



# SEMAPHORE



## January 2016

### *Happy New Year!*

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

#### THIS MONTH:

Noted railroad historian and retired LIRR Branch Line Manager **Dave Morrison** will provide a presentation on his recent trip out west. His show will feature material from Colorado and the surrounding areas showcasing the modern freight action and other points of interest that currently exists.

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

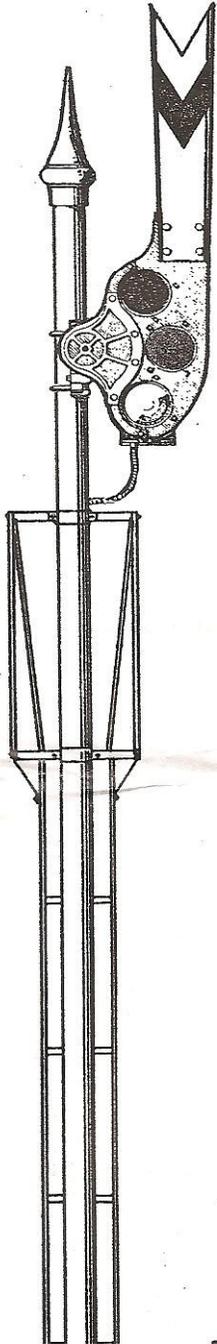
<http://www.nrhs-list.org>

**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 _____
#- _____	Steel Road Nostalgia, Vol. 1 the Northeast	@\$32 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	@\$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, \$3.50. 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

Dues renewal was included in the November edition of the Semaphore. If you did not receive a dues renewal notice, please let me know and I will send you the form. Any person who signed up as a new member from October, November and December is already signed up for 2016. 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 to him at the address noted on the dues renewal form.

We have only 25 copies of our 2016 LIRR calendar remaining. We do not save them for anyone so if you want to buy one or two [or more] BUY THE CALENDAR NOW!

JUST A REMINDER, PLEASE INCLUDE THE SALES TAX IF YOU LIVE IN NEW YORK STATE. THE SALES TAX IS ON THE TOTAL OF THE MERCHADISE AND THE SHIPPING COST.

I would like to mention in the Semaphore all Chapter members who have written and published a book, If you have written a book whether or not it is on the LIRR, please send me the information and I will note it in the Semaphore.

We are looking for photos for our 2017 calendar. We prefer the submitted photos to be in a slide or electronic format. If it is submitted electronically, the photos must be at least 600 DPI. We had a couple of very good photos submitted this past year that when they were enlarged, they were washed out and not clear due to their being less than 600 DPI.

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.

At our Chapter meetings each month, we used to have what we called an Extra Section. It took place after the guest presenter and it was anyone who wished to perform a brief slide or film show for 5 or 10 minutes. I would like to reinstate the Extra Section so if you wish to bring a few slides or a short movie to show after the guest presenter, bring them down and be prepared to perform a brief presentation.

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.



## *Long Island Rail Road News by Steve Quigley*

Charles Hoppe, who was the president of the LIRR from 1990 to mid 1994 died Tuesday, December 22 after a series of strokes. He was 80 years old. Hoppe grew up in the Cleveland suburb of Rocky River Ohio.

Mr. Hoppe took the LIRR into its modern age with dual powered locomotives and double decker cars for the non electrified territory which are the areas east of Huntington, Ronkonkoma and Babylon. During his tenure, a major renovation of Penn Station occurred as well a short strike, the massacre of LIRR passengers by Colin Ferguson as well as a crippling blizzard in Feb. 1994.

MTA Chairman Thomas Prendergast who succeeded Hoppe as president of the LIRR stated that "On time performance, ridership and equipment reliability were all improved or strengthened during his tenure."

Hoppe helped put together Conrail in the 1970's as an employee of the US Railway Association; he worked for the Baltimore and Ohio Railroad and was a consultant to other railroads.

It has been noted that Hoppe was instrumental in preserving the name Long Island Rail Road when the MTA wanted to change its name to possibly Metro East. Dave Morrison stated that "Chuck went to a board meeting and pounded on the table saying "Whatever you do, don't change the name Long Island Rail Road." He explained that the people of Long Island might have a love-hate relationship with the LIRR but it is still their railroad.

