



# SEMAPHORE



**October 2015**

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

**THIS MONTH:**

This month's presentation will be on the "Interurban Railways of the Isle of Man", by Ed Koehler. For details, see page 6 of this issue.

**IN THIS ISSUE:**

- |            |                 |
|------------|-----------------|
| Page 2     | LIST Order Form |
| Page 3     | LIST Happenings |
| Page 4 & 5 | Stack Talk      |
| Page 6     | Upcoming Events |
| Page 7     | LIRR Modeler    |

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

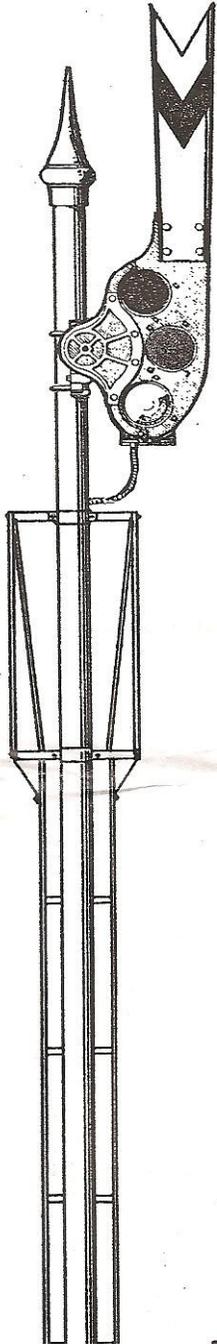
**<http://www.nrhs-list.org>**

**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



## LIST Merchandise



### LIST ORDER FORM



The following price list is for LIST members only!

# _____	2016 LIRR calendar	@\$8 each Total _____
# _____	The LIRR Co. A Hist. 1834-1965 by Bob Sturm	@\$38 each Total _____
# _____	From a Nickel to a Token by A. Sparberg	@ \$25 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	@\$3 each Total _____
# _____	The Long Island Rail Road By David Keller & Steven Lynch	@\$18 each Total _____
# _____	The LIRR Part Seven by V. Seyfried	@\$50 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 _____
# _____	100 <sup>th</sup> Anniversary Jamaica Station pin	@\$3 each Total _____

Shipping for 1 of the books or calendar, \$3.50. 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]



---

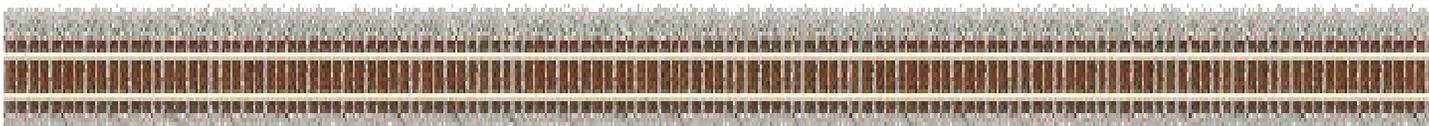
**List Happenings by Steve Quigley**

## Stack Talk by Neil Moran

CANADA – WINNIPEG: For years locomotives #1238 and #1286 4-6-2s Pacific's lived on C & O flats in the Western edge of downtown Staunton, Virginia. At one time they were the pride and joy of Jack Showalter's family who was a former steam locomotive preservationists who loved steam engine's pulling passengers. Both locomotives have been stored on the former Shenandoah Valley Railroad in the hope of running them again someday. "But that was wishful thinking" said Sally Kamauff daughter of Jack Showalter who died in November 2014. In many discussions Mr. Showalter, his daughter, and a group from Winnipeg, Canada it was agreed that the locomotives should go up Canada, and eventually restored to operating service quite possible on the Prairie Dog Central Railroad that operates in Winnipeg. Engine #1238 was built in Montreal in 1946, while the #1286 was built in 1948 at the Kingson Shops. They are sister locomotives of the GS 5 class built for the Canadian Pacific Railroad. Recently the locomotives have departed Staunton, Virginia and rode the rails once more, however "not" under steam, they were towed to Canada. Yes, indeed both locomotives "are going home"!!

MINNESOTA – MINNEAPOLIS: Milwaukee Road Northern 4-8-4 #261 will pull a fall colors excursions on BNSF Railway this month, these will be the first public excursions for the 1944 Alco built Northern in 2015. On October 10<sup>th</sup> No. 261 will pull an excursion train that departs Minneapolis at 9am and will travel over BNSF's ex Great Northern Hinkely Subdivision 124 miles north to the wye at Boylston, just south of Superior, Wis. After turning the train, the #261 will return to Minneapolis with the approximate arrival time of 5pm. It's not written in stone, there might be a couple of runbys for the paying customers. The #261 will operate a total round-trip of 250 miles over the tracks that have not been used for passenger service since Amtrak's St. Paul North Star was discontinued in April 1985. Then on October 11<sup>th</sup> the #261 will pull another roundtrip from Minneapolis West to Wilmar over former Great Northern Railway main line once used by the famed Empire Builder. This line also has not seen regular passenger service since Amtrak rerouted the Empire Builder to the former Northern Pacific line through St. Cloud in 1979. The train will include coach, and premium services. Among the first class service include North Coast Limited, Stampede Pass former Milwaukee Road Skytop, and operational Cedar Rapids, not too shabby!!

