



SEMAPHORE



The next meeting of LIST will be on **Friday, December 19th at 8:00pm** at the Christ Episcopal Church, South Carl Avenue and Prospect Street, Babylon, NY.

THIS MONTH:

Since the 1980's Alaskan cruises have become a very popular vacation option. For a rail enthusiast these trips can have much to offer, especially if one adds a tour to Denali National Park to the package. Join Ed Koehler as he travels over portions of the Alaska Railroad and the legendary narrow gauge White Pass and Yukon Route as a part of a cruise vacation. Images taken during this trip have been supplemented with photographs from other sources. The Christmas holiday occurs during December, but better way to acknowledge this then to feature a railroad that goes to North Pole! The presentation will last about an hour and will include full current locomotive roster details for both the Alaska Railroad and the White Pass and Yukon Route.

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

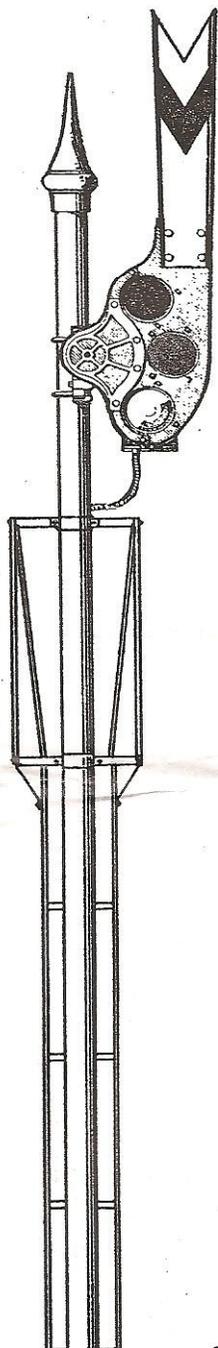
<http://www.nrhs-list.org>

The Chapter mailing address is:

LIST—NRHS

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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!



# _____	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

As of this moment, the NRHS will be sending out dues renewal notices shortly. HOWEVER, THE RENEWAL NOTICE THAT IS BEING SENT BY NATIONAL WILL NOT INCLUDE LIST CHAPTER DUES. Included in this edition of the Semaphore is your dues renewal notice. Please fill it out and include your email address and telephone number. LIST Chapter dues are \$15 for the year. I apologize for this double billing but it is out of our control. Please send to our treasurer Alan Mark, your LIST dues renewal as soon as possible. Hi address is on the dues renewal notice.

I believe the NRHS dues will be sent to National headquarters, NOT to our treasurer as in the past. I thank you for your patience and understanding with this matter.

The 2015 LIRR calendars are almost sold out. We are looking for pictures for next year's calendar so if you have some color or black and white photos, please let me know. Old photos of the LIRR, especially stations and people receive special attention.

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.

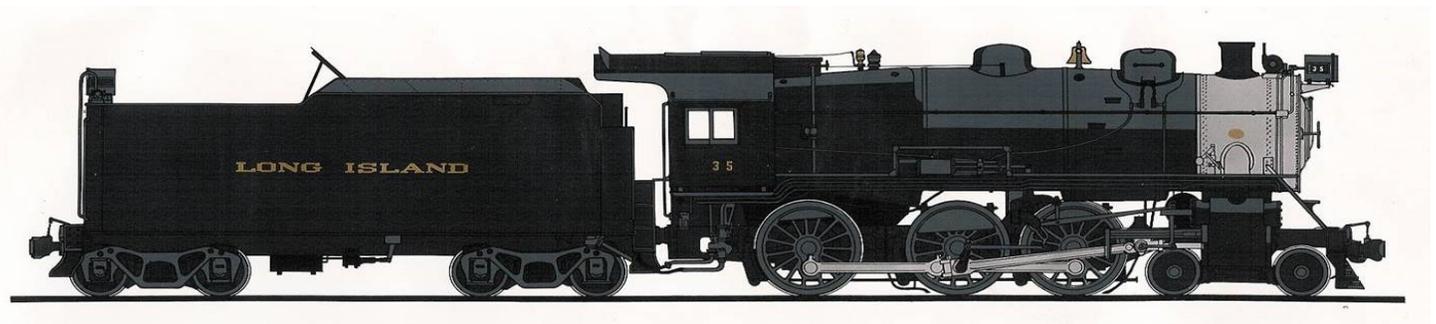
PS. The book was printed in PA. It is our Chapters policy to print our calendar and books in the USA.

