



# SEMAPHORE



## May 2015

The next meeting of LIST will be on **Friday, May 15th at 8:00pm** at the Christ Episcopal Church, South Carll Avenue and Prospect Street, Babylon, New York.

### THIS MONTH:

This month's presenter will be **John Kilbride**. "The Albany Funnel" will provide a historical review of rail operations through New York State's capital region, and include views of B&M, D&H and PC freight trains as well as 30 years of passenger trains. Some "behind the scenes" views are included as the regions status as a rail funnel will be explained.

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

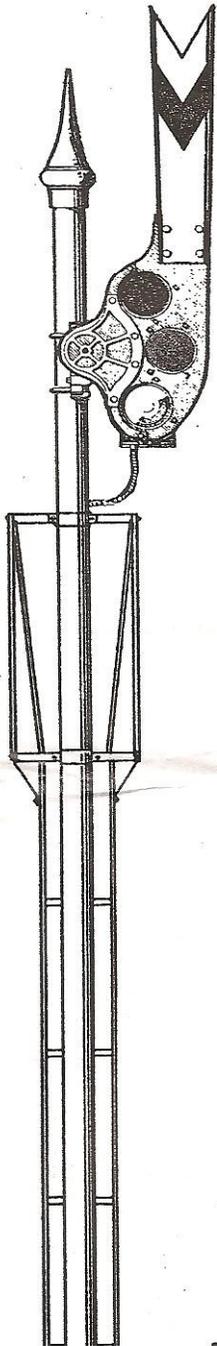
**<http://www.nrhs-list.org>**

**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 _____
# _____	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 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 _____
# _____	100 <sup>th</sup> Anniversary Jamaica Station pin	@\$3 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]

**LIMIT ONE EACH OF THE SEYFRIED BOOKS PER CHAPTER MEMBER!**



## List Happenings by Steve Quigley

We are organizing a tour of the PSCC facility. This is the Penn Station Central Control. The tour will be held on either of the last two Saturdays in June, we have not yet finalized the date. The tour will cost \$10 and will be for LIST Chapter members ONLY! We are working on a special ticket as well as information handouts. After the tour, walking the High Line would be an appropriate thing to do as it is located in close proximity to the PSCC. We will all meet just outside of Penn Station, weather permitting.

If you are interested in this very interesting tour, please email, call or send me a note.

Thanks to Chapter member John Kilbride for setting up this tour.

We have purchased and received copies of Chapter member Andy Sparbergs new book, "From a Nickel to a Token." It is the story of "The Journey from Board of Transportation to MTA." There are many photos of the NY subway system that have never been published before. As usual, Chapter members receive a discounted price off the regular retail price. Please see the order form in this edition of the Semaphore for ordering information.

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?

Last call for photos for our 2016 LIRR calendar!

The ERA has published a book titled "The Elevated Railways of Manhattan." It was written by Eric Oszustowicz. The book has 367 pages with many black and white as well as color photos of the Manhattan elevated system starting in 1913 and continuing to the eventual elimination of the elevated rail lines. An extensive roster list is part of this book.

Our Chapter is NOT offering this book for sale unless we receive many requests. You may purchase this book by going to the ERA website which is [www.erausa.org](http://www.erausa.org). The book is available for sale for \$49.00 plus \$9.50 shipping and handling.

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. Steve

**LIRR NEWS by Steve Quigley**

Several diverse items regarding the LIRR and/or its real estate have been in the news recently.

The Head of the MTA has backed away from the suggestion that a 15% across the board fare increase will be needed to fund capital improvements. The other option to fund capital improvements would be to issue bonds that would be backed by new fare revenue. It was estimated that system maintenance alone costs \$22 Billion. Ridership of the MTA system is presently at record levels and thus expansion and improvements must occur in order for the increase in ridership to continue to grow.

