



# SEMAPHORE



## April 2015

The next meeting of LIST will be on **Friday, April 17th at 8:00pm** at the Christ Episcopal Church, South Carl Avenue and Prospect Street, Babylon, New York.

### THIS MONTH:

Due to the poor weather last month, 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:**

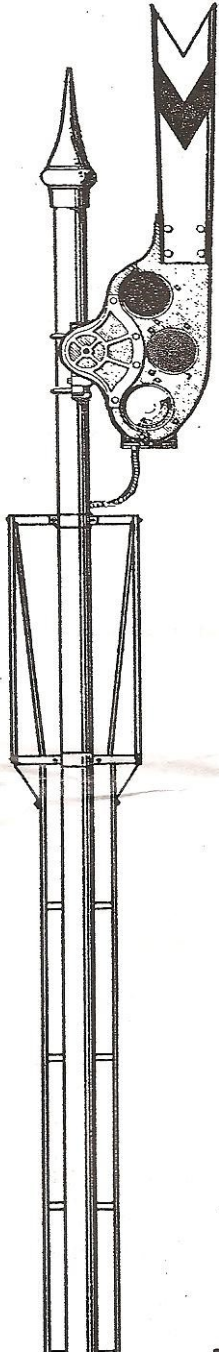
**<http://www.nrhs-list.org>**

**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 <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	@\$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!**

## 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.

Several people have sent in photos, I hope you enjoy them. Don't you wish to share some photos of the LIRR that you have taken with other fans of the LIRR and its people?

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 NY Transit Museum archives. I have 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.

I have ordered copies of the book for Chapter members and we should be receiving them shortly. I should have a price for you next month and I will add this book to our price list.

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

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

**LIRR NEWS by Steve Quigley**

The 118 year old Colonial Road Bridge in Great Neck on the Port Washington Line of the LIRR was recently closed. This bridge will close for approximately 1 year so the B + B department people of the LIRR can rebuild it as part of a \$45 million project to expand and rebuild service on the Port Washington line. The bridge will be demolished and replaced with one with wider lanes and improved sidewalks. Most of the work will be done during off peak hours but rail service will be suspended on June 19-22 of this year while the bridge is being demolished. As part of the project, an existing pocket track will be extended by 12 car lengths to allow for more trains to be stored and turned around. Completion of the entire LIRR project is scheduled for the end of 2018.

The Port Authority has held seven public hearings over the past 2 months on a set of 10 options to improve freight service between downstate New York and New Jersey. The options range from expanding the current system of taking rail cars by barge across the harbor between New Jersey and Brooklyn to digging a tunnel under New York Harbor. Expanding the barge system will cost a minimum of \$100 million and at the other end of the cost spectrum; the tunnel under NY Harbor may cost as much as \$11 billion. Passenger service could be added along the existing Bay Ridge branch and possibly even cross the HellGate Bridge into Co-op City in the Bronx.

Currently freight service to Long Island has several different methods of arriving on LI. The biggest method is by truck over the Whitestone Bridge or Throgs Neck Bridges into Queens and then on to the L.I.E. Another option is for rail cars to travel north by rail to Selkirk yard and then down the east side of the Hudson across the HellGate Bridge to LI. The third option is to load rail cars onto barges and then across NY Harbor to Brooklyn. They then travel on the Bay Ridge Branch to Fresh Pond and then to points east.

Any increase in rail freight would be a benefit to the existing Brookhaven Rail terminal in Yaphank or a proposed new Pilgrim Intermodal Terminal on the grounds of the old State Hospital in Brentwood.

After 4 days of up to 30 minute delays, commuters on the Ronkonkoma Branch of the LIRR were able to resume their normal ride on Friday, 4/3. The delays were due to a New York & Atlantic freight train derailing in a siding in Wyandanch. The derailment ripped up signals and destroyed a signal box which among other things controlled crossing signals for 3 railroad crossings in Wyandanch and West Babylon. LIRR crews worked around the clock to clear the lumber freight car which had to be cut up on the site of the derailment as well as to rebuild the signal box. Workers at the LIRR's Garden City facility had to string 500+ wires and dozens of other components to replace the destroyed signal box. Normal rail service on the Ronkonkoma line resumed on Friday 4/3.



