



# SEMAPHORE



January 2015

*Happy New Year!*

The next meeting of LIST will be on **Friday, January 16th at 8:00pm** at the Christ Episcopal Church, South Carl Avenue and Prospect Street, Babylon, New York.

**THIS MONTH:**

Eliot Courtney will show his pics taken while interning for Metro North during the past summer. He will also show us the latest from the Rochester & Southern RR and other action around upstate NY .

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

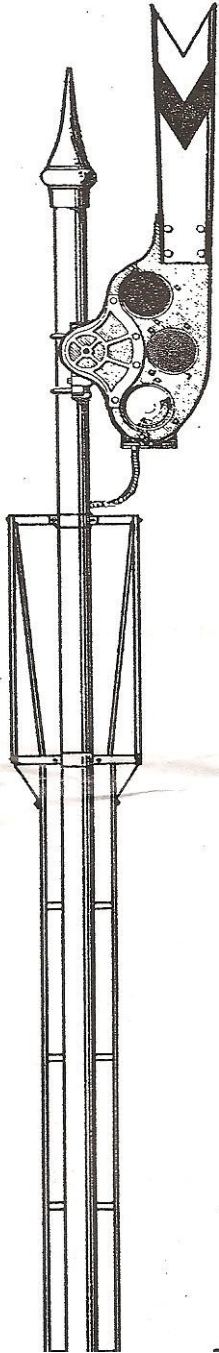
<http://www.nrhs-list.org>

**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!



# _____	The LIRR Co. A Hist. 1834-1965 by Bob Sturm	@\$38 each Total _____
# _____	Jamaica 100 <sup>th</sup> 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 <sup>th</sup> Anniversary 60 page book	@\$5 each Total _____
# _____	NY Connecting RR Book	@\$27 each Total _____
# _____	LIRR Stations by Dave Morrison	@\$18 each Total _____
# _____	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

We are looking for photos of the LIRR from any era to be placed on our website. We now have the capability to have your photos on our website which is LIST-NRHS.org. WE WANT YOUR PHOTOS TODAY so send them to me and I will have them placed on our website. However, the photos are to be sent to me by email so if you have prints or slides, have them scanned so they can be sent to me by e mail. You will be given appropriate credit.

By now, all Chapter members should have received their dues renewal notice. You will help our Treasurer greatly if you can send your renewal as soon as possible! As noted on the form, please send your annual dues to our Treasurer, Alan Mark at the address noted on the form. Sending it to our PO Box will only delay the process.

The NRHS has sent out their dues renewal under separate cover. I apologize for this double billing, but it is out our control. The NRHS dues should be sent to National headquarters, NOT to our treasurer as in the past. I thank you for your patience and understanding with this matter.

If you did not receive your Chapter dues renewal, please let me know.

The 2015 LIRR calendars ARE 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.

Many Chapter members have purchased either our calendar and/or books in the past few months. If you did not receive what you ordered or it arrived damaged, please let me know and I will try to rectify the situation.

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

Best wishes for a Happy New Year! I hope your New Year is a happy and healthy one.



## *Long Island Rail Road News by Steve Quigley*

It was reported that the LIRR is on pace to carry the most passengers of any commuter railroad in the US. The 3 percent increase in passenger ridership may be attributed to several factors, a recovering economy, and the LIRR's programs to attract more passengers as well as the safety record of the LIRR. Metro-North carried more passengers than the LIRR in 2011 and 2012 but the LIRR took over as #1 in 2013 and the trend is continuing with the gap between the two RR's widening. Among other changes, weekend service returned to the LIRR's West Hempstead branch on November 22, 2014 after an absence of nearly 4 years. In 2013, the LIRR carried more than 83,000,000 riders and it is expected that the LIRR will carry over 85,000,000 riders in 2014.

The construction of the 2<sup>nd</sup> track between Farmingdale and Ronkonkoma as well as the reopening of the old Republic station appear to have the potential to attract many more riders. Summer service to the Hampton's provides a viable alternative to the traffic on the Long Island Expressway and with the Cannonball originating from Penn Station; many more people are using this summertime service.

LIRR Commuter Council chairman Mark Epstein mentioned that what is stopping the LIRR from reaching its potential is the lack of additional equipment, especially the cars and locomotives needed in the non-electrified territory.

