



SEMAPHORE



June 2014

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

THIS MONTH:

The guest speaker will be Loseph Callisi. Joe will be giving a presentation on the Railroads of Italy.

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

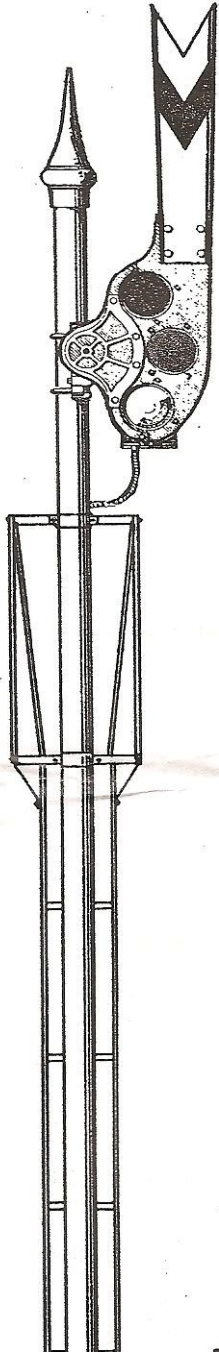
<http://www.nrhs-list.org>

The Chapter mailing address is:

LIST—NRHS

P O Box 507

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!



# _____ Jamaica 100 th 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 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	@\$5 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 _____

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

June is election time at L.I.S.T. The following are the members of the board of LIST in alphabetical order..

Michael Boland, Robert Cecere, Kenneth Katta, Richard Schulman and George Wybenga.

Alan Mark-Treasurer

Robert Myers-Vice President

Stephen Quigley-President

Steven Rappaport is running for Secretary.

We have one board member position open at the present time. If you wish to contribute to LIST by being a board member, please let me know by email, phone or at the meeting.

The new version of our website is now active. We have discontinued the original version. Remember, the new version is LIST-NRHS.org. Please take a look and if you have comments, let me know.

The people of the Connecticut Trolley Museum are working on restoring an ex-LIRR MP-54. The plan as of now is to have it running by late summer 2014. When it is operational, we plan on a trip to the Museum to ride in this historic car. 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 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.

Several people have sent me articles to be published in the Semaphore. One of the problems that we have is space constraints. I was sent a 10 page article which although it is excellent, will take up the next 5 editions of the Semaphore. We are going to possibly print it over a period of time. If you can send me 2 page articles, that would be appreciated. On the other hand, we are considering a series of books on various aspects of the LIRR. The series might have one volume on buildings, the next volume on towers, the next volume on stations and so forth. If you wish to have an extensive article printed for that venue, please send them in to me.

Our book on the History of the LIRR, 1834 to 1964 will be sent to the printer shortly. We expect to have it available in time for our September meeting. The book will contain 184 pages filled with stories, dates, facts and pictures about the LIRR. The author is Chapter member Robert Sturm who co-authored The New York Connecting Rail Road book. The Chapter will be the publisher with Chapter members receiving a discounted price as usual. The book will be printed domestically. [Most likely in PA]

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.

This is the last edition of the Semaphore until September. We do not have a Chapter meeting or print the Semaphore until September. So, have a great summer and I hope you have many enjoyable hours of train spotting!



Oyster Bay Railroad Museum Update by John Specce

The Museum has resumed its regular summer season schedule, Sat and Sun. 10AM – 4PM. All three locations, Visitor Center, historic station and display yard are open to the public.

In conjunction with the LIRR's One Day Getaway packages, historic Oyster Bay Village is one of the featured destinations. The "Spend A Day in Oyster Bay" deal includes round trip rail fare, complimentary OBRM tote bag, self-guided walking tour, Oyster Bay Advantage Card which provides discounts to retail shops and restaurants and complimentary minivan service from the station to the Visitor Center, and local attractions.



Beginning June 7, we will be inaugurating a World's Fair exhibit at the Visitor Center which will run through late October, featuring a ¼ scale layout of the LIRR Pavilion with MTA Flushing Line subway cars in WF color scheme, historic photos, artifacts and memorabilia. The iconic Alco FA diesel was recently repainted and will be available at the display yard for photo opportunities, just as it was back at the Fair. Take a photo, operate the controls or even blow the air horns!

