



SEMAPHORE



September 2015

The next meeting of LIST will be on **Friday, September 18th at 8:00pm** at the Christ Episcopal Church, South Carl Avenue and Prospect Street, Babylon, New York.

THIS MONTH:

Our September meeting will include a slide show presentation by John Kilbride, "Supernumerary Brakeman" which features his brief career as an assistant freight brakeman on the Lackawanna Valley, Panther Valley and Reading & Northern Railroads - several diverse eastern Pennsylvania shortlines. Using vacation days from his "other" railroad job, John participated in several day-long trips that provided opportunities to throw switches and uncouple freight cars in an effort to both expedite the operations of those trains as well as get rid of frustrations from his regular full-time duties!!!! He's also included views of his experience escorting newly-delivered NJ Transit electric locomotives from Baltimore to New Jersey.

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For regular updates and other important information,

visit the Chapter website at:

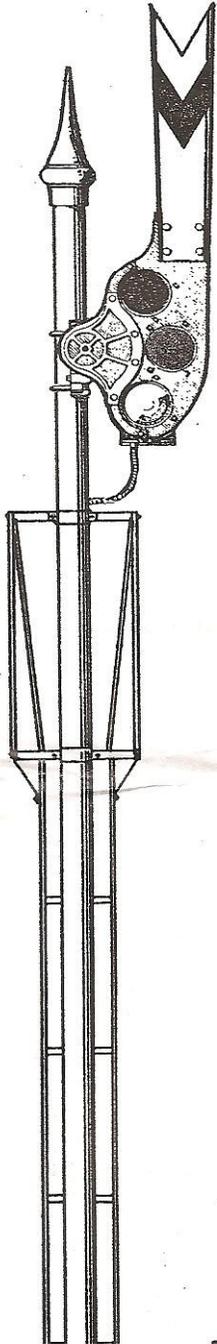
<http://www.nrhs-list.org>

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!



# _____	2016 LIRR calendar	@\$8 each	Total _____
# _____	The LIRR Co. A Hist. 1834-1965 by Bob Sturm	@\$38 each	Total _____
# _____	From a Nickel to a Token by A. Sparberg	@ \$25 each	Total _____
# _____	Shortline RR's of LI by LIST	@\$27 each	Total _____
# _____	Jamaica Station Plaque	@ \$15 each	Total _____
# _____	Jamaica Station by Dave Morrison	@ \$18 each	Total _____
# _____	LIRR 175 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	@\$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 th Anniversary Jamaica Station pin	@\$3 each	Total _____

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

Shipping for extra books, please call or e mail Steve Quigley for the shipping cost.

NY State Residents, please add 8.625% tax to the total of the merchandise PLUS the shipping]

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

Welcome back! I hope you all had an enjoyable summer viewing and reading about trains with special emphasis on our favorite, the LIRR.

The annual elections were conducted at the June Chapter meeting. The slate of officers is as follows:

Board members are Michael Boland, Robert Cecere, Kenneth Katta, Kenneth Raffele, and Richard Schulman. The Secretary is Steven Rappaport, Treasurer is Alan Mark, Vice President is Robert Myers and President, Stephen Quigley.

Due renewal will occur in October. You will all receive a renewal notice from our Chapter and the annual Chapter dues will remain at \$15. We are no longer requiring you to be a member of the NRHS in order to be a member of LIST. The NRHS will be sending you separately a renewal notice and the NRHS renewal notice DOES NOT include LIST dues.

Our Treasurer, Alan Mark, would appreciate it if you sent back your renewal dues in a timely basis.

We should have our 2016 LIRR calendar by the end of this month. As in the past, the calendar will be mostly color pictures but due to their historical nature, we have included a couple of black and white photos. The production cost of the calendar went up but we are holding the price for members for this year. The retail price will most likely increase.

However, we had to increase the shipping cost 50 cents as I found that in many instances, the \$3 shipping cost did not cover the cost of shipping.

PLEASE INCLUDE \$3.50 FOR SHIPPING IF YOU ARE ORDERING ONE CALENDAR AND \$5 IF YOU ARE ORDERING 2 -4 CALENDARS. 5 CALENDARS AND OVER, PLEASE CONTACT ME FOR SHIPPING COST.

As usual, we will not limit the amount of calendars that chapter members may purchase as we have found many people give them as gifts.

Please see the order form in this edition of the Semaphore.

We have only a few copies remaining of the Chapters book, The New York Connecting Railroad. This excellent book was written by Bob Sturm and Bill Thom. At the present time, we do not plan on printing a second edition so this is your last chance to purchase this excellent book written by two of our Chapter members.