# Long Island Rail Road

***THE LIRR MODELER by Mike Boland******This Month's Feature:*****MONTAUK IN JUNE 1973 PART 4**

As I continue my series—after a delay of several months and I do apologize for this—let me look at the other sleeping/parlor cars in the Montauk yard in June 1973.

Ben caught another sleeping car—also of the painted variety—but unlike #2049, this car had been named and its number removed from the car's sides in an interesting patch job that is worthy of modeling at some point. The car is WUNNEWATA, #2058, one of five 4 double bedroom-4 compartment-2 drawing room cars bought from the Pennsylvania Railroad and these cars were in the "Imperial" series and were built in 19--. WUNNEWATA was coupled to several other sleeping/parlor cars on an adjacent track south of the station. Perhaps this was a train going back to the city on Sunday. As with car #2049, painted cars wore the LIRR's MTA passenger car paint scheme #1 of Nordic Blue wrap-around stripe, slant lettering, names and numbers along with Platinum Mist body. Small MTA "M's" are in the lower corner of each car by the vestibules.

There were other sleeping/parlor cars in the yard and Ben got shots of them, too. These were newer, stainless steel cars and one of them was the sole parlor in a train of several cars, with all the other cars being coaches. At the east end of the yard is MONTAUK, #2070, one of six New Haven cars purchased from the Penn Central. These cars, built in 19—were in the "Point" series and were 14 roomette-4 double bedroom-2 chair cars. MONTAUK, being a stainless steel car, had a blue stripe through the window but not wrapping around the ends of the car. There was a small, narrow letter board above and below the middle of the car as well as small letter boards just above the window stripe at each end of the car. Near the end of the car below the windows were sheet-metal squares with an MTA "M" affixed to them. On the other side, no doubt, was a New Haven logo. Except for the squares, all the letter boards had been repainted by the LIRR in Platinum Mist and then lettered LONG ISLAND and MONTAUK in smaller, blue slant lettering while the corner letter boards, which probably were once lettered PULLMAN, were left blank but repainted. Interestingly enough, this car's roof was also painted Platinum Mist, something that was not done to all these cars as there were two variations of this scheme but more about it later.

More about other sleeper/parlor cars, trains, locomotives and Montauk next time as my series continues. Until then happy modeling!

Tru-color Paints has brought out three LIRR colors, a yellow which seems to match the yellow used on locomotives and cabooses in the MTA #1 scheme, a blue, which seems to be very dark but match the blue stripe on Pullman-Standard MU car windows and a dark gray, which seems to be a pretty close match to the Dashing Dan or smoky (Goodfellow?) gray used on LIRR passenger cars in the 1950s and 1960s. More to follow on these new paints.





## Stack Talk by Neil Moran

COLORADO – PALISADE: Mr. Chris Weiser said that he and Mr. Kall Schaeffer, President of the Ridgeway Railroad Museum, have commissioned Mammoth Locomotive Works of Palisade, Colorado to build a full size three foot recreation of the Rio Grande Southern locomotive No. 36. The original #36 was built by the Baldwin Locomotive Works back in 1880. She worked on the Rio Grande Southern from 1891 until 1893. The museum is located in Ridgeway, Colorado. Mr. Weiser stated that this modern age of building a steam locomotive requires modifications for safe and legal operations. The locomotive will burn diesel fuel to save room in the tender for a pair of modern generators air units, which is so necessary for the modern brake line system. Dual compressors will enable the engine to run on air during short excursions. If you are interested in helping the #36 get running, please contact the Ridgeway Railroad at <http://www.RidgewayRailroadMuseum.org>.