We are looking to organize tours for Chapter members. One possible idea is a tour of the Brookhaven Rail Terminal. Chapter member Bob Grant is looking for ideas and assistance regarding possible ideas. You may contact Bob through my email address which is noted below.

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]. My e mail address is csquigley@optonline.net and my telephone # is 631-487-4766. Please email your articles.

Best wishes for a happy and healthy Holiday Season. Happy Chanukah and Merry Christmas! I hope that you find a train set under your Christmas tree no matter what size it is!



THE LIRR MODELER by Mike Boland***THIS MONTH'S FEATURE:******MONTAUK IN JUNE 1973 - PART 2***

I return to my subject of modeling: Montauk in June 1973. I began my feature last time with a quick look at the surrounding area at a particularly-interesting time. This is all thanks to Ben Young, who visited there on a sunny weekend and took lots of good color photos. So let me continue my series on Montauk and modeling Montauk by taking a careful look at what was going on there.

Montauk had a station on the north side of the tracks and a low-level island-style platform between the two northern-most tracks as well as a very interesting crossing that took passengers across the track(s) to the parking lot and station building. And no bumper blocks! I must point out the old Montauk station, which closely resembles the newer station; it is north of the newer building and went into government hands during the forties and World War 2. There are a number of sidings to the south where trains were laid up between runs and a short wye to the extreme south. Here the railroad turned its locomotives and open-end observation cars to go back west to Jamaica. LIRR diesels ran long-hood forward until the advent of the short, low-nosed EMD GP38-2s in 1976; SW1001s and MP15ACs generally ran long-hood forward. The EMD era was only four years away!

What kind of power or locomotives was in the yard? Ben's photos show ALCo power with RS3s and C420s in both Phase I and Phase II with High Adhesion trucks. This is no shocker, as these locomotives were the backbone of the motive fleet, even here at Montauk. Train length does not seem to be too long on this day—the hot summer is about a month away—and no multi-unit lashups are visible. His visit may have been on a Saturday, but I'm not sure.

And how does the motive power appear? All locomotives are painted in the then-standard MTA paint scheme of yellow cabs and ends, bright blue sides and large "M" on the cab side beneath the window. Century units have their locomotive numbers in yellow above the exhaust louvers in yellow in a small font known as Microgramma Bold Extended. Some Century units later got larger, gothic-style numbers in yellow that were easier to read. All of these units were very heavily weathered with much dirt and grime. Both the yellow and blue of these units were both very, very faded and the richness of both colors was almost absent. With the exception of the eight Phase II C420s all ALCo units will be off the property in four years. So, it's all about extreme weathering for your units, and passenger cars, too. Photos here will be a great source of information to guide you so break out the chalks, acrylics or oils and begin!



Montauk Station in 1982. Courtesy of Arrts Archives

More next time; Merry Christmas and Happy New Year from the LIRR Modeler!

Northeast Steam News Clips

VIRGINIA *Courtesy of "Turntable Times", Roanoke Chapter NRHS*

Restoration of 611 in Full Swing

Down at Spencer, in the last few weeks, the mechanical team has been working on the superheaters and flexible stay bolt caps. A requirement of 611's 1472-day inspection is the inspection of over 2,200 flexible staybolts an arduous task for the crew.

The engineering and planning of the Preservation Facility to be constructed on the grounds of VMT in Roanoke is underway. Construction plans call for a "modern" lubritorium type building based on facilities such as built in Williamson and Roanoke.

A new rear flue sheet has been made and installed, and the first flues are hoped to be installed before December 1.

On Thursday, December 11 The Virginia Museum of Transportation will operate a bus outing to the North Carolina Transportation Museum in Spencer to see the work in progress on the 611. The bus will load at VMT between 7 & 7:30 AM with a planned return at 6PM. The cost will be \$50 for VMT members and \$55 for non-members. Price will include a box lunch, admission to the North Carolina museum and a train ride around the museums grounds. Highlights include a tour of the 611 restoration bay and the opportunity to meet members of the mechanical team. Pictures are encouraged! Visit vmt.org to register.