Our Annual Summer Solstice Celebration featuring a Luau theme will be held on Thursday, June 19th from 7 to 10 PM at the Sagamore Yacht Club in Oyster Bay. This popular, fun-filled evening will feature Hawaiian cuisine, Polynesian entertainment, great raffle prizes and open bar. For tickets or to make a donation, call the Museum at 516 558-7036.

The shop crew has resumed their diligent work, cleaning up from the ravages of a harsh winter and addressing several projects (it never ends!). Caboose #50 has been repainted and a new (surprise) paint job will be done on the Ping Pong Coach. Progress on the station restoration is steady, with an architect selected for Phase 1 and if all goes according to plan, design work should begin in late June early July.

Railroad Museum of Long Island

Riverhead is open Saturdays and Sundays from 10 AM - 4PM

Greenport is open Saturdays and Sundays from 11 AM - 4PM

Admission is \$7.00 for adults (13+)

\$4.00 for children 5-12 years old

Children under 5 are FREE



The admission charge includes a ride on our World's Fair miniature train and a guided tour of the Riverhead and Greenport sites

Admission tickets are good for both the Riverhead and Greenport sites during the same year stamped on your ticket when purchased.

Riverhead Railroad Festival, Sat & Sun, August 23 & 24

Wooden Toy Train Play Days, Sat & Sun.



THE LIRR MODELER by Mike Boland***This Month's Feature:******A REVIEW OF ATLAS' HO SCALE RS3—Part 4***

Let's finish our series on the RS3 with some things you can do to your Atlas locomotive to make it look more like the prototype. Without changing the carbody and underbody, there are a number of things that can be done:



The railings at both ends of the locomotive have to be modified. Remove the elevated chain across the middle of the railing. Remove the drop step.

Run a small piece of styrene to connect the gap between the two inner stanchions and paint it smoky gray.

Remove the two horns on both sides. The LIRR RS3 used a special mount attached to the top of the cab wall. This triangle-shaped support lifts the horn above the cab roof. Paint the support smoky gray and the horn silver.

The LIRR RS3 was equipped with a steam generator; therefore, a second stack needs to be added behind the cab wall on the short hood. Use a commercial part here.

Add the small, square vent that has to be added to the roof of the short hood. Use a commercial part here, too.

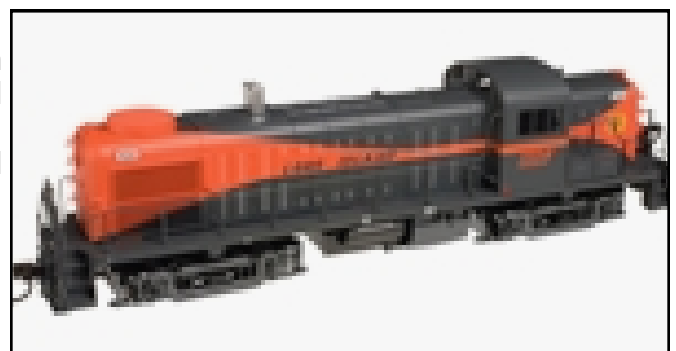
On the fireman's side, additional vents and a small structure have to be added in front of the cab. This means that the handrail and railing have to be added.

On the engineer's side in front of the cab, the Automatic Speed Control box (ASC) has to be mounted on the walkway just in front of the cab. This, too, is a commercial part. This means that the handrail has to be shortened and turned into the hood just before the speed control box.

Custom Finishing, Detail Associates and Smoky Valley offer the pieces mentioned above to make your Atlas RS3 look more prototypical.

Have a wonderful summer and we will be back in the fall with more of the Long Island Rail Road Modeler, including coverage of Con-Cor's orange and gray run of LIRR MP54s in HO scale as well as MTH LIRR MP54s in O gauge.

Until then, happy summer...and happy modeling!



Stack Talk by Neil Moran

TEXAS – RUSK: Last April 12th the Magma Arizona #7, a 2-8-2 Mikado built in 1917, returned to service for the first time since 2001. The Baldwin built locomotive was acquired second – hand from the Tremont Gulf Railroad in 1954. She and two other steam locomotives were kept in storage through 1960's in the event of a power shortage. This engine played a prominent part during the final story of "How The West Was Won" which had an all- star cast of Spencer Tracy, Henry Fonda, Gregory Peck, Debbie Reynolds, Carol Baker just to mention a few. Number 7 played a big part in the last scenes of the picture as a runaway train. The picture came out in 1962, and was released by MGM. The Mike occasionally saw service throughout the 1960's, and her last trip took place during the 1971 season. Three years later it was purchased by the Texas State Railway and has remained there ever since. She joins a host of steam locomotives that run on this line, including the #201 4-6-0 Texas Pacific, #300 from the Texas & Pacific, South Eastern 2-8-0, and the 4-6-2 SantaFe #1316.