OKLAHOMA – OKLAHOMA CITY: Recently, the Oklahoma Railroad Museum at Oklahoma City has been giving the former historic ATSF engine that had been at the Oklahoma State Fair Park since the mid 1950's. Locomotive #643 a 4-4-0 was built back in 1879 by the Hinkly Locomotive Works. Later on she was rebuilt and operated by the Santa Fe Railroad to a 2-8-0 and then went to work on the Santa Fe's Southern Division until 1953. Unfortunately the locomotive was not going to be restored to operation status, and faced the dreaded "Torch". Fortunately, that didn't happen. By some hand of fate, it was cleaned and cosmetically restored as a display. The Oklahoma Railway Museum is a non-profit organization which preserves displays and operates historic railroad equipment for the public so they can have a better understanding of the importance the railroads played in the development of the Oklahoma territory and for that state. Oklahoma – you're OK!!

MINNESOTA – DELUTH: Volunteers from the Lake Superior Railroad are cosmetically restoring the former Deluth & Northern 2-8-2 Mikado #14. The engine is one of the two steam locomotives currently in the museum's shop for cosmetic restoration. The other is Northern Pacific 2-6-2 #2435. No. 14 is being repainted black with white lettering. Also a new number plate is being fabricated to replace the original, which the museum has kept in its collection. Museum curator Tim Schandel says "that after the restoration, #14 will be displayed in a covered outdoor area of the museum. Right now, the museum is making plans to move the engine outside the museum. The long term project is to eventually restore the #14 to running condition on its North Shore Scenic Railroad. The locomotive was built in 1913 for the Deluth & Northern Minnesota Railroad that was owned by the Alcer – Smith Lumber Company. She hauled iron ore trains on the D & N M RR until March 29, 1959, and was then sold to the Inland Lime & Stone Co. of Port Inland, Michigan that lasted until the mid-1960's. Facing the dreaded torch, the #14 was rescued by Dom B. Shank, Vice President of the Duluth & Missabe & Iron Range Railroad and brought to Lake Superior Railroad Museum for possible restoration. It certainly would be nice to see #14 polishing the rails again.

OHIO – SUGAR CREEK: Former B&O switcher #1190 had arrived at the age of Steam Roundhouse in Sugar Creek in late 2014. After some minor repairs to the 0-6-0's running gear and frame, the boiler was remounted, and the tender reconnected, and brought into the roundhouse. At this time no plans have been made for the #1190 except for her protection from the weather. The engine was built by the Alco (Brooks) in 1904 for the Buffalo, Rochester Pittsburgh Railway as #152. She is the lone survivor of the BR&P. The B&O took control of the BR&P in 1932, the 0-6-0's number was changed to #1190. When retired from the B&O, the locomotive was bought by the Ohio River Sand & Gravel Co. in Point Pleasant, West Virginia. Retired in the late 50's the switcher was in bad shape and faced "You Know What". But that never happened by some miracle. And now she sits in the Age of Steam Roundhouse, hopefully waiting for steam in her cylinders.

## Stack Talk...continued by Neil Moran

MICHIGAN – JEFFERSON CITY: The Pennsylvania Railroad T1 Steam Locomotive Trust Inc. is a non-profit public charity formed for the express purpose of constructing the PRRT #5550, the 53<sup>rd</sup> locomotive of its class. The PRR T1 represents the pinnacle of steam locomotives which was designed in the United States. These brutes had the capacity of achieving speeds in excess of 120 mph, with some running at 140 mph. In all, 27 class locomotives were produced by the Baldwin Locomotive Works and 25 at the Pennsylvania Railroad's, Altoona Shops. Sadly none of these monsters escaped the scrapes torch. The production of PRR T1, #5550 a 4-4-4-4, will fill a large gap in historical preservation. Most locomotives running today are over 60 years old, so with the building of a T1, this will inject new life into an aging heritage fleet. And now what will it cost? The group feels, and hold on to your hats, a tidy sum of around 4 million dollars, and the T1 trust hopes to have it ready by 2030. OK you can breathe again!!