OHIO – SUGER CREEK: We have several stories coming out of Ohio, and let's begin with this one. The Age of Steam at Suger Creek will add a new steam locomotive next month and it will be former Buffalo, Rochester & Pittsburg 0-6-0 #152. The engine was built by the Alco Brooks in January 1904 and survives and the only existing BR & P locomotive. Baltimore & Ohio took control of the BR & P in 1932, and this engine became B&O #1190. When the B&O retired her, the 0-6-0 went to the Ohio River Sand & Gravel Company at the Point Pleasant, West Virginia. Sadly, when her fires were dropped for the last time in 1961, #1190 was then donated to the city of New Martinsville for display and to rust in peace. But then in 1979 the locomotive was moved to the Mad River & Nickle Plate Museum in Belleville, Ohio, where it really started to "Rust in Peace". The #152 deteriorated so badly that the wooded cab started to rot away. The museum then decided to sell the engine to Scott Shmons in Dunkirk, New York in hopes that he could somehow restore the 0-6-0. Sadly, that didn't happen. Riding to the rescue was the Suger Creek Museum, and they took the very badly looking engine back to their museum where it rests in pieces along with the decayed tender. For now, this 0-6-0 will be cosmetically restored, as there are no plans to restore her to running condition.



## Stack Talk...continued by Neil Moran

OHIO - CLEVELAND: The famous 2-8-4 Berkshire #765 will be powering excursions over the scenic Cayahoga Valley Railroad near Cleveland, Ohio this fall. Passengers will have opportunity to disembark from the steam train at secure locations for photo runbys. The schedule is quite intense and some of the excursions have already taken place by the time you read this article. Trips had begun on September 19-20 out of the Breckville Station with three hour trips on September 26<sup>th</sup>. The train ran two trips out of Akron, Ohio and then on September 27<sup>th</sup> the #765 made three trips out of the Boston Mill Station. During the months, the 2-8-4 will run out of Akron's Northside Station with three round trips at 11:30am and 3pm. Oct 4<sup>th</sup> she departs Bricksville Station at 9:30am and 1:30pm and 4:15pm for round trips. This is a great opportunity to catch this majestic locomotive in action, she is what dreams are made of!!

OHIO – NELSONVILLE: We'll hop over to Hocking Valley Scenic Railway in Nelsonville for our final story in Ohio. After fourteen years, dozens of volunteers, and countless hours of dedication old #3 is almost ready to run once more on the Hocking Valley Railroad. The railway fired her up for a test run in August and I'm happy to report it was a success, although there were some complications. First, the steam compressor was not working as it should have and other minor problems with the boiler developed, but overall the tests were very promising. She was built in 1920 by the Baldwin Company and ran on the Ohio Power Company track all her life until taken out of service in the late 1960's. It then was stuffed and mounted in that year. Then in 1982, #3 was moved to Nelsonville where the restoration was started in 2001. Since then, volunteers from Ohio, West Virginia and elsewhere joined forces to get her running again. Parts have come from various locations, the steam whistle came from Nevada and the green colored cab that was hand built came from an unknown location, and finally an Amish Shop in Ohio helped repair the boiler over the last few years. However, #3 will run in the Buckeye State as she is a narrow gauge locomotive that will run in an amusement park in Ohio.

MARYLAND – CUMBERLAND: The Western Maryland Railway has just been awarded a \$50,000 grant from the Maryland Historical Trust to aid in the rehabilitation of the Chesapeake & Ohio 2-6-6-2 #1309. This grant by the Maryland Department of Planning will go to support historic preservation, tourism and culture in the State of Maryland. This grant is being matched by an additional \$50,000 that's generated by the railroad. A large sum of money will go for required work on the #1309's boiler shell, wheel work, and renovation of the two steam powered compressors, Alco reverse gear, three steam safety valves, rebuilding of the firebox and door, water columns and lubricator. The acquisition of the engines bell, whistle and lights, and wait there's more an ultrasound thickness testing of the boiler, No. 1309 arrived from the B&O museum months ago, and now a crew has started work on the disassembly of the locomotive and a detailed inspection of the locomotives boiler. The 2-6-6-2 is expected to be ready sometime in 2016.

Now it's time to thank all the people who send me the steam news you just read. John Biehn (Dayton Ohio Railroad Society), Peter Chatman – London, England, Warren Smith (RR.E NY), Richard Taylor (New York Railroad Enthusiast) and from your most humble servant in Steam!! And remember: Steam Never Dies!

