



SEMAPHORE



March 2015

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

THIS MONTH:

Douglas Nash will present "Things You Can't Do Anymore", a potpourri of railroad locations / events in various countries that can not be repeated as time has eliminated the location or subject.

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

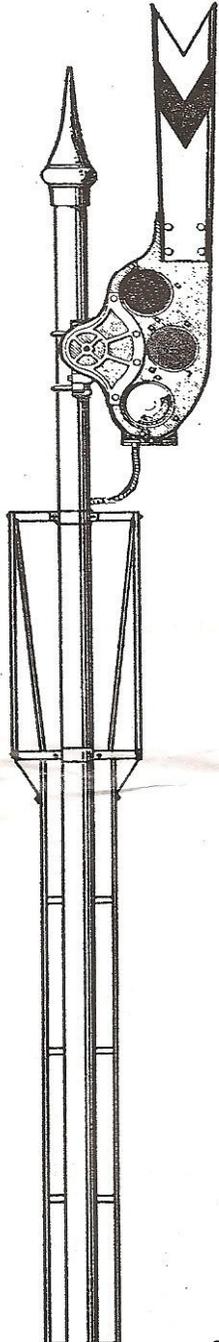
<http://www.nrhs-list.org>

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 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	@\$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 _____

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]

LIMIT ONE EACH OF THE SEYFRIED BOOKS PER CHAPTER MEMBER

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.

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.

Chapter member Andrew Sparberg, has written a hard cover book titled "From a Nickel to a Token." Andy, is a retired LIRR manager and transportation historian. As noted in the February edition of the Semaphore, the book examines twenty specific events between 1940 and 1968, bookended by subway unification and the MTA's creation. The book features 150 rare photos mostly from the NT transit Museum archives. I have a purchased a copy already and have found it to be an interesting read and full of fascinating photos many of which are long gone scenes.

We are ordering the book for Chapter members and as usual, there will be a substantial discount price off the list price. I will have the particulars in next months Semaphore and we hope to have them in stock by the April edition of the Semaphore.

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.

Railroad History Presentations by Dave Morrison

March 24 @ 7:00pm - Wantagh Public Library - Theodore Roosevelt's Love of Trains

April 20 @ 7:30pm - Levittown Public Library - Long Island Rail Road Port Jefferson Branch

April 28 @ 2:30pm (afternoon program) - East Northport Public Library - LIRR Port Jeff Branch

LIRR NEWS by Steve Quigley

Several Suffolk County politicians, including the Brookhaven Town Supervisor, have called for the extension of the electrified portion of the LIRR to Mastic Shirley on the Montauk line and Port Jefferson on the Port Jefferson line of the LIRR. The local state Senator said these electrifications would take cars off the LIE and Sunrise Highway.

A LIRR spokesperson has stated that at the present time, these electrification projects would be daunting and are presently not on the drawing board. It was estimated that the cost of electrification would be approximately \$18 million per mile. The question of building storage yards for the cars as well as other infrastructure improvements was not addressed.

The LIRR spokesperson also noted that market demand for a large scale investment such as this must be evaluated as well as the support from the local communities and politicians must be evaluated.

[The LIRR has proposed several places for passenger car storage yards in Nassau and Suffolk Counties and several times strong local opposition has occurred. NIMBY! S.Q.]

The Head of the MTA has vowed to find better ways to protect passengers, motorists and pedestrians at railroad crossings in the MTA system which includes the LIRR and Metro-North. Thomas Prendergast comments followed the deadliest MTA railroad crossing accident in more than 30 years which occurred on Feb. 3rd in the community of Valhalla in Westchester County. [The March 14th, 1982 LIRR crossing accident at Herrick's Road in Mineola, which killed 9 teenagers, resulted in the elimination of the Herrick's Road train/car crossing at a reported cost of a \$85 million.]

MTA officials said that one step they will take immediately is to expand its relationship with Operation Lifesaver which is a nonprofit organization dedicated to stopping train accidents. Mr. Prendergast also stated that elimination of a railroad crossing is an expensive proposition which has occurred only twice in the past two decades, both in Mineola. The Roslyn Road crossing was eliminated as well as the aforementioned Herrick's Road.