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 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?

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.

THE LIRR MODELER by Mike Boland

This Month's Feature:

A GOOD BOOK FOR YOU

I wanted to review and recommend a book I purchased a while ago. The book obviously is about model railroading and was published by our good friends at Kalmbach Publishing. It's entitled "Detailing Projects For Freight Cars and Locomotives" and was written by someone who is quite popular and familiar to many, many model railroaders. That name is Pele Soeberg and he lives in Denmark and is a graphic artist as well as a fabulous model railroader. He is a devoted discipline of western U. S. railroading and is very fond of the Union Pacific and a contributing editor to MODEL RAILROADER magazine.

Pele's book in the Modeling and Painting Series in the "MR" book series is a dandy! Pele is and continues to be one of MR's most prolific writers and a very popular writer. He's working on a new contemporary UP Danneville Subdivision layout in HO scale and became a model railroader in the 1990s when he first discovered MR magazine. In 2000 he wrote his first book, "Mountain to Desert," which detailed the building of his small but beautiful layout. He's gone on to write many more articles and recently finished an article on weathering a boxcar in 10 steps as well as an article on modeling realistic telephone/telegraph poles. Pele's UP layout is probably the most realistic pike you'll ever see. He's simply the best...a very gifted guy and modeler; I look forward to meeting him sometime soon since he is a fascinating and very talented person and modeler.

As for his book, it's a typical first-class Kalmbach product. The book is 86 pages and has 17 short articles and features on a variety of subjects. Some of the subjects include weathering tools and materials, weathering a white reefer, giving an old boxcar a contemporary look, making new gondolas look used, weathering batches of boxcars and a number other articles. Several articles concern themselves with loads for freight cars and weathering all kinds of freight cars, from tank cars to gondolas.

This is a fabulous book that every model railroader can utilize. It's well worth the price and is available at most hobby shops.

And now I'll write a few words about being back for another series of ten articles on modeling. I'm glad to be back and I had a tough summer. I hope to cover freight cars and LIRR MP54s as well as some other interesting subjects in the months ahead along with coverage from the RPM meets in Lisle, IL. and Cocoa Beach, FL. I also intend to look at motive power, a few oddities on the LIRR and some new products. I'll try to have a few surprises as well so work on those models and get them ready for modelers' night this November!

Happy modeling and let's all have a great fall, winter and spring!



LI Steam Locomotive Restorations Enter New Phases by John Kilbride

It was under gray and threatening October 1955 skies when two Long Island Railroad steam locomotives, each pulling a single passenger car filled with Boy Scouts, approached the Hicksville meeting point from opposite directions. The pair, G-5s engines nos. 35 and 39 were the steam representatives in the “End of Steam” ceremony, and following the speeches, were replaced by newly-purchase diesel locomotives which coupled up to the individual passengers cars and then proceeded back to the respective starting points: Riverhead to the east and Jamaica to the west. Meanwhile, the steam engines, now coupled together nose-to-nose, would proceed to the Morris Park shop complex – deadheading westward to an uncertain future. 60 years later, both are on track for operational restoration!

G-5s steam locomotives

In considering the unique operating characteristics of commuter passenger operations, the Pennsylvania Railroad sought to develop a locomotive that would handle the need for short bursts of speed over relatively short distances between station stops. The wooden passenger car fleet was also being replaced by steel versions. The G-5s design was the result, a 4-6-0 wheel configuration (nicknamed “ten wheeler”) that modified an existing PRR model but with smaller drive wheels (68 inches) that produced a version with greater power and acceleration but a lower top speed, ideal for the stops and starts found on commuter service. Ninety were built for PRR use, another 31 for their LIRR subsidiary operation, beginning in 1924. The LIRR versions would have a larger tender than the PRR “cousins”.

The G-5s became the primary passenger steam engine on the LIRR. Numbered 20-50, the locomotive class would provide service for over 30 years. With the arrival of diesel engines in 1950, the ranks of the steam counterparts would begin a slow diminishing role into retirement, generally as repairs were needed. By 1955, only seven G-5s remained (with another two freight versions of another configuration.) The arrival of ten more versatile ALCo diesels in 1955 spelled the end of all steam operations on the LIRR. A few “end of steam” excursions were operated prior to the Hicksville ceremony.

