



SEMAPHORE



February 2015

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

THIS MONTH:

Andrew Sparberg, retired LIRR manager and transportation historian, will present a slide show about his new book *From a Nickel to a Token*. Details may be found on the rear cover of this issue.

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

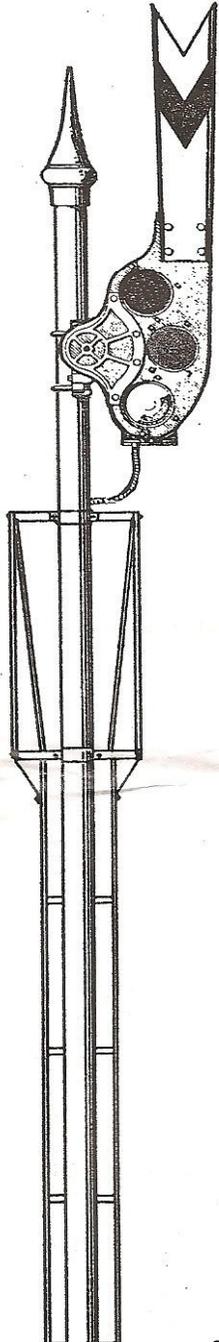
<http://www.nrhs-list.org>

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!



| | | |
|---------|---|-------------------------|
| # _____ | 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

IMPORTANT NOTICE!

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.

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

We are looking for pictures for our 2016 LIRR 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. Please send them via email or send slides.

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.

“Darth Vader” plows snow for the first time in early February.

Seen here along the Montauk Branch, the brand new plow is being shoved at speed by two borrowed New York and Atlantic GP-38-2 locomotives.

Photo courtesy of Ronnie Schnepf, via Facebook



LIRR NEWS by Steve Quigley

It has been reported that the incidence of LIRR passengers falling into the space between the train cars and platforms has dropped by more than 80% since the LIRR began a program of publicity and construction approximately 8 years ago. The LIRR has spent approximately \$37 million in changes to cars and platforms since 2007. Boards have been applied to platform edges and threshold plates have been added to the bottom of the door entrances to the entire fleet LIRR cars. While the physical changes have ended, the LIRR still continues with a public awareness campaign highlighting “watch the gap.”

While the LIRR’s gap incidents have dropped dramatically, there has been no noticeable national trend since the FRA began gathering data on gap incidents in 2011.

On Tuesday, January 28th, Long Island had a snowstorm that was substantial in size especially on the east end. The LIRR and the rest of the MTA transportation system had been shut down on Monday night in anticipation of the storm and most service had been restored with 24 hours. Several places in eastern Suffolk received close to 30” of snow while NYC received only 8”+-. In resuming service, the LIRR placed greatest emphasis on the routes with the highest ridership such as Babylon, Ronkonkoma, Port Washington, etc.

The LIRR brought out “Darth Vader” to clear the tracks from Ronkonkoma to Riverhead and then from Speonk to Montauk. Darth Vader is the LIRR’s \$1.5 million, 80 ton snow clearing and ditching vehicle that was purchased in 2013.

In the most recent snow, rain, ice and then snow storm on 2/3, the LIRR’s alcohol train was brought out to spread deicing liquid on the 3rd rail. This train consists of two MP-15 AC’s and between them is an M-1 car equipped with the deicing equipment. The deicer liquid is spread on the 3rd rail to prohibit the buildup of ice that would act as an insulator between the 3rd rail pickup shoes and the 3rd rail.

The LIRR is initiating a \$76 million plan to nearly double the size of its storage capacity in the Ronkonkoma yard. The additional tracks would be located on the south side of the existing rail yard. The reason for the expansion is the anticipation of providing expanded service when East Side Access is completed and LIRR trains begin rolling into Grand central Terminal. 11 new tracks will be added to the existing 12 tracks in the Ronkonkoma yard. Other similar expansion projects are or will be taking place in Port Washington, Massapequa and Babylon. Construction on the Ronkonkoma yard is not expected to begin until 2016 and would take approximately 2 years to complete.