LIRR President, Patrick Nowakowski spoke at the LI Regional Planning Council recently and stated that building a third track on the LIRR's Main line from Hicksville to Floral Park, will not proceed unless all the communities involved get on board with the proposal. The third track proposal which has been considered for the past 30 years was shelved about 7 years ago due to a lack of funding and political support. The project would entail the taking of some private property along the right of way due to the close proximity of some homes and businesses along the track. This is in contrast to the 18 mile second track being built from Ronkonkoma to Farmingdale in which the LIRR already owns the land which is wide enough for two tracks. The 3rd track from Floral Park to Hicksville to Floral Park is needed in order to accommodate the increase in reverse commuters in the AM and PM rush hours. [For example, I work in Mineola and the amount of people who take the train east in the morning and debark at Mineola who work for Winthrop Hospital is substantial. S.Q.]

At the present time, the third track project is NOT included in the MTA's 5 year program or in the LIRR's 20 year Capital Needs Assessment.



THE LIRR MODELER by Mike Boland

This Month's Feature:

THE 2015 AMHERST RAILWAY SOCIETY RAILROAD SHOW IN WEST SPRINGFIELD, MASS.

Once again, the weekend before the Super Bowl found me at the Big E, the Eastern States Exposition Center in West Springfield, Mass. for the Amherst Railway Society's annual railroad and hobby show. Again this year, I took the charter bus operated by railfan/photographer Steve Williams and it's a good thing I did. The weather was bad but not as bad as the great blizzard that followed about two days later. The bus and I got there later than expected but safely and off I went. Four buildings are tough to do but I did it all and got just about everything I wanted in about five hours.

First stop was the Mallery Building with lots of layouts and rolling stock and I was off and running. Twin Forks NRHS chapter was there; I also picked up two special-run Penn Central 50-foot double-door boxcars made by Atlas for the PCTHS. I picked up an Atlas 2015 catalog to discover more LIRR C420 Century locomotives are on the way! They are the Phase II version with Hi-Ad trucks and will be in the blue and white stripe paint scheme as well as the later Bicentennial red, white and blue scheme. Both schemes will be offered in three road numbers with sound and non-sound versions. I can't wait! Remember, there are three other paint schemes that these units wore: as-delivered yellow and blue pastel colors from ALCo, the standard blue and yellow MTA #1 paint scheme and the dark blue and yellow with slant white lettering that two units wore for a very short time while powering a LIST fantrip organized by Gene Collora. I heard too that Atlas will also do the LIRR S2 in orange and gray but there's no date on this.

Con-Cor mentioned in a flyer that they'll be a rerun of passenger cars so does that mean that there will be a run of Long Island cars? I also heard there will be another run of gray/orange LI MP54s. Good news if true! I'll be writing about these cars when I finish the Montauk series, which will resume next month.

I moved to the other three buildings but didn't get a chance to talk to Athearn about them finally doing the LI MP15AC in blue and white. Three numbers will be offered with and without sound. Let's hope they follow up with the two other paint schemes! And how about a SW1001, guys? I'll send you photos!

Broadway Limited's H10s 2-8-0 should be out shortly and yes, there IS a LI version with LONG ISLAND on the tender. Also, Bowser is going to do the Phase III RS3 so I'll try to help them with a CORRECT body and underbody LI version as well as three different paint schemes.

All in all, a great show—as usual—but attendance was down due to the weather. I miss having dinner with The Chief or Ben Young when the show was over. If you're a modeler, this show is a must. Until next time, happy modeling!



Stack Talk by Neil Moran

WASHINGTON – SNOQUALMIE: The Northwest Railway Museum in Snoqualmie which a steam program back in October 2014 with the movement of former Northern steam locomotive #924 a 0-6-0, is now working to restore the #14 a 4-6-0 (ten wheeler) built in 1898. She operated on the Candian Collieries line. This restoration is headed by Stathi Pappas who joined the restoration Center in 2014 to jump start the steam program. He used his own engine former Santa Cruz Portland Cement #2 as a means to train volunteers how to operate a steam locomotive. Once the engine is restored, the #14 will be running at the Northwest Museum. For now the goal is to raise funds so he can repair #14. For more information go to ww.trainmuseum.org.