The Preservation Efforts

Drained of their water and emptied of coal, the remaining locomotives were readied for scrapping. Aware of some favorable publicity, the engines were offered to the Island's counties for non-operational preservation; only Nassau initially accepted the offer, later the Carriage House Museum in Stony Brook requested the rejected Suffolk one. Nos. 35 and 39 were judged to be in the best condition and were readied for movement and static display. *(In the interim, area favorite baseball catcher Roy Campanella was injured in an auto accident and #39's (his uniform number!) number plate was presented him as a get-well gesture.)*

In the Spring of 1956, both engines left the LIRR property; no. 35 towed to Westbury station and, with the tender off no. 21, moved to a display in nearby Salisbury (now Eisenhower) Park, where it stayed until 1978. *(Note: The author fondly recall being able to scramble over the hulk during his youth!)* No. 39, now disguised as #38, went to the Stony Brook station and was then trucked to the Museum grounds, where it was displayed until 1980. (It is believed to have been attached to the tender off no. 46!) Periodic painting kept them in an “as new” appearance!

Both are now actively undergoing operational restoration! Foremost is the realization by both owners that operating on Long Island lines is remote.

Following 22 years in the park, no. 35 was partially disassembled and moved to a temporary site before a final move to the present Oyster Bay location near the train station. Funding for conversion to an oil-fired locomotive continues to be sought and parts have been shipped to an Alabama restoration firm for required work, possible with funds remaining from a 2006 grant. Tender replacement is also part of the project.

No. 39 was initially moved to a Riverhead site in 1980 by the Project #39 Restoration Committee. Little action occurred until a 1992 reorganization and ownership by the Railroad Museum of Long Island (RRMofLI).

LI Steam Locomotive Restorations Enter New Phases...continued

Most recently an agreement with the Strasburg Rail Road calls for the lease of #39 for 48 years in exchange for operational restoration and, initially, operation on that rail line.

In 2013, the RRMofLI initiated a nationwide fund-raising effort to raise \$900,000 restoration funds - "Steam Up LIRR 39". The Strasburg Rail Road will contribute over \$1 million in additional funds. The boiler and firebox have been moved to the Pennsylvania work site; initial grant monies have already been expended.

Both projects are worthy of reader's financial considerations/contributions as backers seek to preserve and restore to operational condition two scarce examples of the PRR's steam-powered engineered contributions to the nation's historical heritage.

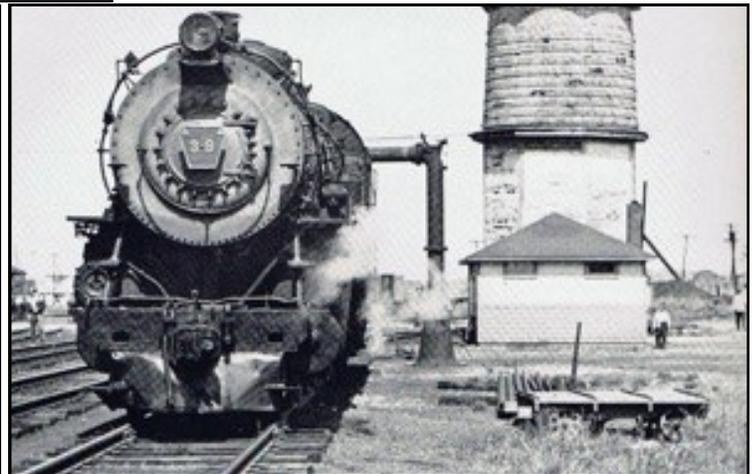
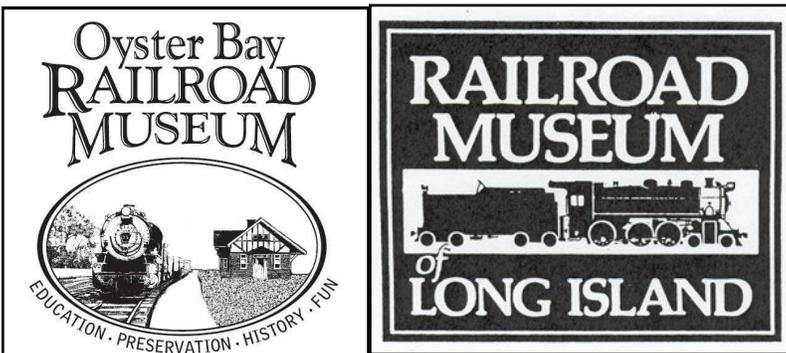
Final Thoughts.....

If you are on Long Island this fall, consider visiting the sites of both restoration organizations: Riverhead and Greenport for the RRMof LI sites, Oyster Bay for the 35 group. All are accessible via LIRR train service and have highly recommended visitor centers!