To go along with this, the LIRR has reported a 3% increase in ridership in 2014. As a result, the LIRR still remains the busiest passenger railroad in the US with Metro-North as the 2<sup>nd</sup> busiest. The LIRR reported total ridership for 2014 as 85.86 million passengers. Traditional commutes into Manhattan for example, constitute 57% of all LIRR travel as opposed to 71% in 1984. Off peak as well as reverse commute ridership has increased greatly as well as intra-island rides. In total, the LIRR operated 5,000 more trains in 2014 than 2013. Another increase in ridership that has occurred is summer travel to the East End. The increase in ridership on the summer Cannonball is a good example. [In addition, I personally can attest to the crowds taking the LIRR to the Mets-Willets Point Station for Mets baseball games. SQ]

The LIRR and the NY Racing Association has spent \$5 million to upgrade the facilities at Belmont Park to accommodate the large crowds that attend the Belmont Stakes races. This year, the Belmont Stakes, which is the crown jewel of racings Triple Crown, will take place on June 6<sup>th</sup>. Two new station platforms were constructed and the existing tracks were lengthened to accommodate longer trains to carry more passengers. In the past, the maximum train length was 8 cars and now it will be 10 cars. Last year, the LIRR transported 36,000 customers to the Belmont Stakes which overloaded capacity. If there is a potential Triple Crown winner, the attendance at Belmont Park may exceed 100,000 people making road transportation in the Elmont area extremely congested.

It has taken 7 years but workers will soon punch through a 171 year old rail tunnel to provide a direct path between Atlantic Terminal [Flatbush Avenue] and VD yards [Vanderbilt Yards]. The improvements are being paid for by the developer who brought us the Barclays Center and its adjacent residential project known as Pacific Park. Parking is very limited in this area of Brooklyn so taking mass transit in its various forms, is the best way to attend the various happenings in the Barclays' Center. The new yard with its various improvements is expected to be finished at the end of 2017. At that time, VD yard will have a platform on top of it which will serve as the foundation for several new apartment buildings much like the platform being built over the West Side Yards in Manhattan.



# Long Island Rail Road

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

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

## **MONTAUK IN JUNE 1973 PART 5**

Let me get right to work as I finish out a detailed, in-depth look at Montauk in June 1973, thanks to the photos of the late Ben Young. I've covered the railroad's so-called "parlor" or ex-sleeping cars in the various consists in the yard but there were a number of coaches in the yard as well.

First, and foremost, is the most common and prevalent coach in Montauk, or, for that matter, anywhere on the LIRR's non-electric trackage, the venerable veteran P72 coach built by Pullman-Standard back in 1955. Manufactured at the P-S plant in Worcester, Mass., 80 cars numbered 2901 through 2980 were for many years the backbone of the fleet until about 2000. These cars, some of which ran behind steam for a very short time in 1955, served for almost a half century.

In 1973 these cars wore their first MTA paint scheme. Known to me as MTA #1, each car had a Platinum Mist (light gray) body with a Nordic Blue stripe through the window and the stripe wrapped around the ends of the car also running through the vestibule doors. The cars also had Nordic Blue Grotesque-style slant lettering and numbers as well as a two-tone blue MTA "M" logo placed in each corner of the car. By this time, the entire passenger-car fleet had been painted in these colors and some cars in the fleet were showing quite a bit of weathering. This means heavy weathering on the sides and on the roof. A lot of Medium Brown paint, Raw Sienna, Burnt Sienna, Railroad Tie Brown, or Rail Brown airbrushed on the roof in an existing pattern seen on similar cars in earlier paint schemes will do the trick here. This familiar "weathered" paint scheme can be made by a homemade pattern showing the welded roof-seams of the P72. Rubber bands and "stick-it" notes can also be used here. Also, while the car underbody was painted black when new, the underbody is dark brown when weathered. Don't forget to put a coat of Grime and Dust over the whole car. And don't forget Dark Brown on the roof vent above the vestibule. These cars can be modeled by the old Metro Models P72 in brass, the Funaro & Camerlengo or Island Model Trains cars available in one-piece body resin castings.

Another car seen at Montauk is the fleet of ex-Boston & Maine or "American Flyer" cars numbered 7521-7550. This group of 30 cars, some of them coaches and many of them bar or café-coach cars, can be easily modeled by the recent Rapido fine model that has been manufactured in the gray and orange World's Fair scheme and the later MTA passenger car scheme #1. Just remove the diaphragm; I did this by removing it and cutting the frame from the rest of it and cementing it again the end; discard the gate.

I'll conclude my series on Montauk next month. Until then, happy modeling!