It has been noted that Hoppe took his last LIRR train ride as president on the inaugural run of the systems first dual powered train which at the time were the C-1's.



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

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

### ***ATHEARN'S MP15AC IN BLUE AND WHITE MTA SCHEME IS HERE!***

Well, I can't think of a better way to start the New Year off than writing about a great locomotive, a great model and a great manufacturer. Of course, I speak of Athearn's fantastic HO Genesis model of the LIRR workhorse EMD locomotive for four decades, the MP15AC. These 1500-horsepower brutes pulled—or pushed—just about everything the LIRR could offer, from Gene Collora's LIST fantrips, his welded rail trains, stone trains and The Greatest Show on Earth, the Ringling Brothers/Barnum & Bailey Circus train (both Red and Blue Units).

What a model this is! I think that this Athearn Genesis model is the best locomotive offered yet to LIRR modelers. I'm so happy that Athearn and the MTA, the LIRR's operator and overseer, resolved their differences to come out with a breathtaking model.

So, armed with a ton of black-and-white photos of these locomotives, many of them taken by the legendary George E. Votava, and a good number of color photos taken by Henry Maywald, Bernie Ente, Gene Collora and "Farmer" Frank Conte, I'm going to take an in-depth look and review these fine locomotives, brought out in their original blue and white paint scheme in three numbers, 151, 164 and 172 in both sound and non-sound versions. As I currently do not have a layout, I can't really write about their performance and operating qualities; maybe I can get a chance to run them on a nearby layout.

I'm not about to criticize Athearn but their model—like all others—needs some tweaking to more closely resemble the prototype and this I will do in my next feature.

I close with an addendum to my writing about freight cars on the LIRR, what cars were on the island and what cars were not. This email recently came to me from Gene Collora and he was kind enough to allow me to reproduce it.

*"The LI did get stock cars—they came via carfloat and went to a slaughter house in Bushwick. Also there were tank car loads of corn syrup to Carle Place to make York Peppermint Patties and to Continental Bakers east of Jamaica for Wonder Bread. We [the LIRR] also got depressed center flats with transformers for LILCO in Hicksville. Then there were assigned service boxcars from Southern Pacific to the LIRR for Phelps-Dodge copper ingot loading in Laurel Hill."*

Thanks, Gene! This information makes my feature more complete and shows that LIRR freight service had a great many more variety of cars than many people think.

I'll be writing more features about freight cars on the LIRR in the future, too.

Until then, happy modeling!



Photos by  
George E. Votava

## Stack Talk by Neil Moran

OREGON – PORTLAND: She is back – last month the Holiday Express sponsored by the Oregon Rail Heritage Foundation revived the famous Daylight former Southern Pacific Railroad 4-8-4 #4449. This beautiful (if one can call a steam engine beautiful) powered all of the Holiday Express trains that ran out of Oaks Park station through Oaks Bottom's Wildlife Refuge to the Springwater Trail in the middle of Portland. The train's interior was decorated with garland ornaments and holiday lights and of course Santa was on board with his helpers passing out coffee, tea and hot chocolate for all the riders. The #4448 is the sole surviving example of the one proud Southern Pacific Pacific's GS Class of steam locomotives. This streamlined locomotive was built by the Lima Locomotive Works in Lima, Ohio in May 1941. She received the red and orange "Daylight" paint scheme for the passenger trains of the same name which was hauled for most of her service career on the Southern Pacific.

NEVADA – ELY: Nevada Northern Update. Executive Director Mr. Mark Bassett announced "for the first time in twenty-four years Nevada Northern Railway 2-8-2 locomotive #81 was once again indoors to begin a two-year restoration project with the goal of having her back in service for the 2017 excursion season". She was build and delivered to the Nevada Northern in March 1917. The restoration is budgeted around \$1,200,000. Indeed, a tidy sum!! Additionally, engine #93 will have to undergo its federally mandated maintenance cycle when her tubes will come out and the boiler shell will be inspected. The tender will be examined closely as well. Considering that #93 will be 107 years old you can almost guarantee that other problems will be found. If #81 is not in service for the 2017 season this would leave #40 another 107-year-old locomotive to handle all the trips for the upcoming season. With locomotive #81 in service hopefully in 2017, #93 would then go to the shop for its 15-year maintenance cycle and depending on what they find that project would take up 12 to 18 months to complete. Ah!! The joys of running a steam locomotive!!