In other NY rail news, a controversial new study has initiated community debate regarding the whether the Queensway park project should proceed or instead the Rockaway Beach rail line should be restored. The cost to reactivate the rail line is estimated to be \$700 million versus the Queensway Park project at \$120 million.

The rail line would connect north and south Queens and if activated, it is estimated that congestion would be eased and commute times would be shorted for possibly 500,000 riders per day. The Queensway would be an attempt at duplicating the highly successful High Line in Manhattan which was the conversion of the ex NYC High Line into a park that stretches from the West Side yards to Gansvoort Street on the West Side.



**Editor's Note:** With reference to the Newsday.com article printed on pages 8 and 9, please note that the quotes and references to "Steven Torberg" were a typographical error. The quotes were actually provided by "Steven Torborg", Trustee of the Oyster Bay Railroad Museum.

It should also be noted that contrary to any rumors that may circulate, there is NO competition between the Oyster Bay Railroad Museum and the Railroad Museum of Long Island. Both museum communicate regularly and provide assistance to one another as needed. While the restoration efforts of Locomotives #35 and #39 are on dramatically different courses, both groups are 100% supportive of each other's efforts.

Finally, it must be reiterated that both of these projects require a significant amount of funding if the end goal of an operational G-5 is to be achieved. While OBRM and RMLI continue to seek out viable alternative funding sources, the financial support of the railfan community remains a vital source of income. Please consider donating to one or both of these projects today! Contact information may be found on the rear cover of this issue of the Semaphore.



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

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

## ***MONTAUK IN JUNE 1973 - PART 3***

Happy New Year! Let me get right to work and continue our series about Montauk in 1973. As there were different locomotives in the yard this day, so were there a pretty good variety of rolling stock and by that I mean passenger cars. I can divide the passenger cars into two groups: sleeping cars that the LIRR used as parlor cars and conventional coaches.

First, let me take a look at sleeping cars. As we all know, the LIRR ran a number of parlor car trains to Montauk in the 1960s and later, using the old ex-Pullman heavyweight 28-1 passenger cars the railroad obtained from the Pennsylvania Railroad. But these cars were gone by 1968, forcing the railroad to find a new fleet of cars and it did, by purchasing a number of so-called lightweight sleeping cars and using them in parlor service. The cars, about 40 in all, were bought from several railroads and can be broken down into two exterior types, painted cars and stainless steel or fluted cars. Ben and his camera found both types of cars in Montauk that day...plus a few other surprises that I'll write about later.

Ben's photos reveal that there are a number of sleeping cars in the yard that day, not a lot but more than a few and they're all of different types. One of the painted cars present in a laid-up train of several parlor cars is #2049, a sleeping car that was one of three sleeping cars bought from the Kansas City Southern that was originally named *Leonor Loree*. The other two cars were named *Job Edson* and *William Edenborn*; they were purchased along with 15 coaches that came from that railroad in its attractive Brunswick Green (that's right, it was NOT black!), red and yellow paint scheme. The three cars were originally 14 roomette-4 double bedroom-A & D Sofa cars built in 1948 with air-conditioning. All three cars were named to honor high-ranking KCS officials. The cars had seats for 24 and were classed as P80B by the LIRR.

According to an official roster entitled "1971 Parlor Car Fleet," #2049 was to be renamed *Massapequa* but when Ben photographed this car, it had not been named and wore its number on its sides. All the lightweight sleeping cars that replaced the heavyweights were not given names originally but were assigned names later and wore them in the early 1970s. It presents an interesting patch job of lettering and painting when names replaced numbers.

There are more sleeping (parlor) cars in the yard and I'll look at them next time, when my series on Montauk in 1973 continues.

Until then, happy modeling! And don't forget to get your MTH or BLI steam locomotive, the PRR/LIRR H10s freight 2-8-0. You need one of these babies hauling freight on your layout.



Montauk Station in 1982. Courtesy of Arrts Archives

## Stack Talk by Neil Moran

Happy New Year everyone! I hope Santa Claus put a lot of coal in your stockings to help run your steam locomotive. Now let us turn to the world of steam locomotives.