(Author's notes: A third G-5s is on display at the RR Museum of Pennsylvania at Strasburg, PA – PRR #5741. Two other participants in that 1955 ceremony are in the RRMofLI collection – RS-3 diesel 1556 and passenger car 2924, #1556 being reacquired after being sold and toiling for other rail lines for many years until its return to Long Island. And of the number plate off #39, little is known.....)

#35 contact info: www.obrm.org

#39 contact info: www.rmli.us/RMLI/Engine_39.html



Stack Talk by Neil Moran

Nice to have everyone back on board again after a few months of summer traveling hopefully riding behind N&W J 611. Some very good news from “across the pond”, and from out West in our own country.

MINISOTA – MINNEAPOLIS – VIA LONDON: Hopefully, some of my readers have already taken advantage of this wonderful trip to the United Kingdom organized by the “Friends of the #261” all steam tour. This tour starts on Sept. 11th and runs to Sept. 20th. Now here is the schedule once you get to the U.K. Sept. 14th departs from London’s Euston Station aboard the “Lakes Express” that’s heading to the lake district at the foot of the Cambrian Mountains 280 miles Northwest of London. The train will be powered by one of LMS Express locomotives, former 4-6-2 Pacific # 6233, The “Duchess of Sutherland”. The train will travel over the former West Coast main line with photo stops Milton Keynes and Northampton. September 15th passengers will be offered tours on the Lakeside & Haverwaite Railway, and the narrow gauge Ravenslabb & Eckdale Railway. September 16th they will offer rides on the Cumbrian Coast & Settle & Carlisle R.R. behind the Royal Scots Class 4-6-0 “Scotts Guardsman” after that the steam train will depart Carnforth Station along the Shoreline of the Cumbrian Coast to Carlisle where photo runbys will take place. Then on September 17th will return to London for another trip to Northampton, Milton Keynes, and London’s Euston station this time behind Coronation Class 4-6-2 Pacific #6201 “Princess Elizabeth” built in 1933. And the final trip on September 19th, the “West Somerset Express” will depart London’s Paddington station heading for Taunton, this trip will feature two locomotives, a 4-6-2 Battle of Britain #34067 “Tangmere, and Class A-4 #60617 Bittern”. A full day is planned, the train will return to London in the evening for more information go to www.261.com/London-calling. “A steam trip for the ages”

CANADA – PORT ALBERNI: Recently dry weather in Western British Columbia has created a fire hazard which forced the suspension of steam locomotive operations on Vancouver Inland’s Alberni Pacific Railway. It hasn’t rained in over two months, and that forced the Railway to sideline its 1929 Baldwin 2-6-2T #7, and replaced it with GE 45 ton #11 diesel built in 1942. It was the first time #11 pulled a passenger train for the summer to the McLean Steel Sawmills. Hopefully, by the time you read this story the #7 should be back running again said Neil Malbon Manager and Operator of the Railroad.

WASHINGTON – SNOQUALMIE: The Northwest Railway Museum in Snoqualmie is trying to get former Northern Pacific steam locomotive #924 a 0-6-0 1899 Rogers Locomotive Company back to running condition. The engine is 115 years old, and need plenty of work. She’s a pressure type designed to operate at 180 pounds per square inch, and with today’s regulations, adjustments have to be made. Several parts of the boiler have to be replaced, the work includes fitting the stay bolts to the side sheets of both side of the locomotive. They also found several cracks in the side sheets. Later, the group cleaned the sheets, and then put in new sheet where needed. These new sheets were recently purchased for a tidy sum. They also worked on the fire box as some rear sheet seams needed repairs. Now, dozens of volunteers are busy repairing the air pumps, and other needed boiler repairs, They hope to have the #1309 ready for the beginning of the 2016 season.

COLORADO – DURANGO: Rumors have been circulating for weeks that the Durango & Silverton narrow gauge and the Cumbres & Toltec Scenic Railroads were talking about trading locomotives. On July 1st, that trade became official according to a press release. The two locomotives are the C & T #483, and the D&S 2-8-2 #478 that’s stored in Durango’s engine house. No. 478 is one of three surviving K-28 class engines on the D&S. While #478, a 1923 Alco product, and its companion engines were used for many years on the Durango to Silverton Line. The railroad needs the larger K-36 engine to handle its longer trains. No. 478 will be used as a helper locomotive on the C&T. No. 483, a class K-36 was built by the Baldwin Company in 1925, and ran on the C&T until 1970’s. The railroad had no plans to restore her. Four other K-36 engines are on the C&T, along with one of the two surviving K-27 engines. She is a powerful puller, and will join the four other K-36’s on the D&S River. Durango & Silverton plan to drive 45,000 miles per year on its locomotive’s and its new owner American Heritage Railways, has announced plans to further invest \$500,000 annually for the next years in its steam locomotives and especially the K-36 locomotives to extend their service lives.