MICHIGAN – OWOSSO: A great family experience took place out in Owosso, Michigan last month when the former Pere Marquette 2-8-4 #1225 ran several trips out of Owosso to the Ashley Counties' Christmas Celebration. After a long ride behind the #1223 with much whistle blowing, passengers step off the train into a circa dating back to the late 40's and 50's. This Christmas experience was unforgettable and lasted two hours and of course passengers met Santa Clause. Getting back to the #1223's blue prints which were the prototype for the image and the sounds that were used in the 2004 "Polar Express" film starring Tom Hanks. The #1225 performed like she normally does running like a true champion that she is.

MINNESOTA – MINNEAPOLIS: Minneapolis based steam locomotive former Milwaukee Road #261 built by the Alco Company 1944. This 4-8-4 was built to operate over class one railroads. The locomotive was mainly used in mainline service up until 1954. Recently restored, she powered trips in North Pole excursions in December out of Minneapolis to the Union Station Depot a few miles out of Minneapolis and back. The trip dates were December 4-6 and 10-13. She also pulled newly refurbished cars that provided an atmosphere of old time railroading. Many riders said "Hearing the whistle blow brought back memories when I was a child". By the way, all trips behind the #261 ran smoothly and why not!

## Stack Talk...continued by Neil Moran

OHIO – NELSONVILLE: After fourteen years' steam locomotive #3 returned to the tracks to once again to take many passengers along the scenic rails of the Hocking Valley Railroad. Number 3 an 0-6-0 switcher was built by the Baldwin Locomotive Works in 1920 and was used by the Ohio Poser Company which ran until the late 1960's. After arriving in Nelsonville, Ohio in 1982 the engine sat undisturbed until 2001 when numerous volunteers began restoring her to its original condition. Their goal at the time was to see her run again pulling passengers. These trips started over the October 17<sup>th</sup> weekend and continued well into the fall season. No. 3 is the only operating steam locomotive in Southeast Ohio.

PENNSYLVANIA – HOLIDAYSBURG: Newly restored steam locomotive #11 ran three successful excursions out of Everett Depot in Hollidaysburg, Pennsylvania on November 7<sup>th</sup>. The 2-6-0 "Mogul" ran on the former Pennsylvania Railroad Morrison's Cove a branch line to Brooks Mill, Pennsylvania a distance of six miles one way. Engine #11 was built in 1920 by the Cooke Works of the American Locomotive Works in Patterson, New Jersey. It was one of 54 engines of four different wheel arrangements built between 1920 and 1925. These locomotives were originally intended to go to Cuba for use in that countries sugar cane fields, over time these engines had different owners. This engine #11 finally was purchased by Alan Maples the owner of the Evertt Railroad in 2006. The engine was moved to Western Maryland Railroad's shops in Ridgeley, West Virginia for heavy repairs. The bulk of the repairs were finished by March 2015 and then the locomotive was trucked to the Evertt Railroad's shops in Claysburg, Pennsylvania where restoration was completed. Engine #11 ran quite a few Santa trips during the months of November and December. Welcome back little lady!

MARYLAND – BALTIMORE: The Baltimore & Ohio Railroad Museum recently announced that they have acquired via auction the steam locomotive "York" from the Chicago Museum of Science and Industry. The acquisition of this 1926 replica of the 1831 B&O Railroad engine "York" now completes the museum's collection of the three working replicas of early locomotives built by B&O in their Mr. Clare shops in Baltimore for the "Fair of the Iron Horse". The "York" represents an important technological step in early railroad motive power development with features that would define how steam engines were built into the 1950's. The original "York" was a four vertical boiler locomotive with a short wheel base similar to the Peter Coopers "Tom Thumb" which featured a pair of vertical cylinders that drove the vertical main rods which were connected to the horizontal rods which powered the wheels. The locomotive burned coal and was capable of hauling 15 tons on level track. Alone the "York" could reach speeds of 30 mph, truly very impressive numbers for that time period. If you never visited the B&O Museum I urge you to go and see some of our countries vintage steam engines and learn what "good" is.