VIRGINIA – ROANOKE: The day finally arrived to move the J 611 out of the Virginia Museum of Transportation to the Spencer Shops in Spencer North Carolina, and that day was May 24, 2014. "Hallelujah"! Said Beverly T. Fitzpatrick, Executive Director of the Virginia Museum of Transportation, we're very pleased to send the J611 on to our fellow train enthusiast at the North Carolina Transportation Museum where this exciting restoration will get underway". The locomotive should arrive in Spencer on the 29th of May. There were frequent stops along the way to check all the moveable parts of the #611, while making sure that there was no damage to the locomotive. Restoration will begin shortly after the engine arrived, the restoration will be open to the public, but with limited viewing. Although the original plan called for raising approximately \$3.5 million prior to start of the restoration, the "Fire Up Committee and the Museums Board of Directors decided to move ahead with the restoration now set at \$2.3 million has been raised. Ms. Fitzpatrick says "a tight timetable to participate in Norfolk Southern's 21st Century Steam Program in 2015", and played a major role in getting the locomotive to Spencer as quickly as possible. The restoration should last nine to ten months providing everything goes as planned. Ms. Fitzpatrick also said "as this great steam engine travels over Norfolk Southern Rail System, our #611 will draw the attention of many new donors, and railfans from the region and beyond". "Fire UP 611" saw a major momentum and the museum is confident the remaining funds will be raised. Donations to the campaign have already received from nearly 3,000 donors, from every state and the District of Columbia, plus eighteen foreign countries, AH! The Power of the Steam !! UNTOUCHABLE!!

CALIFORNIA – LOS ANGELES: Finally news about the movement of the Union Pacific Big Boy #4014. Now this news, by the time you read this story will be "old hat". But as I write this, its hot off the press) as they used to say. #4014 was finally moved from her position in Colton Yards in California back on April 28th 2014. Here is the schedule: The first leg of the journey was from Colton to Yermo, Calif, via Cajon Pass Wednesday April 30th #4014 is on display in Las Vegas, Thursday May 1st – Las Vegas to Milford, Utah, Friday May 2nd, Milford to Salt Lake City, Utah, Saturday May 3rd #4014 on display in Salt Lake City, Sunday May 4th Salt Lake City to Ogden, Utah, Monday May 5th on display in Ogden, Utah, Tuesday May 6th, Ogden to Rock Springs, Wyo. via Echo Canyon to Wahsatch, Utah and Wednesday May 7th Wahsatch to Rock Springs to Laramie, Wyo. And finally "home". Be advised there may be unscheduled delays, and hundreds of chasers.

INDIANA – FORT WAYNE: Locomotive #765 a Lima built 2-8-4 built in 1944 has made its debut this year back on May 3-4 from Elkhart, Indiana to Bryan Ohio, and another excursion from Callumet, Michigan to Argos, Indiana. The Fort Wayne Historical Society has done an admirable job in getting its Berkshire Type engine ready for the 2014 season. There are two more trips planned at the moment, and their scheduled for June 12-13. Both excursions will operate over Norfolk Southern as part of its 21st Century Steam Program.

Stack Talk...continued by Neil Moran

The steam train departs from Detroit, Michigan and arrives in Fort Wayne at noon. There will be a four hour layover while the #765 is serviced, and passengers attend the cities three rivers festival, which is Indiana's second largest festival. The 282 mile round trip excursion will feature coach, deluxe coach, dome and first class seating, and range from \$119.00 to \$349.00 depending on where you sit. The Lima locomotive works #765 for the Nickel Plate Road in 1944, and were designed to haul freight trains up to 60 mph or more. They were indeed a wonderful machine, the Fort Wayne Railroad Historical Society first restored her back to service in 1979. Various other trips in July and August are in the planning phases right now, from Logansport to KoKomo, Indiana.