Southern Railway 4501 Update

Tennessee Valley Railroad Museum's Southern Railway 2-8-2 No. 4501 has been repainted, in black, and is back in service for the first time in many years. It was used on the TVRM Chattanooga area excursions this fall, some double-heading with the 2-8-0 No. 630. Look for the 4501 to be the "Star" in Spring excursions under the auspices of Norfolk Southern's 21st Century Steam Program in 2015, with the N&W No. 611 appearing later in the year.

Durbin & Greenbrier To Take Over Cass Scenic Rail Operations

In an agreement executed recently, the West Virginia Department of Commerce-parent of the Department of Natural Resources and the West Virginia State Park system-transferred Cass Scenic Railroad State Park railroad operations to the Elkins-based Durbin & Greenbrier Valley Railroad (DVGR) to take over Cass railroad operations under its existing contract with the SRA.

None of the 14 Cass railroad employees will be let go or forced to relocate. The West Virginia Secretary of Commerce said that the reason for the change was due to a one and a half million dollar state subsidy to keep the railroad running at the Cass State Park. John Smith of the DVGR has proposed construction of a 90-mile rail loop, using existing rail grades, to connect Elkins, Durbin, Cass, Tygart Jctn. and Belington. This plan would cost some \$24 million, but bring in about \$50 million to the local economy according to Smith. Of course, no mention of where the \$24 million is to come from.

NEW YORK *Courtesy of the Oyster Bay Railroad Museum*

Oyster Bay Railroad Museum-Steam Locomotive #35

By the time you read this, the first batch of parts from Steam Locomotive #35 will have been loaded and shipped to Alabama for restoration. Silk Road Transportation is transporting the locomotive drive wheels, drive rods, pilot truck, pilot wheels and binders on a two day trek to Muscle Shoals where Steam Operations Corp will begin the heavier work involved with the project. The locomotive driver and pilot truck bearing boxes, eccentric cranks, pins and other smaller parts are already there being machined and rebuilt. The rest of the locomotive will follow in due time.

Stack Talk by Neil Moran

We have come to “End of Track” for this year, and hopefully there will be enough steam news to fill up many more columns in 2015. Remember – Steam Never Dies!!

ALASKA –ANCHORAGE: Here is the latest news on the restoration of former Alaskan steam engine #557, a Baldwin 2-8-0 built in 1943. Sand blasting the boiler started two months ago, and was completed, along with the painting of the outside frame and cylinder block. They sand blasted the interior of the boiler which removed the scale that accumulated over time, this also included the scale from the braces. After that job was done, the first layer of protective coating was applied inside the boiler. On September 26th an inspection of the boiler was done by the Federal Railroad Administration who then approved the work done by the crews. The tender also has been refurbished. It's a Lima built product from an Army 0-6-0 switch engine and converted for use behind a wrecking crane. There were a number of hooks and brackets, and a coupler mount that were removed by their crew so they could fit the tender behind the #557. Crews also turned the frame upside down to work on the bottom of it. This took many hours to grind away sharp edges prior to the sand blasting. While the tender was upside down, a new design change was made to the hand brake system. After sand blasting and painting, the frame was rolled once again right side up for final cleaning and painting. If you can, please consider a contribution to this worthy cause by sending your check to: Alaska Community Foundation 557, 3201 C Street, suite 110 – Anchorage, Alaska.

IOWA – DAVENPORT: The Iowa Interstate Railroad has just announced that they have donated their QJ locomotives #6988 and #7081 both 2-10-2s to the nonprofit Central State Steam Association. This association was formed to assume the preservation, maintenance and operation of the two Chinese built QJs. This association was formed recently, and here's more news about these engines, they will be made available in the future. For possible excursions next year go to [HTTP://centralstatesteam.org](http://centralstatesteam.org).

COLORADO – ALAMOSA: #169 is an engine that could draw many visitors to Alamosa for many years to come. For the last couple of years, the Friends of the #169, a Baldwin Locomotive works 4-6-0 (ten wheeler) steam locomotive, have had plans to restore it to full operation. Besides the engine, the group is also restoring a business car and other railroad equipment. Former Alamosa resident, Chuck Proudfoot, Chairman of the Friends Board said unlike restoration projects around the country, the Friends of the of 169 decided to build a new pavilion to house the locomotive plus a business car before completing restoration on them, because they were deteriorating badly outside. The locomotive was delivered to the Denver Rio Grande Railroad and was involved in three fatal accidents over the years, but interestingly was displayed at the 1939 World's Fair in New York City. Mr. Proudfoot said the next step is getting the #169 certifiably operational again. That project is estimated to cost \$700,000 to \$800,000, a tidy sum! He also says the engine is the only one of its class that could be restored and put back in operation. This locomotive is a 3ft. narrow gauge type, and can't operate on the Alamosa tracks because it is standard gauge, but could run on the Cumbres & Toltec, Durango & Silverton and the Georgetown loop railroads. In fact, the Georgetown Loop Railroad has expressed a sincere interest in having the 4-6-0 on their track as soon as possible.

