there are no weak or thin in the metal. Work will continue over the upcoming weeks to test the super heater units and then perform flexible stay bolt inspections. The tender has undergone significant work as well. Volunteers have carefully cleaned the coal bunker and water tank. To date, volunteers have put in over one thousand eight hundred and sixty hours of service on the locomotive. And hats off to them!!

Once again it's time to thank the people who took the time to send me the information you have just read. John Biehn (Dayton Rail Society), Peter Chatman (London, United Kingdom), Richard Taylor (Kearney N.J.), and from your most humble servant in Steam.

UNTIL OUR TRACKS CROSS AGAIN

LIRR NEWS by Steve Quigley

The first phase to renovate the Massapequa train station is nearly complete. Among other improvements, a pocket track is being built that is expected to be completed 8/2016. This pocket track will be built between the existing tracks and will allow more trains to start out at the station which is one of the most heavily used stations on the Babylon branch line. A new elevator is being installed along with an extended platform as well as a new waiting area on the platform. The renovations began in the spring of 2013.

The Suffolk County Legislature agreed to allow Greenport Village to lease a commercial fishing dock and nearby properties directly from the MTA. The 108,000 square foot lot consists of several parcels including what is known as the Railroad Dock, the RR Museum of LI property, the East End Seaport Museum, which was the old train station and a parking lot. Since 1981, the MTA leased the dock to the County which then subleased it to the Village of Greenport. The Village has maintained and operated the dock for several years.

The rooster who had taken up residence in the Bay Shore train station was rescued from his railroad residence and transported to his new home at the Red Robin Song Animal Sanctuary in upstate West Lebanon. The rooster had a home underneath the westbound platform on the north side of the tracks. Many mornings, it could be seen in the north lot. Roger the rooster needed a place where he was going to be safe stated an animal activist. Roger now lives comfortably as the lone rooster with a group of hens upstate.

LIRR President Patrick Nowakowski vowed to improve Belmont Park service by building new station platforms and increasing capacity with the goal of nearly doubling the number of trains that can run to the racetrack. 36,000 customers were carried to this year's Belmont Stakes race which shattered its previous Belmont ridership record by more than 10,000 riders. This year's June 7th Belmont Stakes race featured a potential Triple Crown winner which led to many more people attending and thousands of riders were delayed going home by as much as three hours.

An MTA board member has a plan to bring passenger trains to the Nassau Coliseum using the Garden – Mitchel Secondary line. At the present time, the line is used only for the Ringling Bros. Circus train which uses the Coliseum once a year as well as some LIRR MOW equipment. Mr. Nowakowski has stated that the challenge is would anyone use the line after a station is built and the track improved. As you all know, the Garden – Mitchel secondary runs parallel to Stewart Avenue in Garden City and is on the north side of the old Mitchel Field. A few years ago when our Chapter ran the "Farewell to the M-1's" fan trip, our train went along the Garden – Mitchel Secondary line as far as the electrified portion existed. This line is part of the old Central RR of LI and splits off from the Hempstead Branch at Franklin Avenue just south of 7th Street in Garden City. Passenger service along this line was discontinued in 1953.

At the present time, the Nassau Coliseum is the only major sports venue in the NY Metropolitan area that is not served by rail transit. However, it must be noted that the NY Islanders hockey team will be leaving the Coliseum for the Brooklyn Barclay's Arena after the 2014 – 2015 season.

This line could also be used by Hofstra University students who presently take a Hofstra school bus to the Mineola Station. In addition, it could be used by Nassau Community College students whom would be within walking distance to a station that could be placed behind the Cradle of Aviation Museum.

[To quote a famous sports movie, "If you build it, they will come." SQ]



THE LIRR MODELER by Mike Boland

THIS MONTH'S FEATURE:

THIS MONTH'S FEATURE: MONTAUK IN JUNE 1973

Recently I managed to pick up some color photos that the late Ben Young took during a June summer day in Montauk back in 1973. So rather than proceed with my feature on Con-Cor's LIRR MP54s in HO scale, I decided to delay that series and focus on Ben's photos and LIRR operations at the east end and south fork of Long Island. I'll get to my MP54 series soon—I promise—since there is so much to cover but let me take a look at something I haven't covered at all...Montauk and LIRR parlor car operations in the summer of 1973. So here I go.

Ben Young must have taken a train ride or fantrip to Montauk in June during the summer of 1973 and he took a lot of photos. These photos really speak for themselves and provide a solid base of information as to what went on in the yard and station at Montauk. During this glorious and cloud-free afternoon there were quite a lot of trains in the yard. When was it? Obviously, Ben can't answer so I can only guess. June 1973 is on the back of the prints so that helps. Maybe it's a Sunday afternoon since there doesn't seem to be many people. Or, it could be a Saturday. So let me set the stage and say a hot summer Sunday or Saturday afternoon seems to be the right timeframe here.

And what do I see? I see so much and it cries out to be modeled. Model me! Model Montauk! A module of Montauk, you say? I say, why not? There's so much to model...and there's that much to put on your board. There are some buildings to the north, including the station but the freight house, at one time just south of the station on the other side of the tracks, is long gone. Beyond end of track, where there is no bumper, are the green-covered hills, trees and shrubs and the old Montauk Manor Hotel. The large, iconic building doesn't even have to be modeled, a life-sized photograph of it against a sky-blue backdrop will do.

Track? The double-ended tracks and crossover have been removed and there's just enough room for two locomotives to move to, after they are cut off from the their train to make a reverse move to go west and again couple to the train to return to the city. There are also a few spurs or tracks that make up the yard, all curving gently to the north. The yard is a mixture of browns with dirt and little vegetation. There is no raised roadbed here and turnouts may be all #8s, being hand-thrown. And don't forget the wye south of the yard and the quaint little grade crossing here.

Mark your calendars! 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. This promises to be a fantastic evening for all. You won't want to miss this!

The November Meeting will be held at **OLD TOWN HALL** in **BABYLON VILLAGE**. The Town of Babylon Museum, which is located in Old Town Hall, will have an "O" Scale operating train layout up and running by the time of our meeting. You won't want to miss it on Friday, November 21st!

Long Island Sunrise Trail Chapter
National Railway Historical Society
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HAPPY HALLOWEEN
FROM ALL OF OUR
FAMILY
TO YOURS!