## Stack Talk by Neil Moran

WASHINGTON - SNOQUAILMIE: The Northwest Railway Museum in Snoqualmie restoration is continuing on locomotive #924, a former Northern Pacific 0-6-0. Inside the boiler, scale was removed from the inside of the tube sheet. Also, boiler tubes have been removed, along with other appliances and components. Next, came the removal of the steam dome lid, and throttle valve. After that, all the boiler tubes were removed to allow scaling and inspection of the boiler barrel's interior. With a clean boiler, the team will gain access to the firebox to measure the thickness of the boiler sheets using an ultrasound thickness tester. Preliminary calculations suggest an operating pressure of about 170 psi. Next, comes the inspection of the firebox, and the boiler itself to help ensure a full 1472 days of operation before operating approval expires. Northern Pacific #924 was built by the Rogers Locomotive & Machine Works for the St. Paul & Duluth Railroad as their #74 in 1899, and after serving on the Northern Pacific for about 20 years, she was sent to the Inland Empire Paper Company. After retirement the engine, was stored in Chehal's before winding up in Snoqualmie.

UTAH – HERBER CITY: After a five year absence former Union Pacific engine #618 a 2-8-0 should be back polishing the rails by May 2015. She was built back in 1907 by the Baldwin Works, and originally operated on the Oregon Short Line Railroad as #1068. It became Union Pacific #618 when they took over the Oregon Short Line in 1915 and the engine continued to work for Union Pacific until her retirement in 1958. However, there may be a problem forth coming, one of the major challenges the operation is facing is the condition of the track. Since no trains have not been operating over past five years. The condition of the track has deteriorated so badly that the railroad now has half of its track is in need significant maintenance. Now they must come up with \$2 million to replace about 25% of the ties on the 16.5 mile line, plus realign the entire railway. Then to, new rock bedding must be put in. This project when finished, will put the tracks in good shape. However, the railroad does not have the money to do these repairs. So they are looking for state aid, and individuals help. It certainly would be great to see the #618 running again after a more than a five year absence. So please, if you can help, send your check to the Heber Valley Railroad c/o post office box 641, Herber City, Utah 84032, and make this locomotive come alive again!!

WISCONSIN – EAU CLAIRE: Sadly, the Eau Claire City Council has tabled consideration for the possible purchase of former Soo Line 4-6-2 Pacific #2719, which is stored at the Lake Superior Railroad Museum in Duluth, Minnesota. The council wants more time to consider this issue and will also consider what to do with the locomotive, if indeed anything in the coming months. The #2719 was given to the city by the Soo Line who then sold the engine to the locomotive & Tower Preservation Fund in 1996, and eventually moved to the Lake Superior Railroad Museum. Ken Buehler, Executive Director of the Lake Superior Railroad Museum attended the council meeting and said "he would be putting forward a proposal for the museum to keep #2719 in Duluth where it can be displayed indoors, and possibly return to operating condition. The Locomotive and Tower Preservation Fund completed a full restoration of the engine back in 1998, and it made several excursion trips in Wisconsin primarily over the Wisconsin Central Railroad, and continued to do so for the next four years. When the Canadian National Railroad purchased the Wisconsin Central in 2001 all trips ended (perish the thought that a steam locomotive would run on their tracks), and the locomotive was stored until 2006, when it was moved to Duluth. The #2719 returned to service in 2007, when she ran on the museum's 26 mile track of The North Shore Scenic Railroad between Duluth and Two Harbors, Minnesota. Sadly, on September 2013, the locomotive made its last run when it came due for its Federally Mandated 1,472 day inspection. So keep your fingers crossed when the Eau Claire City Council meets again!!

## Stack Talk...continued by Neil Moran

NORTH CAROLINA – DILLSBORO: The Great Smokey Mountain Railroad located in Dillsboro has *been* working with the Swain County Board to ensure that they have the most qualified and experienced steam personal who are involved in the restoration of steam engine #1702. She was built in 1942 by the Baldwin Locomotive Works as a 2-8-0 Consol. It was constructed for the U.S. Army Transportation Corps and was to be sent overseas to England. However, fate stepped in, and she never left the United States, when the locomotive was shipped by mistake to Fort Eustis, Virginia where it remained until 1960. The #1720 also worked on the Warren & Saline River, along with the Fremont & Elkhorn Valley Railroad. Here is a brief outline of the work being done on her. During the past few months, a new steam shop building has been constructed. On the engine itself, workers marked a four inch grid layout on the firebox and boiler to check the thickness of the metal. This is done by taking a four inch grid layout on the firebox and boiler to check the thickness of the metal. Metal thickness must be determined before proceeding with the restoration. In the interior of the firebox, sandblasting was done to remove the rust. After this work was done, the locomotive was then brought her the shop for welding rivets and stay bolt holes. Welding work has also been done on the flue sheet. Once all the welding is completed, the exterior of the #1702 will be sandblasted to remove all rust. It has been over eight years since the locomotive has been under steam on the Murphy Branch Line, so with the return of this engine, their hoping ridership will flourish on either the Nantahala Gorge branch line or go through the town of Dillsboro.