TEXAS – HOUSTON: A rare Climax steam locomotive, believed to be one of the only a few of its type in existence, is now on display at the “Retreat Resort” at Artesian Lakes, an hour's drive north

Stack Talk...continued by Neil Moran

The engine was removed from an island where it had been semi-buried surrounded by lush greenery for over eight years. The locomotive, a 25 ton model B, was built around 1893 by the Climax Manufacturing Company at Corry, Pennsylvania for a 26 inch narrow gauge track. Rare indeed!! It subsequently was modified for standard gauge by the Southern Pennsylvania Iron and Equipment Company. The eight wheels were cast from a solid piece of metal, and the gear remains intact. The two giant pistons located on each side that powered the wheels and pulled the train cars are still attached to her. However, the wooden cab has disappeared along with the smoke stack, boiler door, and sand dome along with the bell. So a lot of the engine will certainly have a major restoration done on her. And, now that the locomotive has been successfully moved to a better location, the resort owners plan to build a railroad museum around it good news indeed!!

WISCONSIN – ISHPOMING: Currently ex Lake Superior and Ishpeming (LS & I) #33 a 2-8-0 built in 1916 by the Baldwin Works, continues to receive much needed repairs. Right now the firebox is being worked on, along with the crown sheet, and door sheet, plus the manufacturing of thermal siphons. Just completed are the air compressor, feed water pump, and some other small parts. These parts will be reinstalled to the engine when the firebox work is done. Some restorations also being done on the running gear of ex Morehead & North Fork 0-6-0 #12 in the shop receiving it's FRA's 1472 day inspection. This required that the entire boiler be stripped down for an ultra-sound testing to the boilers steel to determine its thickness. The boiler tubes have also been removed for ultra-sound testing. Also, several items are badly rusted such as the smoke stack, smokestack base, petticoat base, and exhaust nozzle. The tender's body will be newly fabricated due to severely deteriorated conditions, while the coal bunker will also need heavy work.

MAINE – ELLSWORTH: "New England Steam Corporation" is working with the Maine Center #470 and prepping for the 4-6-2 Pacific move to a new location in Ellsworth. This locomotive was built in May 1924 by the Alco Company. The group is now raising money for the move, and that depends on how fast the funds come in. Over the past few weeks, volunteers have begun applying rust penetrant and oils to the boiler to scrape away the rust which has accumulate over the many years. They also loosened the joints on the rods. Volunteers also washed the engine down using a power washer they borrowed from the town of Waterville. This project took over four hours. After that, a second team arrived, and reapplied rust breaker lubricant. Later on, roller bearings will be replaced by friction bearings. This lubrication process will continue indefinitely, prepping the #470s removal from the park.

Some time ago, one of the readers (and yes I have one or two of them) sent me this article – A steam locomotive is very much like a human being. It moans and groans like we do on occasion, leaks water and drops its waste on the ground, whistles and sighs, has to pop off once in a while takes a drink of water and runs most of the time. They need to couple up with another steam locomotive at times, and don't forget all steam engines have a "Tender Behind"!!

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. And here's wishing you a very healthy, and Happy Holiday Season, and a very Happy New Year!!

UNTIL OUR TRACKS CROSS AGAIN



Long Island Rail Road News by Steve Quigley

Weekend service returned to the LIRR's West Hempstead branch on November 22 after an absence of nearly 4 years. Weekend Service was cut in 2010 as part of the MTA's austerity plan due to a large budget gap. Town and community officials got a problematic hotel near the train station closed in 2011 which was replaced by upscale housing with the nearby LIRR station used as a selling point.

The LIRR announced that the new M-9 electric cars may have cup holders installed to avoid having problems with spilled drinks. This could help reduce slip and fall claims and give riders somewhere to put their drinks. It is possible that a design such as retractable metal holders that are flush with the seat back when not in use may be utilized.