KENTUCKY – STEARNS: Kentucky and Tennessee #14 built in 1944 by the American Locomotive Company is a 0-6-0, and is nearing its completion at the Big South Fork Scenic Shop in Stearns, Kentucky. The heavy switcher worked on the Union Railroad as #77 in Pittsburg area hauling coal, coke, iron ore, steel and other steel products. Locomotive #77 then went to the Moorhead & North Folk Railroad in Clearfield, Kentucky where she worked on the Moorhead & North Folk #14, and hauled lumber, clay, and fire brick products in Clearfield, Kentucky. In 1967, she again was relocated to the Cumberland Falls Railway in Cumberland Falls, Kentucky. Again her number was changed, this time to #77. After the devastating fire in Cumberland Falls, closed down the operation for good, the locomotive sat abandon, and worn out outside vulnerable to the elements and vandals. Then at an auction held at Tombstone Junction, very close by Cumberland Falls #77 was acquired by Harmon Taylor of Stearns, Kentucky who moved the engine to Stearns. It was then placed on the Kentucky County Heritage Foundation in hopes of a full restoration. I'm happy to report that #14 is under restoration as I write this story, should be "ready to roll" sometime this month.

PENNSYLVANIA – JIM THORPE: Former Reading & Northern 4-6-2 Pacific #425 will head up an autumn leaf excursion on the Lehigh Gorge Scenic Railroad on Oct. 11-12. The trips will operate from Port Clinton to Jim Thorpe, PA. The #425 was built by the Baldwin Company in 1928, and is a 4-6-2 Pacific that ran on the former Gulf, Mobile & Northern. It later became the Gulf, Mobile & Ohio. Her number was changed to #580 until her retirement in 1950. A few years later she was sold to steam enthusiast Paulsen Spence who amassed a collection of more than 30 locomotives of various designs in the 1950's. Shortly after his death in 1961, his relatives tragically and unceremoniously had all but four of the engines scrapped (horrors), with the #425 being one of the survivors. Then in 1962 the locomotive was purchased by Malcolm Ottinger, and soon became the main power for the Valley Forge Scenic Railroad of Kimberton, PA. In the 1970's, she was then sold to Brian Woodcock and how was moved to the Wilmington & Western Railroad, but sadly never turned a wheel. However, in 1983, it was again sold to Andrew J. Muller to power trains on his newly formed Blue Mountain & Reading Railroad. The Lehigh Gorge Scenic Railway, and affiliate of the Reading and Northern offers train rides over its 16 mile track from Memorial Day weekend to well into the fall season.

NEW HAMPSHIRE – CONWAY: Conway Scenic Railway 0-6-0 #7470 pulled a farewell excursion on May 31st prior to her being taken out of service for its federally mandated inspection and complete overhaul. No. 740 was built at the Grand Trunk Railway Shops in Point Saint Charles at the Montreal Quebec in 1921. The farewell trip departed North Conway Station at 10:30 am and headed south to Conway, N.H., and then headed north back to North Conway to Mountain Junction, and then headed east on the former Maine Central Mountain Division track into Redstone. The #74 then returned to Mountain Junction after several run-bys. After the run-bys, the steam train went to Bartlett and continued to Notchland, where several run-bys took place. Servicing the engine took place, before heading back to North Conway, with additional run-bys along the way. When the excursion arrived in North Conway, the crew again staged several run-bys past the magnificent almost 140 year old Victorian Railroad Station, which is worth the price of admission alone! The locomotive then posed on the turntable for over a half an hour to the delight of the railfans.

Stack Talk...continued by Neil Moran

In the consist which was limited to 120 passengers, was a parlor car "Gertrude Emma", and a 1989 Pullman observation car. This fond farewell was sponsored by the Massachusetts Bay Railroad Enthusiasts Society. At this writing, it is not known when the #7470 will return to service.

FLORIDA – JACKSONVILLE: Former Atlantic Coast Line #1504 a 4-6-2 Pacific will be cosmetically restored by the Prime Osborn Convention Center in Jacksonville, Florida the center feels that the engine needed a good cleanup and painting, alone with the tender which needs a "new look". "After being outside for 54 years, the old girl needs a new face, so were going to clean her up" The cosmetic restoration will add a new cab windows and doors, a new headlight, new decorative lighting outside and a new paint job. Former Atlantic Coastline #1504 was one of 81 light "Pacific Type" engines that spent over 30 years, most of it pulling passengers trains at speeds of up to 70 mph hauling 10-12 cars. The cosmetic restoration has begun and will take several months to complete. Grants have come in from Trains Magazine and the CSX Corporation to meet the goal of \$20,000.