GEORGIA - MACON: #509 is one of the remaining Central of Georgia steam engines remaining that traveled in the state of Georgia. She was built in 1906 and is a 2-8-0 Consol represents a time when Macon was a railroad town. But that was long ago. After she retired, it was placed in the freight yards of Macon to rust in peace until the dreaded torch would claim her. However, fate stepped in when the City of Macon claimed her for restoration. But that didn't work out, and the engine was sent to Hartwell Railroad Company. But that company did nothing to restore her to running condition. Many years went by, and finally the City of Macon reclaimed the #509 much to their chagrin. But fate stepped in, a suitor has come forth. The Savannah Coastal Heritage Society which runs the Georgia State Railroad Museum in Savannah, sees this locomotive as a prize addition. They have already put down \$70,000 to move the engine to Savannah and quickly begin restoration. Restoration would not mean just painting, but restoring all working parts. Unfortunately, the work won't be easy, as the #509 has a lot of rusted parts and work has begun on the cab with the help of a blow torch. The group says nothing will stop them in getting the #509 running again. Three cheers for that determined group!

NEW YORK - RIVERHEAD: Last month I wrote an inspiring story of the Oyster Bay Railroad Museum restoring their G5 class ten wheeler #35. In this issue I'll write about the island's other 10 wheeler #39. Don Fisher, President of the railroad museum located in Riverhead and Greenport, Long Island is looking forward to a happy ending for the other surviving LIRR G5 class locomotive #39. The locomotive unfortunately sits rusting in peace in Riverhead. Back in 2013, after 33 years of on and off efforts to restore this 10 wheeler, the East End Museum finally announced a controversial plan to move the locomotive to the Strasburg Railroad in Pennsylvania. The contract specifies that the #39 would not return to Long Island for at least 50 years – if ever. But the group based in Long Island conceded that the engine probably would never return to its home. The contract states that if the museum raises \$900,000 and trucks the engine and tender (remember all steam locomotives have a tender behind) to Strasburg within 15 years of signing the agreement, the Strasburg Railroad will contribute \$1 million in parts and labor to complete the restoration within three years. After that, the museum would lease #39 for 48 years. Mr. Fisher said "his group has raised over \$125,000 so far". There is a chance she might never return to Long Island which makes it harder to attract grants and donations. Let's hope for the best for all parties concerned.

UNTIL OUR TRACKS CROSS AGAIN



## 2015 NRHS Convention “Vermont Rails”...Update

– The National Railway Historical Society (NRHS) is bringing its annual convention to the Rutland, Vermont area, featuring the Vermont Rail System (VRS), the Saratoga & North Creek Railroad, and many other Vermont area attractions. Taking place June 14-20, 2015, the convention will feature seven days of rare train rides, one-of-a-kind photo opportunities and historic tours, and a series of seminars covering the railroad history of Vermont. NRHS and the VRS are also jointly operating a public rail excursion out of Rutland for Father’s Day on June 21.

For those attending, the following is a master schedule for the convention events:

### Sunday, June 14-

7 am – 3 pm: VRS Photo freight Rutland – Smithville

8 – 9:30 pm: Seminar/presentation #1

### Monday, June 15-

8 am – 8:48 pm: Amtrak/S&NC trip Rutland-North Creek, NY

### Tuesday, June 16-

10 am – 8 pm: VRS rail trip Rutland – Bellows Falls

### Wednesday, June 17-

7:30 am – noon: Rutland RR Museum

8:00 am – 5:45 pm: Heritage Tour:Vermont Products & Parks

12:30 pm – 2 pm: NRHS Advisory Council Meeting

2:30 pm – 6 pm (or sooner): NRHS Board of Directors Meeting

6:30 pm – 7:30 pm: Reception for Roundhouse Donors

8:00 pm – 9:30 pm: Seminar/presentation #2.

### Thursday, June 18-

10:00 am – 8:00 pm: VRS rail trip Rutland – Burlington

1:30 pm – 4:30 pm: Shelbourne Museum Tour (Burlington)

2:00 pm – 3:00 pm: Tour of VRS Burlington Roundhouse

### Friday, June 19-

9:15 am – 12:18 pm: Omya Rail Tour I

11:30 am – 2:00 pm (?): Omya Rail Tour II

8:00 am – 2:30 pm: Heritage Tour: Rutland Maple & Marble Industries

1:00 pm – 2:30 pm: Seminar/presentation #3

3:00 pm – 5:00 pm: Annual NRHS Membership Meeting

6:00 pm – 7:00 pm: Convention Reception

7:00 pm – 9:30 pm: Convention Banquet

### Saturday, June 20-

10 am – 8:00 pm: VRS rail trip Rutland-Hoosick Jct.