On Thursday, January 23rd, the MTA board approved a 4% fare and toll increase which is the 5th time since 2008 that an increase has been done. The fare increase will take place on March 22nd, 2015 with the LIRR increase taking effect on April 1. The LIRR’s monthly and weekly tickets will be increased by no more than 4.25%. For example, the monthly commutation ticket from Ronkonkoma will pay a total of \$377 which represents a \$14 increase. The base fare of a subway ride will increase from \$2.50 to \$2.75 at that time.

On 1/17/2015, at least 6 food purveyors were closed on the LIRR concourse in Penn Station. A number of fast food outlets were closed in anticipation of an attempt to modernize Penn Station in bringing in more upscale or trendy retail shops and food outlets. These food shops were all located across from the main LIRR ticket office.



THE LIRR MODELER by Mike Boland

This Month's Feature: Attending "2015 Prototype Rails"

On the second weekend of last month—January—of this year, I had the opportunity to finally attend the 2015 Prototype Rails Railroad Prototype Modelers Meet in Cocoa Beach, Florida. I've been wanting to attend this 2 day plus event for quite some time now but I have never had the chance to attend. Well, this year was different! I finally made it!

Run by Mike Brock, the meet was held again at the Cocoa Beach Hilton Hotel, at water's edge. The meet was attended by 262 modelers and offered an amazing number of clinics and presentations hosted by a fabulous group of modelers and experts, including yours truly. Each clinic runs for 60 to 75 minutes or so and is offered twice during two all-day sessions on Friday and Saturday. In addition, there are two sessions of clinics offered Thursday night after dinner. If there is one thing bad about this meet it's the sheer number of clinics/presentations offered at one time—six! That's right, there are six really great clinics being presented and offered at the same time. So there's quite a bit of scrambling to do, and I was resigned to the fact that I would miss a few really good clinics but there was nothing I could do about it. There was just so much information to be absorbed so I was really running around...but what fun it was! Jeff Aley, a California-based UP modeler, was in charge of scheduling and he put forth a great effort to get all the shows in and give everyone a chance to attend many shows.

Jeff scheduled my show on LIRR MP54s in black and white for Thursday night and Saturday morning. Attendance was sparse, but that was expected; not too many LIRR fans/modelers on the property this year. I was flattered that Roger Hinman and Dr. Bruce Smith attended my Saturday show. Bruce enjoyed himself and learned a lot about LI MP54s; he was the PRRT&HS official who worked closely with Con-Cor to produce their fine MP54 fleet of steam cars in both PRR and LIRR paint schemes. I felt honored to have him at my show.

All the clinics were simply marvelous, informative and entertaining. Each year, clinics break down into such categories as freight cars, passenger cars, industries and operations, layouts, prototype and how-to's! Among the presenters were Al Brown ("Freight Car Projects including Parker's Boat"); Andy Carlson ("Color Freight Car Photos of the Late 1950s"); Jeff Cauthen ("Southern Pacific Business Cars"); Chuck Davis ("Modeling Lehigh Valley Coal Cars"); Ray Hazen ("Making Your Layout Live"); Tony Koester ("Creative Structure Kitbashing"); Marty McGuirk ("Modeling the October {Fall} Scene"); Lance Mindheim ("Achieving Realism"); Bill Darnaby ("An Update on the Maumee Route"); Jared Harper ("Operating Trains of Santa Fe's Alma Branch in May 1943"); Jim Langston ("Amtrak Prototype Passenger Consists from 1971 to 1982"); Steve Orth ("Innovative Layout Construction") and a host of others.

Greg Martin returned with his popular "Shake-N-Take" comprehensive clinic; this year's car was a Rock Island steel 40-foot double-door Athearn automobile car with special decals and resin parts. I still hope to get one and build it for next year's show. And all the fine models and layouts on display were absolutely awesome! Man, I had a great time at this show!

Until next time and a report on the 2015 Amherst Train Show, happy modeling!



Stack Talk by Neil Moran

As we are now in the “Heart of Winter”, one would think what possible news about steam locomotives could I write about? Well, read on and discover what is happening in the “World of Steam”.