WEST VIRGINIA – SISTERSVILLE: The West Virginia Northern Railroad was a coal hauling shortline that ran from Kingwood to Tunnelton, West Virginia. Its sole purpose was to haul coal from the mines of Preston County to the B&O interchange at Tunnelton. At Tunnelton, the coal would be shipped to various locations far away from the Appalachian Mountains. Now, only two locomotives remain from that operation, the #8 and #9, both 2-8-0's. No.8 was built in October 1904, and #9 in June 1906. The two Consols worked that line for forty years, and by the end of the WW II, those engines were the last still in service on the railroad. Both locomotives where then sold to the Preston Railroad in Crelin, Maryland. That pike operation was a 42 mile logging line between Crelin and St George, Maryland. Both engines stayed there until the line was abandoned in 1960. Now, both engines faced the dreaded "Torch". But, riding in the rescue was Don and Earl Leep, who purchased the locomotives, and brought them to their property in Pennsylvania. Overtime many individuals expresses interest in obtaining the locomotives, but the owners wanted a very high price. Later on in 2005, knowing the value of both locomotive's, the West Virginia Railroad Museum became interested in buying both engines and agreed to pay a hefty price for the pair. The museum's goal was to rebuild and have them running in a couple of years, and eventually lease both engines to the West Virginia Central Railroad to allow people to ride behind them. Work has begun on #9, but very slowly. To date, the firebox boiler and chassis have been worked on and that's it. The group so far has spent \$418,000 on repairs, but much more money is needed. They have applied for a grant. They need a minimum of \$322,000 to get the grant. "So hope springs eternal"! No question about it, it would be nice to see these two sisters back in action again.

NEW HAMPSHIRE – NORTH CONWAY: We'll close the column by jumping up to North Conway and give you an update on their #7470. As most of you know, the former Canadian National 0-6-0 is undergoing her mandatory 15 year overhaul. The engine was taken out of service last January after the railroad's "Steam in the Snow Special". In the past two months, workers have removed most of the tubes so they can inspect the thickness of the boiler. Operations Manager Paul Hallett tells Trains News Wire that the boiler appears to be in good shape. Workers have also found the #7470 dry pipe which carries steam from the dome to the super heater to be also in good shape. However, much work will be done as they further inspect the engine. The Grand Trunk Railway's, Point St. Charles Shop in Montreal built the #7470 in 1921. Dwight Smith, Conway's Scenic Founder acquired the locomotive in 1974, and then he powered the first excursion on the railroad.

UNTIL OUR TRACKS CROSS AGAIN

## Queens Public Transit Committee: To Unveil Plans for ‘QueensRail’ A Viable Alternative to Clogged Roadways Utilizing A Former LIRR Right-Of-Way

In a series of public workshops open to the public during the month of April 2015, the Queens Public Transit Committee (QPTC) seeks to enlighten, inform and garner public and media support for repurposing of a former Long Island Rail Road right-of-way as a means to reduce roadway congestion.

The Queens Public Transit Committee believes that the planned Select Bus Service/Bus Rapid Transit for Woodhaven Boulevard will hurt thousands of commuters with longer more congested roadways by stealing your time, freedom and prosperity. The group is standing up for Queens residents by fighting against this plan.

“Our goal is to replace congested roadways by introducing our plan – QueensRail - the return of the former Long Island Rail Road right of way/Queens Rockaway Beach Line to rail service. The restoration of the unused train tracks on the new QueensRail offers the best strategy that unites and helps all the people of Queens and the region. It is the greenest plan as electric trains produce NO POLLUTION,” says Philip McManus, Chairman of the QPTC Committee. He adds that, “People just know it’s common sense to open this as a rail line again. The price tag for reactivating it according to a recent Queens College study is half of what the new \$1.4 billion Fulton Street station cost just to put a hole in a roof. QueensRail would attract over 500,000 commuters and gets much traffic off Woodhaven Boulevard.”