### Sunday, June 21-

12 noon – 4:00 pm: VRS Fathers’ Day Rail trip Rutland-Ludlow.

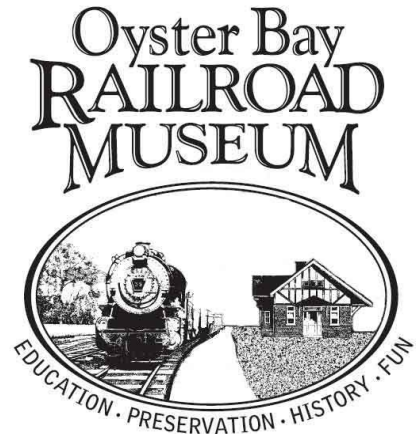
For a complete list of convention activities, news, and travel information, visit [www.nrhs.com](http://www.nrhs.com), where tickets for all events can also be purchased. Updates will also be posted on the Society’s Facebook page at <https://www.facebook.com/RailPreservation>.

More information about the convention can be found on the show *Chamber Focus*, produced by the Rutland Chamber of Commerce, which features a thirty minute interview with Zullig and Jennings. To watch the program and learn more about planned events, visit <http://tinyurl.com/p99dxc6>.



## Museums Update

The Oyster Bay Railroad Museum officially re-opens the weekend of Saturday April 18th from noon to 4 PM. We will be featuring an exhibition on the Orphan Trains. From the mid 1800's - 1930, through the efforts of many organizations, abandoned/orphaned children were transported by train from the slums of New York City to a better life in the mid-west and eastern Long Island. The exhibition tells this fascinating story.



The Oyster Bay Railroad Museum will be open every Saturday and Sunday from noon to 4pm. Come out and see our numerous exhibits at our Visitor's Center. Check out the architecture of Theodore Roosevelt's home station as we prepare to commence with the restoration of this historic structure. Visit the rail yard and climb aboard a historic coach or caboose, or try your hand at operating our simulator located in the operating cab of an actual train. No matter what your interest, you'll enjoy spending your day in Oyster Bay!

For more information, visit our website at [www.obrm.org](http://www.obrm.org). For regular updates, check us out on Facebook at our **OYSTER BAY RAILROAD MUSEUM** page.

Upcoming events for the Railroad Museum of Long Island are as follows:

Saturday, April 11 – 10 AM Opening Day at Riverhead RMLI

Saturday, April 11 – 4 PM "An Evening at the Museum" with Metropolitan Division TCA

Educational program, students 8 – 14 yrs.

Model railroading, safety and local rail history

Saturday, May 30 -1 PM General Membership Meeting, Greenport RMLI

Saturday, May 23 – 11 AM Opening Day at Greenport RMLI

2015 exhibit: "Diane Smith - North Fork LIRR Station Paintings"

Sat & Sun August 29/30 – 10 AM "Riverhead Railroad Festival" Riverhead RMLI

Sat & Sun October 10/11 – 11 AM "Toy Train Play Days" Riverhead RMLI

Sunday, October 11 – 4 PM Greenport RMLI closes for the season

Saturday, October 24 - 1 PM General Membership Meeting and Election of Officers Suffolk County Historical Society, Riverhead

Saturday, November 21 – 4 PM Riverhead RMLI closes for the season

Saturday & Sunday December 5/6 – 11:30 AM "Holiday Open House with Santa" Greenport RMLI

Saturday, December 5 – 5 PM Volunteer Appreciation Dinner, Greenport RMLI

Saturday & Sunday December 12/13 - 11:30 AM "Holiday Open House with Father Christmas" Riverhead RMLI



For more information, visit the RMLI website at [www.rml.org](http://www.rml.org)

Long Island Sunrise Trail Chapter  
National Railway Historical Society  
Post Office Box 507  
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**New York Railroad Station Eagle Day – May 15, 2015**

**By David Morrison**

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

In conjunction with that anniversary, I'd like to self-proclaim May 15<sup>th</sup> 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