NEW MEXICO – ALBURQUERQUE: Trains Magazine the world's largest publication and website, has recently presented its annual \$10,000 Preservation Award to the continued restoration of the famous Santa Fe 4-8-4 steam locomotive #2926 built in 1944. The New Mexico Steam Locomotive & Railroad Historical Society will use the grant to purchase and install a modern 261 brake stand for the former Atchison, Topeka & Santa Fe #2926 to comply with the Federal Railroad Administration. This part of the engine's restoration includes the procurement of valves, components, plumbing, support structure, and testing. The material alone costs \$10,000. This indeed is a critical time for the 4-8-4's restoration. So far 110,000 man hours, plus \$1.7 million in cash, labor and materials have been invested in the project. The society hopes to complete the locomotive in late 2016. As important as it is to see the engine move under its own power, it is equally important for it to be able to stop, and the installation of a modern 261, brake system will ensure years of dependable, trouble free service for this fantastic behemoth of the rails. Trains Editor Jim Wrinn said, "We've watched closely for years at what this society has done to bring this engine back to life, and we are delighted to support them". Amen!! The Baldwin Locomotive Works of Philadelphia built the #2926 as one of 65 oil burning 4-8-4s to be used for the Santa Fe between 1927 and 1944. The engine was used on fast freights and crack passenger trains across the West. Santa Fe switched from steam to diesel power in 1956, and the #2926 was placed on display in Albuquerque's Coronado Park, where it dazzled both children and adults. Then in 2000, the all-Volunteer Historical Society rescued the locomotive, and restoration began. These Northern type 4-8-4's were among the largest and most powerful steam locomotives to grace the rails in the 20<sup>th</sup> century with 1125 of this type. A total of 36 railroads from coast to coast restored 4-8-4s and production lasted from 1926 to well into 1950. Santa Fe's 30 2000 series locomotives were among the largest and heaviest Northerns ever built! Today, 57 Northern types still survive, including nine from the Santa Fe. What a machine!!

WYOMING – CHEYEENE: Well you just read some very good news, now here's the other side of the coin. Union Pacific in Cheyenne has just announced their will be a two year further delay in rebuilding the #4014 "Big Boy" locomotive, due to unforeseen problems in dismantling the huge locomotive. Union Pacific didn't go into any further details at this time, but issued a report stating the engine should be ready some time in 2019, instead of the original plan for 2017. As further details come in I'll pass them on to you.

CALIFORNIA – INDEPENDENCE: Locomotive #18 "Slim Princess" is a narrow gauge Baldwin Locomotive Works 4-6-0 which was built in 1911 for the Nevada, California Oregon Railroad. The #18 worked on that pike from 1911 to 1926 and was then transferred to the Mina Brach of the Southern Pacific Railroad along with Sisters #8 and #9, also "Ten Wheelers". On February 16<sup>th</sup> 1938 #18 is powered the last narrow gauge train south of Nena, Nevada to Keeler, California. From then on she worked the 73 miles from Laws to Keebler, California, and on October 16<sup>th</sup> 1954 it was officially retired. With the prospect of now facing the dreaded "Torch" and "Rusting in Peace". Along came Anna Kelley who's both parents worked for the Southern Pacific, and contacted the Southern Pacific, requesting the engine be moved to Independence, California which S.P. agreed to do. The locomotive was placed in Dehy Park in Independence and for the next five decades was on display on narrow gauge track again slowly rusting in peace. Then in 1996 Myron Alexander sparked the interest to form the Carson & Colorado Railway Society for the purpose of restoring #18 to operating condition. From 1996 to 2000, a good deal of work on the locomotive was done. And in 2001, it was steamed up to 50 psi. Since then, minor work has continued, but with no major repairs attempted. Indeed, the prospect looked bleak. However new funding arrived, and the engine has been fully restored to running condition. An FRA inspector looked at her under steam and pronounced her fit to go, if they could fix the front flue sheets in the smoke box. This project unfortunately failed, but after several attempts this problem was fixed. Look for the #18 to be running later on this year.