WASHINGTON – SNOWQUALMIE Recently, the Northwest Railway Museum in Snowqualmie officially announced plans for a steam locomotive program that will involve two engines from this year. The group will formally operate former Santa Cruz Cement H2A 0-4-0 steam locomotive that’s on loan from the Museum’s Curator of Collections, this restoration will begin immediately and will last for the next two years. The museum will also fully restore former Northern Pacific Railroad #924, a 0-6-0 Swither. She was built by the Rogers Locomotive works in 1899 for the St. Paul & Deluth railroad as #74. The locomotive was re-numbered to #924 after the Northern Pacific Railway purchased her from the St. Paul & Deluth railroad. In the early 1900’s, #24 was at the Seattle’s King Street Station switching cars around, and then moved to the Seattle Tacoma Yards in its last years. Following the #924 completion, the museum will start work on the #14 a 4-6-0 (ten wheeler) built by the Baldwin Locomotive Works in 1898 for the Union Colliery Company. When the Vancouver Island Mine R.R. was absorbed into the Canadian Collieries, while keeping the same number. It worked at the Collier’s until 1960. She is a classic ten wheeler that will allow the museum to provide a authentic experience of recreating railway passenger service from the 19th century.

UTAH – OGDEN: Former Denver & Rio Grande Western 2-8-0 built in 1991 by the Grant Locomotive Works. This three foot narrow gauge locomotive saw duty in Colorado and Central Utah on the D&RGW. The engine was donated to the city of Salt Lake City in 1941 and later again donated to the Utah State Railroad Museum in Ogden in 1992. That same year, the Golden Spike Chapter of the Railway & Locomotive Historical Society began an effort to restore the #223 to an operational engine. Restoration has moved slowly, but they have made considerable progress with volunteer help but still need more volunteers. Currently, a new water tank is being built on the tender frame. The group is now working on the steam dome and the sand dome. But the main problem is getting more volunteers.

WYOMING – CHEYENNE: Last month I wrote that there would be almost a two year delay in restoring former Union Pacific “Big Boy” #4014 back on the rails again. And here the reason why when the “Big Boy” #4014 rolled into Cheyenne several months ago, work has been slowed down on this huge machine. The original project for getting her up and running was three to five years, but now it looks like five to seven years said U.P. spokesperson Mark Davis. They hope the #4014 will now be ready by 2019. That is the same year of U.P.’s 150th anniversary of the completion of the Transcontinental Railroad. Mr. Ed Dickens, the senior manager for Heritage Operations at Union Pacific Headquarters said “workers have spent a lot of time documenting the condition of #4014 and marking which parts will need to be ordered or manufactured. Actually most of the work done so far has been at the U.P. shop which houses the Big Boy. The shop has changed appearance over the years with the dawning of the diesel age. Other projects like heating improvements, new windows, and a new crane to haul heavy equipment are now in place. Also, diesel equipment will have to be moved out. Once this equipment is removed, the work on the Big Boy will move much faster. Mr. Dickens also said “#4014 was selected for many reasons, which has been confirmed since workers got it back to the shop”. For one thing, she was the 15th engine off the production line, meaning it has extra modifications that may not have been reflected in the drawing.

Stack Talk...continued by Neil Moran

And most important, #4014 was well taken care of before her retirement, and was one of the last Big Boys to be working in regular service. Nearly every component from the smallest spring inside the air brake system up to the very largest components will be rebuilt as needed or made brand new is necessary. Mr. Dickens said in conclusion “the 4000 class is legendary and you don’t have to be an aficionado of steam locomotives to appreciate the “Big Boy”. I think that covers it, don’t you think!!