The Queens Public Transit Committee will host rally’s to support QueensRail at each of the following DOT Woodhaven Boulevard SBS/ BRT Workshop locations. The public is encouraged to attend and share their ideas and suggestions that will be included in the QueensRail plan.

The Committee strongly believes that the Select Bus Service/Bus Rapid Transit proposal will remove numerous traffic lanes on Woodhaven Boulevard and that it is an inferior and divisive plan that will only increase air pollution and adversely impact Queens’ residents.

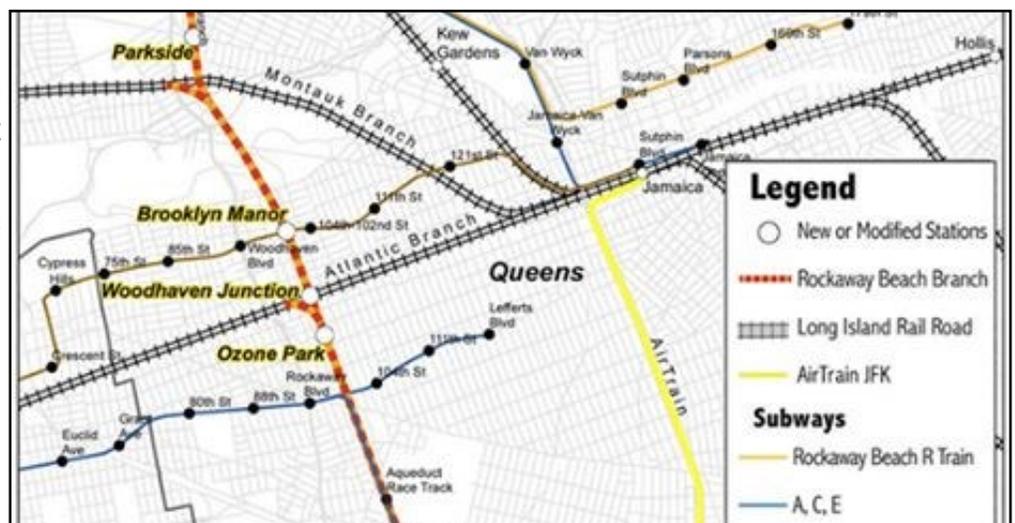
For additional information and to RSVP please contact:

Philip McManus,

Chairman of The Queens  
Public Transit Committee at  
PhilAMcManus@gmail.com

or you may call (718)  
679-5309.

*Article provided by Joseph  
M. Calisi via internet*



## April 2015 Queens Public Transit Committee Workshops

### **Woodhaven Blvd from Union Turnpike to Rockaway Blvd**

**Thursday April 16, 6-8pm**

PS 306 – NYC Academy for Discovery

96-16 89 Avenue

Woodhaven, NY 11421

### **Woodhaven Blvd from Queens Blvd to Union Turnpike**

**Thursday April 23, 6-8pm**

Queens Metropolitan High School

91-30 Metropolitan Avenue

Forest Hills, NY 11366

### **Cross Bay Boulevard**

**Wednesday April 29, 6-8pm**

PS 146 – The Howard Beach School

9801 159th Avenue

Howard Beach, NY 11414

### **The Rockaways**

**Thursday April 30, 6-8pm**

PS 42 – The Robert Vernam School

488 Beach 66th Street

Arverne, NY 11692

Please RSVP, Philip McManus

PhilAMcManus@gmail.com

(718) 679-5309

### **Queens Public Transit Committee**

*Faster transportation will create more social, economic, recreational, and environmental opportunities*

### **Facebook:**

*Rockaway Beach Rail Line Queens Public Transit*

*Rockaway Beach Branch*

### **Twitter:**

*Rockaway Beach Line*

### **Websites:**

*Rockaway Branch Line blog*

*Rockaway Branch Line Mission Statement Queens Public Transit*

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

Long Island Sunrise Trail Chapter  
National Railway Historical Society  
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**Spring is here!**

**Please support your local  
railroad museums!**