NEVEDA – CARSON CITY: A few months ago on November 19th, the shop crew built a fire in the firebox of the former Carson & Lake Tahoe 2-6-0 mogul named "Greenbrook". She's a narrow gauge locomotive built by the Baldwin Co. in 1889 and everything went according to plan. The fire continued for two days, and the intensive inspection by the two boiler inspectors went well, the locomotive now has a licensed boiler. So now the final work which includes a boiler jacket is now underway. The plan is to reintroduce the locomotive to the public on May 24th, at the 140th anniversary this Baldwin built locomotive arriving at the Virginia & Truckee machine shops in Carson City. Cris Dewitt, Supervisor of the "Greenbrook" restoration stated that "a generous grant from the E.L. Wiegand Foundation enabled the Nevada State Railroad Museum to complete the restoration" thanks to all the people who worked on the restoration of the engine.

NEVADA – ELY: Here is some news concerning the Nevada Northern Railway in Ely, Nevada. For the first time in 24 years, steam locomotive # 81 was moved from the engine house to begin a two year restoration project with the goal of having it back in service for the 2017 season. Engine #81, a 2-8-0 was built and delivered to the Nevada Northern Railroad in March, 1917. Restoration of this Consol type will allow the museum to take full advantage of the latest technology in restoring the #81, the restoration should run the museum around \$1,200.00. Indeed a tidy sum. Now, a third steam engine is needed because steam locomotives are required by the Federal Railroad Administration to undergo a fifteen year maintenance cycle. So #93 will need to go under this federally mandated cycle that starts in October 2016. She will have her boiler removed, and the boiler shell inspected. In addition to the boiler work, the rest of the locomotive and the tender will be examined closely. This project will last into 2017 season. If #81 is not in service for the 2017 season that will leave engine #40, a 107 year locomotive all alone to handle all the trips on the line. Not a good prospect!! No. 40 has running issues right now, and hopefully that will be addressed soon. The locomotive #81 is just the start of a proactive program to raise money to ensure that all our steam locomotives stay in service. Mr. Mark Bassett head of steam operations said "our goal is to get all of our steam locomotives running, and successfully run our railroad". Seems like a man on a mission!!

NEW MEXICO – CHAMA: Last October 2014, the Parks and Restoration Advisory Board of Colorado Springs heard a proposal from the Cumbres & Toltec Railroad to restore and also operate steam engine #168 a 4-6-0 (ten wheeler), a Class T12 built in 1883. Following a public hearing about the proposal, a lease agreement was drafted and if approved by all the parties, the 1883 Baldwin could be headed for a restoration in Chama. Commonly called "Old 168" when purchased by the Denver & Rio Grande Western Railroad in 1883, she powered the first D&RGW passenger train between Colorado Springs and Ogden, Utah. This narrow gauge locomotive was in service for 50 years before its retirement in 1933 due to reduced demand caused by the depression, plus the new more powerful engines being bought by the railroad. In 1938 #168 was donated to the City of Colorado Springs as a monument to the contributions of General William Palmer, who founded the Denver & Rio Grande Western Railroad.

Stack Talk...continued by Neil Moran

NORTH CAROLINA – SPENCER: Now let's move to the eastern part of the United States. The restoration of Norfolk & Western J 611 still remains on track, with the unique goal of preparing the 4-8-4's running so it can once again power passenger trains on excursions. Even though some surprise expenses have cropped up, the restoration is on time, as well as within the budget. The J611 is expected to be under steam when it returns to Roanoke possibly by late May. Right now the partially dismantled giant is being worked on, and things are on time. To cover the latest news more than 200 flue have been restored, and the rear flue sheet has been replaced. Also, the engines air compressors have also been replaced which cost the group \$90,000. Soon the #611's four front pony wheels will be replaced which is another step in the right direction. So things are looking good as the full restoration draws near. Patience is the word, here my friends, just a little longer!!