## Stack Talk...continued by Neil Moran

NEVADA – CARSON CITY: A narrow gauge locomotive that has not steamed since Calvin Coolidge was in office is now set to run again in Nevada, Yes its true! The Nevada State Railroad Museum is rapidly completing her restoration of former Carson & Tahoe Lumber & Fluning Co. engine #1 a 3 foot gauge 2-6-0 built in 1875 by the Baldwin Locomotive Works. When she runs again, No. 1, named the “Glenbrook”, it will be among the oldest operating steam locomotive in North America. In the late 1800s, the locomotive moved finished lumber and wood products near Lake Tahoe along with its aptly named sister Engine, #2 “Tahoe”. The lumber was moved to Spooner Summit where it was put in a water flume and floated down to Carson City where it was reloaded on to flatcars on the Virginia & Truckee Railroad. In 1899, the locomotive and railroad were sold to the New Lake Tahoe Railway & Transportation Company that ran between Tahoe and Truckee City and serviced that line till 1926, when the entire operation was purchased by the Southern Pacific. The #1 was sold for parts, and surely faced the dreaded torch in 1943, when the Bliss family came riding to the rescue and saved the engine. She was then put on display at the Nevada State Museum in Carson City, and then was shipped to the Nevada State Railroad Museum where the woodburner was again put on display. Four years ago in 2010 the museum received a major grant from the E.L. Wiegand Foundation, and with this money the restoration is now very close to completion. In fact the locomotive may have had her first “fire up” last month. The #1 boiler has been completely rebuilt, as well as the brakes, smokebox, cab and pilot along with other projects. Once the 2-6-0 is under steam. The museum plans on operating it on the mile of track near the museum in Carson City.

WISCONSIN – NORTH FREEDOM: Saginaw Timber Company #2 was built by the Baldwin Locomotive Works in 1912 for a logging service in Washington State. The 2-8-2 Mikado type is currently under restoration in North Freedom. Here is a report on some of the tests that have taken place. On October 10<sup>th</sup> the engine had her first “fire up” since February 2000 and it went well. After a slow warmup, the steam pressure gauge jumped to a reading of 200 lbs. Marking the first time the engine was under steam in over 14 years. Eventually pressure rose to 50 psi, but not enough to test any of the appliances. The fire was then dropped, and the engine was pulled back into the engine house. Adjustments were then made to the burner and other equipment. Steam testing continued throughout the weekend of October 11-12<sup>th</sup>, and indeed for several more days after that. It was discovered that the control valve was not working properly, so the crew temporarily replaced it with a ball valve that was on hand. So after another round of testing took place they found some studs slightly hissing steam under the fire box supports. And that was quickly taken care of. Overall, the steam tests proved successful, but a great deal of work remains, and the group will be addressing those problems. It is the desire to have the #2 ready sometime this year.

NORTH CAROLINA –SPENCER: The Virginia Museum of Transportation and the Fire up 611 Committee are very pleased to report that the restoration of the Norfolk & Western class J611 steam locomotive is now approximately 45 percent complete. In the next few weeks the mechanical team led by Scott Lindsey and Tom Mayer of the Steam Operations Corp. will install a new rear flue sheet and finish installing the stay bolts caps. Bob Yuill is continuing the repairs to the super heater units. The air compressors are close to being reassembled and the feed water systems are being inspected and made road ready. Work also continues on the tender. Within the next few weeks, the tender’s stoker screw and tender deck will be made good as well. “We have not set a completion date just yet” said Preston Claytor, Chairman of the Fire up 611 Committee. He continues “The mechanical team is making good progress and we will anticipate the engine to be ready for the Spring of 2015 to run excursions” Norfolk Southern has said that it will operate #611 as part of the 21<sup>st</sup> Century Steam Engine Excursion Program in 2015. What a way to end a column!!

Once again it’s time to thank the people who took the time to send me such good news this month. John Biehn (Dayton Rail Society), Peter Chatman (London, United Kingdom), Richard Taylor (Kearney N.J.), and from your most humble servant in Steam!! And remember “Steam Never Dies”.

**Full Steam Ahead** Reprinted from [Newsday.com](http://Newsday.com)

## Steam locomotive No. 35 being restored in Alabama

Updated January 3, 2015 7:18 PM

By BILL BLEYER. Special to Newsday

After more than a decade of planning and fundraising, the Oyster Bay Railroad Museum has started the process of restoring Long Island Rail Road steam locomotive No. 35 so it can be operated on display.

Meanwhile, the Railroad Museum of Long Island is continuing its fundraising so a Pennsylvania tourist railroad can restore LIRR locomotive No. 39 for operation there.

No. 35, built in 1928 by the Pennsylvania Railroad, the LIRR's then-parent company, was retired in 1955 and put on display in Eisenhower Park. For more than a decade it has been sitting in pieces at the museum site at the end of the LIRR's Oyster Bay branch.