UNTIL OUR TRACKS CROSS AGAIN

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

## Potential Chapter Dinner Trip by Ed Koehler

The Delaware and Ulster Railroad located in Arkville, New York operates the Rip Van Winkle Flyer between Arkville and Roxbury. A three course lunch is served to the train passengers at their seats. The five cars used in this train were all acquired from the former Denver Railcar organization and their interiors have been rebuilt with a high standard of comfort. Among the five cars in the train are the former New York Central observation car 61 and Missouri Pacific dome car 591. It has been many years since the Long Island Sunrise Trail Chapter has enjoyed a dinner train; the last being a round trip to Montauk when the P72 cars were still in service. A proposal has been made for the Chapter to organize a trip on the Rip Van Winkle Flyer in late September or early October 2016 when the Catskill foliage will be worth seeing. The cost of the trip would probably be in the area of \$75 to \$80 dollars per person and the ride would be a nice family excursion. Arkville is approximately 175 miles from Babylon; this portion of the trip would be your own arrangement.



The Chapter is trying to gauge the interest in this excursion and so is conducting a non binding survey. If you are interested in taking this excursion, please E-Mail Ed Koehler at [EdwardMKoehler@nyc.rr.com](mailto:EdwardMKoehler@nyc.rr.com) including the number of passengers in your party.

## October Meeting Presentation by Ed Koehler

It is the middle of the second decade of the Twenty-First Century. Imagine a horse powered street railway that operates during the summer season of every year and dates back to the time of the American Civil War. Connecting to it at one end is an typical electric interurban railway with wood body cars whose designs were last updated during 1906, and some cars date back to 1893. Connecting to the interurban line is a mountain climbing rack railway whose wooden bodied electric cars use bow collectors to gather current for propulsion. Add to this mix a short lived cable railway. And three of these lines are three foot gauge, the rack railway forty-two inch gauge. And these lines are not the only ones located on a island thirty-five miles by fifteen miles located a little over five hours travel time from New York City. Join with Ed Koehler as he takes us on a tour of this time capsule titled Interurban Railways of the Isle of Man.



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

### ***THIS MONTH'S FEATURE:***

### ***NEW MOTIVE POWER MODELS***

I'd like to take a look at some new LIRR motive power being offered to Long Island modelers in HO scale.

Gracing page 5 of the September issue of Model Railroader at the top is an old friend of mine, the LIRR ALCo RS-3 in the World's Fair paint scheme in N scale. The colors look pretty good although the orange has a little too much red in it, similar to the recent run of Atlas RS-3s in HO scale in the same scheme. Unfortunately, Atlas chose not to model the correct RS-3 phase. The LIRR bought ten of these units very late and they were Phase III units with vertical screens and no louvers on the hood. These ten ALCos had a very different underbody configuration with fuel and water tanks. The Atlas RS-3 model is an earlier phase; I believe it is a Phase II version. Purchasers of these locomotives will have to tweak their models to make them resemble the LIRR prototype. This might take some doing. In HO scale, Stewart—now Bowser—offers the correct body phase of the locomotive and there was a manufacturer who once offered the correct underbody tanks as a casting—one of many offered by them—but I don't think that they are available today. Incidentally, Bowser has announced plans for a future run of RS-3s so I hope they include a run of LIRR locomotives. I've tried to contact Bowser but without success; hopefully that will change and I'll keep you posted.

I hope to once again cover the LIRR RS-3s in a future issue and feature since it is an important locomotive in LIRR history.

Atlas has announced a run of ALCo RS-1s and included in this run are two LIRR locomotives in the World's Fair paint scheme, in both sound and non-sound versions. The new run is scheduled to be out in April 2016 with such other roads as the LAC&Y, C&EI and the Milwaukee Road. There will be two numbers offered, 463 and 469, with the sound version going for \$270 and non-sound version for \$160. I'm sure you can get either version of these locomotives for a lower price. These locomotives are good to have on your layout since they worked in both passenger and freight service and probably pulled work trains, too. Most times the RS-1 worked long-hood forward. Remember, these locomotives came on the property in 1949 and were around until 1976. Some wore five paint schemes! There is an undecorated version should you prefer the Tichy paint scheme or the blue and yellow MTA#1 paint scheme.

The RS-1 was introduced in March 1941 with the delivery of the first of two units to the Rock Island. Combining the accessibility of a switching locomotive and the higher-speed tracking of a road unit, the RS-1 started a revolution in locomotive design that was soon embraced by all of the major diesel-electric locomotive builders. While ALCo later introduced higher horsepower roadswitchers, the 1,000 h.p. RS-1 had a production span of 19 years, from 1941 to 1960, with a total of 623 units!

The Atlas units include retooled die-cast metal chassis and fine scale handrails, golden white LEDs, DCC/Sound version with LokSound decoder, separately-applied wire grab irons, coupler cut bars, trainline hoses, lift rings and other great details.

More about Athearn's new MP15AC in the LI blue and white MTA paint scheme next time so until then, happy modeling!



Long Island Sunrise Trail Chapter  
National Railway Historical Society  
Post Office Box 507  
Babylon, New York 11702-0507

---

**HAPPY HALLOWEEN**  
**FROM ALL OF OUR**  
**FAMILY**  
**TO YOURS!**