The MTA's LIRR and Metro-North committee approved a \$35 million contract to install security cameras on most trains. Cameras would be placed in each LIRR passenger compartment including at each doorway, at either end and in the middle of the car. Cameras will also be installed facing forward at the front of train cars as well as inside the engineers cabs.

The MTA has proposed fare hikes for the subway, LIRR, Metro North as well as the bridges and tunnels. The Verrazano-Narrows Bridge would be \$16 entering Staten Island with no return toll as an example of the new fares. The proposal would be an increase of approximately 4% for LIRR riders. For example, Zone 9 which is where Babylon and Huntington are located, would see the monthly pass go from \$325 to \$338. The proposed increase in fares would go into effect in March 2015.

[I attended the public hearing in Melville on 12/3 and at the evening session, only 3 people spoke, myself included. I understand that only 8 people spoke at the afternoon session. A total of 11 people in the 4 hours allotted!] On the basis of the information provided, it appears that the proposed fare increase would be uniformly spread.

In other transit news, the newly remodeled Fulton Center train station opened on November 10th. It unites 3 train lines and was 10 years in the making and cost \$1.4 billion. The multi-level center which will serve about 300,000 people daily, converges at Broadway and Fulton Street around a 58 foot wide skylight which reaches 108 feet into the air that reflects daylight down through the building with nearly 1,000 aluminum panels. The mezzanine is air conditioned, has 27 entrances and will have 60,000 square feet of retail and commercial space.

Although this may not be specifically LIRR news, the following may be of interest to you.

The New York Transit Museum will have their 13th Annual Holiday Train Show at the Grand Central Terminal Transit Museum Annex. The Lionel train layout which is 34 feet long, will be available for viewing between November 16, 2014 and February 22, 2015. Model trains from the Museum's collection and vintage Lionel advertisements will also be on display.

The NY Botanical Garden has its 23rd annual train show from 11/15 to 1/19. This train show is G gauge in scale and features ¼ mile of track and 150+- buildings that are all made out of natural materials.

World's oldest subway discoverer digs in for suit against Nat Geo

New York Post: December 3, 2014

A Brooklyn man who discovered the world's oldest subway tunnel claims the National Geographic Society cut him out of a deal to make a documentary about the hidden path by derailing the project completely, a new lawsuit claims. Bob Diamond, 55, of Kensington — who guided tours of the Cobble Hill Tunnel beneath Atlantic Avenue for 30 years — began working with the firm on the film in September 2010, according to the lawsuit, filed in Brooklyn Supreme Court on Nov. 26.

To help the firm, he handed over priceless maps, artifacts and documents — some about a locomotive he found behind a wall — that only he had access to, according to the suit.

National Geographic honchos snatched up the information but then forced Diamond off the project, keeping him “in the dark about everything” in order to “usurp” the effort, the lawsuit claims.

“It’s shameful behavior on the part of a prestigious organization,” Diamond told The Post.

“To have this project stop dead in its tracks is unfathomable — it’s a big disappointment that’s caused a lot of stress,” he fumed.

He added, “At first everything seemed fine — but then it all went awry.”

National Geographic later demanded he stop giving tours and, in December 2010, the city banned his access to the tunnel “out of the blue,” according to the lawsuit.

“The collection of documentation, articles, technical information, mapping information, etc., shared . . . is valuable, a product of [Diamond’s] hard work,” the lawsuit states.

Diamond also claims National Geographic “claim-jumped” the 1830s steam locomotive he discovered behind a wall in the abandoned tunnel.

Diamond lost a 2011 suit against the city to regain access to the tunnel.

He now demands \$15 million from National Geographic for alleged breach of contract, infliction of mental distress, misappropriation and unfair competition.

“Hopefully this lawsuit will get things back on track . . . and I still want to make it accessible to public,” he said.

M.J. Jacobsen, a spokeswoman for the National Geographic Society, declined to comment on Tuesday.

The subway tunnel was built in 1844 and once ran for roughly 2,500 feet between Columbia Street and Boerum Place.



Long Island Sunrise Trail Chapter
National Railway Historical Society
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*MERRY CHRISTMAS,
HAPPY CHANUKAH
AND HAPPY
HOLIDAYS TO ALL!
From LIST-NRHS*