This will be the last column due to summer break by several railroad clubs. Have a "Steamy" summer, and see you in September.

Once again it's time to thank the following people for their contribution to this column, John Bein (Dayton R.R. Society), Peter Chapman (United Kingdom), Warren Smith (Albuquerque, N.M.), Richard Taylor (Kearney N.J.) and from your most humble servant in Steam.

UNTIL OUR TRACKS CROSS AGAIN

Long Island Rail Road News by Steve Quigley

On the Friday preceding Memorial Day, the LIRR's crack express train the Cannonball, departed from Penn Station on its way to Montauk. Just like last year, the Cannonball's first stop was Westhampton with following stops at Southampton, Bridgehampton, East Hampton and Montauk. The train contained two DM locomotives and 12 cars which included 2 Hampton's Reserve cars. [I tried to make a reservation on the Hamptons' Reserve car on the morning they first became available, but they were sold out] I have heard that the Hampton's Reserve cars on the Cannonball are almost sold out for the entire season. The price for a one way trip to Montauk in the Hampton's Reserve car is \$47. I heard through the grapevine that over 2,000 passengers were on board the first train of the season and the following weekend, was almost as crowded. Looks like an additional Cannonball is called for!

The Cannonball came through Babylon at 5PM doing approximately 40MPH. The two locomotives had drumheads with the logo of the Cannonball on it. Quite a sight as it travels the Babylon line at maximum speed with a total of 14 pieces of rolling stock! [I know this as I was there to see it]

The Cannonball will operate every Friday departing Penn Station at 4:06 PM arriving in Montauk at 6:48 PM. This is train #2798.

More LIRR news in September!

**Two O Scale Long Island Rail Road Jordan Spreaders
Offered exclusively by the Twin Forks Chapter, NRHS**

Limited Edition O Scale

Custom Run Collector Car – Offered only through Twin Forks!

First Accurate LIRR Spreader

Available in O Scale

The Twin Forks Chapter -NRHS is pleased to present two Historically accurate versions of the LIRR Jordan Spreader. One version is the all black version, which is as the as-delivered version when it was delivered to the LIRR in the 1940's and is numbered #497499. The other Version is the Gray and Orange version, which is accurate to when the Twin Forks Chapter acquired the Jordan Spreader from the LIRR in 2003, and is numbered W-93 These Jordan Spreaders are made exclusively for the Twin Forks Chapter-NRHS by MTH Trains and are only available through the Twin Forks Chapter.

Each Jordan Spreader features

Intricately detailed ABS Body
Operating Interior Lighting
Die-Cast 4-wheel trucks
Decorative Brake Wheels
Fast-Angle Wheel sets
Operating Head Light
Moveable plow wings

1:48 Scale Dimensions

Metal Wheels and Axles
Needle Point Axles
Operating Die-cast Couplers
Separate Metal Handrails
Operates on O-31 Curves.
Packaging will be Premier Purple with
Twin Forks-NRHS on the end of box labels

Each Jordan Spreader Model of 497499 or W-93 is just \$69.99 These are limited edition cars, Order yours today! Use order form on back cover of this newsletter.

W-93 Gray & Orange

497499 All Black



Long Island Sunrise Trail Chapter
National Railway Historical Society
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TWIN FORKS NRHS O SCALE JORDAN SNOW PLOW ORDER FORM

Name _____

Yes – I Want to order ____ of W-93

Address _____

Yes – I Want to order ____ of 497499

State/Province _____ Zip _____

Email (Important!) _____

Phone _____

Spreader Subtotal _____

Shipping _____ NYS Tax _____

Total Enclosed _____



Each Spreader is just \$69.99. Please include \$10.00 for shipping per spreader. New York residents must include sales tax of 8.625% (\$6.03 for one model, or \$12.07 for two models, please contact for other rates if needed) per order. Delivery is expected in late 2014 or early 2015. Due to the custom nature, delays can happen, and we will keep you informed periodically. Any questions please contact the chapter at TwinForksNRHS@gmail.com

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