NEW YORK – OYSTER BAY: Take heart steam fans around the Big Apple. Here is some exceptionally good news. After more than a decade of planning and fundraising, the Oyster Bay Railroad Museum has started the process of restoring former Long Island Railroad steam locomotive #35 a 4-6-0 (ten wheeler) to operating condition. No. 35 was built in 1928 by Pennsylvania Shops in Altoona which at that time was the Long Island's then parent company. After being retired the locomotive was put on display in Eisenhower Park in 1955. For decade's it was just sitting there "Rusting in Peace" at the end of the LIRR Oyster Bay Branch. But several months ago, a dozen volunteers started loading the 68-inch drivers, rods, and pilot trucks and other parts of #35 on to a tractor trailer truck for a trip to the "Steam Operations Corporation", in Alabama. "It's really exciting because it's the first step in the movement from preservation of the restoration" said board member Steven Torberg, who started this project. The Alabama Company will restore the initial parts, and within a year, the frame of the locomotive will also be trucked to Alabama and overhauled. Over five years ago Steam Operations President Scott Lindsay said the tender was in bad shape and could not be repaired, so they are going to build a new tender. The Museum now has \$570,000 from a 2006 grant that should cover the construction of the tender along with the restoration of the locomotive. Now the group needs to come up with another \$1 million to complete the restoration, estimated to take three to five years. This additional amount will go towards rebuilding the firebox, boiler and cab. When all the parts are finished, they will be trucked back to Long Island and reassembled there. Their intention is to fully operate the #35 to run on the grounds of the museum as a "Show Case" for all visitors to see. Eventually the engine will run excursions on the L.I.R.R. based out in Riverhead and Greenport. "That would be our goal, and dream come true", said Mr. Torberg. We can only wish this group the very best in their achieving their goal. In the next issue of the Stack Talk, we'll have a report on this groups ten wheeler #39, so stay tuned.

Once again it's time to thank the people who took the time to send me such good news this month. John Biehn (Dayton Railroad Society), Peter Chatman (London, United Kingdom), Paul Kalka (New York Railroad Enthusiasts), Warren Smith (Albuquerque, New Mexico)), and from your most humble servant in Steam!! And remember "Steam Never Dies".

UNTIL OUR TRACKS CROSS AGAIN

EDITOR'S NOTE: With regard to the restoration of Steam Locomotive #35 in Oyster Bay, it should be noted that it is NOT the intention of the Oyster Bay Railroad Museum to operate Steam Locomotive #35 on the LIRR once the restoration is complete. While this has always been a dream of both the Oyster Bay Railroad Museum and the Railroad Museum of Long Island, it is simply not realistic to make such an assumption, particularly when a fully restored and operational Locomotive #35 is not yet a reality. Clearly this statement was another common confusion between actual statements and previously published statements by predecessor museums management. *Steve Torborg*



2015 NRHS Convention "Vermont Rails"...Update

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.

Ticket sales are proceeding at a brisk pace and some classes have sold out. Premium space is available on the Dover Harbor and former Santa Fe dome on all trips within Vermont. Space remains available in the Macintyre business car on the Hoosick Jct. trip. Coach and table car seats are open on all trips.

Lunch is included on all trips within Vermont except the Bennington trip where you will be able to experience this exciting waterfront town with its many fine restaurants and attractions during the layover.

A word about hotels: The Rutland Holiday Inn now is fully booked Monday June 15 through Friday June 19. Rooms are available there Thursday June 11 through Sunday June 14 and there are some rooms open on Saturday June 20 through Monday June 22. Please call the Holiday Inn directly at 1-802-775-1911 to make your reservation. So, if you want to just do the Hoosick trip and/or the Fathers' Day trip, you still can get a room at the Holiday Inn.

We have arranged for two overflow hotels:

The Hampton Inn (Hilton chain) is adjacent to the Holiday Inn. They have set aside some rooms for us at \$139 per night plus taxes but reservations must be made by March 31, 2015. Call them at 1-802-773-9066 and ask for Lannie or Mark. This hotel is 50 yards from the Holiday Inn and breakfast, parking and Wi-Fi are included.

The Best Western Inn & Suites will give us up to 40 rooms. Their special NRHS rate is \$109 for a standard room for 1 or 2 people and \$139 for a one bedroom suite with full kitchen, dining area, living room and bedroom with 2 queen beds. All are plus taxes. Their rate includes breakfast and parking. Call them at 1-802-773-3200 and be sure to request the NRHS Conference rate. The Best Western is 3 miles from downtown and about 4 ½ miles from the Holiday Inn where our buses will arrive and depart. Thus persons using the Best Western are advised to have an automobile available.