Volunteers from the Oyster Bay Railroad Museum load pieces of Long Island Rail Road steam locomotive No. 35 onto a tractor-trailer for shipment to Alabama for restoration in the first step towards getting the engine running again. Photo Credit: Lauren Daitz

But two weeks ago a dozen volunteers loaded the 68-inch drive wheels, drive rods and pilot truck assembly, which is the front-wheel set of the locomotive, onto a tractor trailer for a trip to the Steam Operations Corp. in Alabama.

"It's exciting because it's the first step in the movement from preservation to restoration," said board member Steven Torberg, who started the rehabilitation effort with another nonprofit that later transformed into the museum.

The Alabama company will restore the initial parts, and within the next year the frame for the locomotive will be trucked to Alabama and overhauled.

In a visit five years ago, Steam Operations president Scott Lindsay determined that the tender that carries the fuel for the locomotive was so deteriorated that it needed to be replaced. "The plan is to construct a totally new tender to the same basic specs as the existing one," Torberg said.

The museum has \$570,000 from a 2006 grant that should cover construction of the tender and the first stage of restoration for the locomotive, Torberg said.



## Full Steam Ahead...continued Reprinted from Newsday.com

Now it needs to come up with another \$1 million to complete the restoration, estimated to take three to five years. The second phase would include the largest piece of the project -- rebuilding the firebox and boiler that creates the steam.

"That's really time-consuming, specialized work" that has to be done to federal standards if the engine is ever going to run again, Torberg said. All of the parts would be trucked back to Long Island and reassembled here.

"Our intention is to operate it as an active display, which means the engine will be fully operational and be used on the grounds of the museum as an educational tool, teaching people how it operated and its history, because you can't really appreciate a steam locomotive that's static," Torberg said.



Volunteers from the Oyster Bay Railroad Museum load pieces of Long Island Rail Road steam locomotive No. 35 onto a tractor-trailer for shipment to Alabama for restoration in the first step towards getting the engine running again. Photo Credit: Lauren Daitz

As for eventually using the 118.5-ton locomotive to pull excursion trains on active LIRR tracks, he said: "That's always a hope, but it's not something we're counting on."

Don Fisher, president of the Railroad Museum of Long Island based in Riverhead and Greenport, is also looking for a happy ending for the other surviving LIRR G5 class locomotive, which sits rusting in Riverhead.

In 2013, after 33 years of on-and-off efforts to restore No. 39, the East End museum announced a controversial plan to ship the locomotive to the Strasburg Rail Road Co. in Pennsylvania Dutch Country. The contract specifies that No. 39 wouldn't return to Long Island for at least 50 years -- if ever. But the museum conceded that the engine probably would never run again if it remained here.

The contract states that if the museum raises \$900,000 and trucks the locomotive and its tender to Strasburg within 15 years of signing the agreement, the Strasburg railroad will contribute \$1 million in parts and labor to complete restoration within three years. After that, the museum would lease No. 39, built in 1929 and last operated in 1955, to Strasburg for 48 years. The locomotive could then return to the Island if the museum can run it here.

Fisher said his group has raised a little more than \$125,000 so far. "It's slow and steady," he said. "It's tough to get people to fund anything to do with industrial preservation," especially when the economy is still somewhat weak.

And the fact that the engine might never come back to Long Island makes it harder to attract grants and donors, he said. "We knew that, so that's why we set up a 15-year contract. We certainly hope it won't take us 15 years raise the money."

The Oyster Bay nonprofit more than a year ago received more than \$700,000 in county and private grants toward the \$1.4 million restoration of the hamlet's closed historic railroad depot and recently unveiled construction plans for the project and kicked off a fundraising campaign.

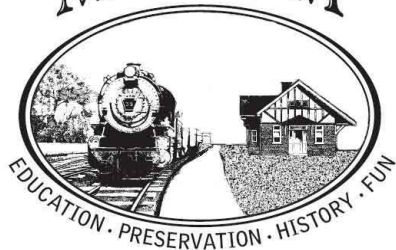
The Town of Oyster Bay acquired the station in 2004, five years after the LIRR vacated the facility listed on the National Register of Historic Places.

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## Support your local Railroad Museums!

Oyster Bay  
**RAILROAD  
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