WEST VIRGINIA – CASS: Immediately after the Cass Scenic Railroad State Park 2014 season which ended on Nov. 4th, all rail operations there were taken over by the State Rail Authority and the state owned West Virginia Central. This arrangement could mean much longer routes and a longer season through the rugged, and remote highlands between Elkins and Cass, while freeing the state from annually operating losses on the Cass which averaged about \$1.5 million annually. All employees now involved with the rail operations at Cass are being offered jobs with West Virginia Central Rail Operations contractor, the Durbin & Greenbrier Valley Railroad. This railroad operates the Durbin Rocket Mountain, Salamander and Tygart Flyer excursions trains. Commerce Commissioner Keith Burdette said “the Cass Scenic Railroad is a wonderful state treasure, and finding a way to preserve it for future generations has been our priority”. Mr. Smith also said “that plans are underway to develop the Durbin & Greenbrier Valley and the Cass Scenic Railroad steam trains to coordinate schedules allowing passengers to ride both trains with overnight stops at Cass and Elkins. Under this arrangement, riders could spend a night in Cass, then ride the Cass Scenic to the town site of Spruce atop of Cheat Mountain and then transfer to the West Virginia Central Cheat Mountain Salamander, and follow the Shavers Fork River by train to Elkins for another night’s stay. All the Shay locomotives that Cass operates last year will be running this year, and that also includes their 3 truck Heisler No. 6.

TEXAS – AUSTIN: The Austin steam train has its beginnings in 1989 with one daunting goal in mind – restoring a historic steam locomotive that has been sitting in a downtown Austin park for over 30 years. Not only did the Austin Steam Engine Association reach the goal of putting the former Southern Pacific #786 2-8-2 Macado back to operating condition, but the locomotive was used to haul Austin Texas Central excursions that since 1992 have carried more than 300,000 passengers through Austin and the Texas Hill country. She was built in 1916 by the American Locomotive Company Brooks Works in Dunkirk, New York. The 143 ton Macado proudly headed trains for the first seven years of excursion operations until being sidelined for repairs, which unfortunately turned into a major overhaul from the rails up to the stack, and by the way, repairs continue to this day. Now the reassembly of #786 is nearly complete. And, here’s what has been done. All the connecting rods have been installed on the driver over the new brass bearings and secured with the keys and individual nuts. The immediate goal is to finish reassembly and painting of the pony truck. On the trailing truck, a new bearing will need to be made and pressed into a tongue of the truck where it attaches to the frame. When this is completed, then the trailing truck will be reassembled and flipped over to await connecting with the frame. Also, work is progressing on the final measurements for the machining of the bearing boxed and finalizing a vendor to do the work. Next on the list comes the reassembling the components of the cast cylinder saddle and then performing a pressure test. Think its easy putting a steam engine back together, well guess again!!

UNTIL OUR TRACKS CROSS AGAIN



2015 NRHS Convention “Vermont Rails”

Tickets are now available for the 2015 NRHS convention in Rutland, Vermont, taking place June 14-20, 2015. Society members can choose from seven days of rare excursion trains and historic tours featuring Vermont Rail System, the Saratoga & North Creek Railroad and timeless New England scenery. Photo stops are planned for most of the trips.

Tickets can be purchased by visiting http://www.nrhs.com/2015_Convention. Convention trains include the following:

- A Vermont Rail System “photo freight” from Rutland to Ludlow and return, powered by a classic Alco RS-1 locomotive, through the scenery of the Green Mountains (June 14).
- A Saratoga & North Creek passenger train in northern New York, following the scenic Hudson River and led by rare BL2 diesels (June 15); passengers will have the option of riding Amtrak's *Ethan Allen Express* between Rutland and Saratoga Springs.
- A VRS passenger train from Rutland to Bellows Falls and return over the Green Mountain Railroad and the former route of the original Steamtown excursions (June 16).
- A VRS passenger train from Rutland to Burlington and return, including a two-hour layover at the Burlington waterfront or a three-hour tour of the famous Shelburne Museum (June 18).
- A rare mileage trip from Rutland to the Omya processing plant on the remains of the original Clarendon & Pittsford Railroad near Florence, VT (June 19).
- A VRS passenger excursion train between Rutland and North Bennington/Hoosic Junction and return.

Dome, lounge and business car seating are available, as well as coach and table seats; premium seating tickets are extremely limited and are already sold out for some of the trains.