Stack Talk...continued by Neil Moran

The Cumbres & Toltec by contrast plans to put 18,000 miles per year on its locomotives, as President John Bush said "The mission of the Railroad has always been to preserve the history and heritage of railroading in the West, and this engine trade will accomplish that by giving us a K-78 locomotive which at the present we do not have". The C&T RR just recently acquired a long term lease of locomotive #168 from Colorado Springs. This Baldwin ten wheeler (4-6-0) is noted for once pulling a train that had President Howard Taft on board.

INDIANA – FORT WAYNE: The Fort Wayne Railroad Historical Society marked the beginning of its excursion service with the #765 Berkshire engine operating in fine style. "She ran as God intended her to run" said one official. The 2-8-4 pulled 20 cars with no problems at all and had several runbys which delighted her riders as well as the chasers. She was built back in 1944 by the Lima Company and ran on a Nickel Plate Railroad pulling fast freight trains along with high speed passenger trains. Before its excursion runs on July 18th and 19th, the #765 had "break in" runs which she passed with flying colors. By the way the crew who worked on the rebuilding of the locomotive deserve a round of applause too. Getting back to its test run on the July 10th from the building site at New Haven and Leipsic, Ohio over Norfolk Southern's Fostoria District. Said Bill Otter of the Fort Wayne's Historical Society President "Were excited to partner with Norfolk Southern again offering these great experiences to people close to home and throughout this country see and ride behind such a historical locomotive". Amen and well said!

WEST VIRGINIA – CASS: Former Buffalo Creek & Gauley 2-8-0 Consol #4 was used primarily to haul lumber and coal in Clay County, West Virginia from 1926 the year it was built to 1965. The locomotive has been at the North Carolina Transportation Museum since 1978. Now Cass Scenic Railroad State Park visitors will be able to hop on board one of the nation's oldest steam engines by next fall if everything is all right, they can take a ride behind her on rail that hasn't been used since 1978 thirty seven years ago. This means that Cass State Park visitors will be able to take a ride through some historical locations when steam was "King"! The locomotive was built in 1926 by the Baldwin Locomotive Works in Philadelphia for the Buffalo Creek & Gauley as #4. "She made her final run in 1965", said Robert Van Kamp board member of the Durbin & Greenbrier Valley Railroad who took over operations at Cass last year. The engine will be returned to working order at the Cass shops and will run there on a reconstructed line from Cass to Durbin. There are quite a few "wash outs further up the track from the 1985 floods which must be repaired. The railroad plans to start to operate #4 next July of 2016 and everybody is committed to that date. Mr. Van Kamp also said "The engine is apart now as we now have to put it back together after repairs are completed". The experts at Cass will handle all the rebuilding, they are tried and true men who have been repairing steam locomotives for over 50 years.

PENNSYLVANIA – STRASBURG: After approximately 200,000 miles and 24 seasons in the sun since her last major machinery overhaul, is getting some major repairs. She is a 2-10-0 #90 former Canadian National and it was built in 1924. They are repairing her running and driving gears, but this is only the beginning of its overhaul. Tires will be turned along with the journals. Then hub lines replaced and rods converted to oil lubrication and other minor repairs with additional annual work. All these repairs will take several months to complete. The Strasburg shops recently completed work on the driving wheel set for the former C&NW No. 1385, a ten wheeler that belongs to the Mid-Continent Railway Museum. This wheel sets received welding repairs to the wheel centers, machine work to the front crankpins, hub faces, tire seats and axle journals. The wheelsets also received four new crankpins and six new tires. Strasburg repair shops have a great reputation of doing things the old fashion way and their customers get to know what "Good" means.

Now it's time to thank all the people who send me the news you just read about John Biehn (Dayton Ohio Railroad Society), Richard Taylor (New York Railroad Enthusiast) and from your most humble servant in Steam!! And remember: Steam Never Dies!

UNTIL OUR TRACKS CROSS AGAIN



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

A photo essay entitled: "Locomotive #35 leaving Eisenhower Park" by Kevin O'Connell will be on display at the Sayville Public Library from Sept.1st, 2015 to Sept.29th, 2015.

Sayville Public Library

88 Greene Ave.

Sayville, NY. 11782

(631) 589 - 4440

Monday to Friday 10AM to 9PM

Saturday 9:30AM to 5PM

Sunday (mid Sept. - mid June 1PM to 5PM)