We look forward to greeting you as we travel over the historic rails of the Saratoga & North Creek, Delaware & Hudson and the Vermont Rail System!

Walter Zullig
Chair, VERMONT RAILS 2015



Three Decades of Turmoil and Tumult, The LIRR 1945 to 1975

The Railroad Museum of Long Island is proud to present its annual Educational slideshow and discussion by Long Island Rail Road Historian and Master Model Builder, Mike Boland. Mike will present his views of the LIRR from the end of World War II, through the horrors of the 1950's, the New York World's Fair years, the sale of the railroad by the Pennsylvania Railroad to the State of New York and the formation of the Metropolitan Transportation Authority.



Saturday, March 21, 2015 at 1:00 PM in the Suffolk County Historical Society Education Hall, 300 West Main Street, (across from the Riverhead Public Library), Riverhead, NY. Ample municipal parking is available in the Suffolk County Courthouse parking area, located at Osborne and Court Streets in the southwest corner section - behind the Historical Society building.

Mark your calendar now and plan to attend this fascinating retrospective of railroading history on Long Island. Admission is FREE and open to the public. Visit us on the web at www.rml.org or telephone **631-727-7920**.

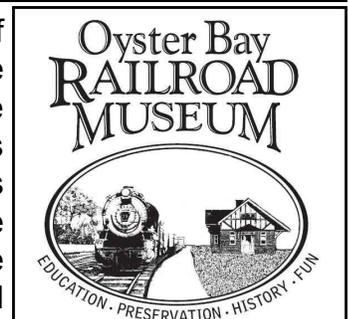
(In case of inclement weather, the revised date is Saturday, March 28, 2015 at 1:00 PM, same location. Go to our web site www.rml.org for notice of cancellation.)

Future Dates:

April 11, 2015 2015 Tourist Season opens at Riverhead, NY Saturdays only 10 am to 4 pm.
May 23, 2015 2015 Tourist Season opens at Riverhead, NY Saturdays and Sundays 10 am
to 4 pm, and Greenport, NY Saturdays and Sundays 11 am to 4 pm
August 29 &30, 2015 Riverhead Railroad Festival, Riverhead Site 10 am to 4 pm.

Steam Locomotive #35 Restoration Continues...in Alabama!

While the Oyster Bay Railroad Museum forges ahead with the restoration of the Oyster Bay Station, work continues on Steam Locomotive #35 at the Steam Operations Corp shops in Muscle Shoals, Alabama. Under the direction of SOC President, Scott Lindsay, the drive wheels, tires and axles have been sandblasted and dismantled for machining and replacement as necessary. Once the drive wheels have been renewed, work will continue on the bearing boxes, drive rods, pins and other components of the running gear.



The group has created a Facebook page specifically for Locomotive #35, in the hopes of raising awareness, and eventually funding for the complete restoration of the engine. Check it out at www.facebook.com/lirr35.

Also check out our new website at www.obrm.org.

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New York Railroad Station Eagle Day – May 15, 2015

By David Morrison

May 15th will mark the 50th anniversary of the dedication of the Penn Station eagle at Hicksville Station.

In conjunction with that anniversary, I'd like to self-proclaim May 15th as:

New York Railroad Station Eagle Day

What I would like to accomplish on that day is to collect photographs taken on that day of ALL of the Penn Station and Grand Central Station eagles. The next day, which is a Saturday, would be fine.

The photographs of each eagle would hopefully have a special touch. It might be a flag placed next to the eagle, bunting around the eagle, a floral arrangement next to the eagle, or a person or persons standing next to the eagle, such as a Boy Scout, a member of the military, or a veteran. The foregoing are examples of what might be arranged in order to make the photograph special.

The photographs may be emailed to me so that they can be posted on a webpage dedicated to the eagle day.

Steve Lynch, who is the webmaster for trainsarefun.com, will be setting up the webpage as part of his website.

I'm seeking a person who will photograph the 2 Grand Central Station eagles that are at the Vanderbilt Museum in Centerport and a person who will photograph the 2 Penn Station eagles at the Merchant Marine Academy in Kings Point. Perhaps a chapter member would like to do so. Please let me know if you would be interested in helping me with this project or suggest someone who might be able to help.

You may reach me at daverail999@gmail.com or **516-935-3145**