Non-rail events will include heritage tours covering the New England Maple Museum, Cabot Cheese, Quechee Gorge State Park, the Calvin Coolidge State Historic Site, the Vermont Marble Museum and more. One tour is sold out but a wait list is being taken for a possible second section. Also taking place are the NRHS annual membership meeting, reception and banquet, plus history seminars about regional railroading.

The convention will be based at the Rutland Holiday Inn, which will host all convention meetings, seminars and the annual banquet. The hotel is offering a special room rate of \$99 for one person, \$119 for two, \$139 for three and \$159 for four, which includes a free hot buffet breakfast offered in advance of event departures.

While some events are sold out, coach tickets remain available for all rail trips and a few premium seats remain on some trips. The hotel still has rooms open but they are selling fast. Convention Chairman Walter Zullig urges all members to order their tickets and make their hotel reservations as soon as possible so as to be assured of obtaining the desired accommodations. Rutland is easily reached via Amtrak's *Ethan Allen Express*. Connections with the Amtrak national system are available in New York City and Albany.

New York State Proposes LaGuardia Air Train Link

Article written by Joseph M. Calisi, and copied from "Trains Newswire"

A proposal by New York Gov. Andrew Cuomo would see new transit options for LaGuardia Airport in the form of a new \$450 million, 1.5-mile "Airtrain" rail shuttle. The trains would originate at the airport terminals, run along the Grand Central Parkway, and terminate between New York City Transit and Long Island Rail Road stations. Both rail lines have direct links to Manhattan, which will afford passengers a two-seat ride to the city's core.

Gov. Cuomo adds that the Port Authority and MTA will jointly work on this LaGuardia project together but offered no timeline for the work to be started or completed. LaGuardia is presently accessible only by local bus or automobile.

The plan has been met with enthusiasm from many quarters ranging from the political and special interest realms. Several proposed plans in the past have died either from community opposition or a lack of interest. This is the first time real political muscle has been applied to the LaGuardia rail connection concept.

"Gov. Cuomo has offered a clear vision and strong call for the transportation infrastructure that is absolutely essential for the New York region to compete successfully in the global economy," joint statement of Port Authority Chairman and Executive Director Patrick J. Foye and MTA Chairman and CEO Thomas F. Prendergast reads. "The Port Authority and the MTA are working closely to establish the scope, schedule and management of the LaGuardia AirTrain, just as they worked closely to create the successful JFK AirTrain."

Funding for this, and other upcoming infrastructure projects, will rely on a \$5 billion surplus the state has achieved thru a windfall levied thru bank fines, and some federal funding. As planned, New York residents will see no increase in their taxes.

Editor's Note: *Follow up discussion on this topic on social media has indicated the proposed connection to MTA LIRR and MTA Subway to be in the vicinity of the #7 Subway and LIRR Port Washington Branch near Mets - Willets Point Station (formerly Shae Stadium / New York World's Fair Station).*



An AirTrain shuttle, like this one at John F. Kennedy International Airport, may soon come to LaGuardia Airport as well. - Joseph M. Calisi

Long Island Sunrise Trail Chapter
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This Month's Presentation:

Andrew Sparberg, retired LIRR manager and transportation historian, will present a slide show about his new book *From a Nickel to a Token*. The book examines twenty specific events between 1940 and 1968, bookended by subway unification and the MTA's creation. Beyond unification of the IRT, BMT, and IND, the system morphed into today's network. The public sector absorbed most private surface lines, and buses completely replaced streetcars. Elevated lines were demolished, replaced by subways or, along Manhattan's Third Avenue, not at all.

Strategic track connections were built to allow a more flexible and unified operation. The oldest subway routes received much needed rehabilitation. Thousands of new subway cars and buses were purchased. The sacred nickel fare barrier was broken, and by 1968 a ride cost twenty cents. Labor issues were often front page news.

The book features nearly 150 rare photos, mostly from the New York Transit Museum archives. Many will be part of the slide show.

Copies will be available for purchase after the presentation.