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

UNTIL OUR TRACKS CROSS AGAIN



## Hurricane Sandy Timetables By Richard Schulman

With Hurricane Sandy approaching the Long Island Rail Road announced plans for a system wide suspension of all train service beginning at 7:00 PM Sunday, October 28, 2012. Limited hourly service was restored in the morning between Jamaica and Atlantic Terminal and in the evening between Jamaica and Penn Station on Wednesday, October 31, 2012. This was hourly service on Ronkonkoma Branch trains between Ronkonkoma and Penn Station and Port Washington Branch trains between Great Neck and Penn Station. On November 3 – 4, 2012 hourly service between Penn Station and the following Branches began: Babylon, Port Jefferson (to/from Huntington only), Ronkonkoma, and Port Washington. There was also hourly service between Jamaica and Atlantic Terminal. A further modified schedule for all Branches except the Long Beach Branch, east of Speonk on the Montauk Branch, and east of Ronkonkoma to Greenport was put into effect on Monday, November 5, 2012.

With these restorations of service printed timetables were made available. What follows is a list of the printed timetables I have:

November 2, 2012 Port Jefferson Branch (between Huntington & Penn Station Only) & Brooklyn Train Service

November 3 & 4, 2012

Babylon & Brooklyn Train Service

Port Jefferson Branch (between Huntington & Penn Station Only) & Brooklyn Train Service

Port Washington Train Service

November 5, 2012

Babylon Train Service Modified Storm Recovery Timetable

Far Rockaway Train Service Modified Storm Recovery Timetable

Hempstead Train Service Modified Storm Recovery Timetable

Montauk Train Service Modified Storm Recovery Timetable

Port Jefferson Train Service Modified Storm Recovery Timetable

Port Washington Train Service Modified Storm Recovery Timetable

Ronkonkoma Train Service Modified Storm Recovery Timetable

On November 12, 2012 with the exception of the Long Beach Branch the regular timetables went into effect with some cancelled/diverted trains. Two brochures were available dated Monday November 12 and November 12-December 16, 2012 to explain the reduced services.

A Long Beach Train Service, Long Beach to Lynbrook Diesel Shuttle, Storm Recovery Timetable Effective November 14, 2012 was issued in printed form. The diesel service was ended with the resumption of electric service on Sunday, November 25, 2012.

The LIRR web site also listed the following timetables effective November 8 & 9, 2012: Hunterspoint Ave., Oyster Bay Branch, Ronkonkoma – Greenport, St. Albans Station, and West Hempstead Branch. I have not seen printed copies of any of these.

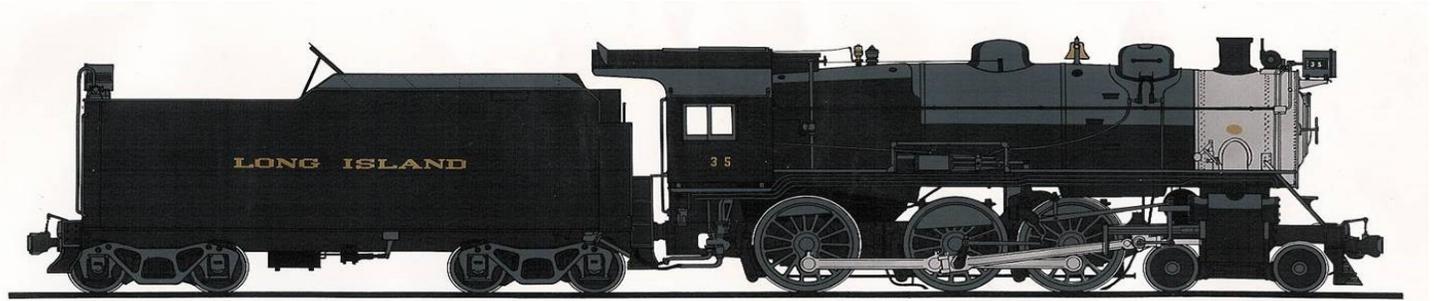
Full service was restored on December 10, 2012.

I would appreciate hearing from anyone with reports of printed timetables not listed here. I can be reached at 631 360 0001, [mushyschulman@aol.com](mailto:mushyschulman@aol.com), or 8 Talbot Lane, Smithtown NY 11787

## Upcoming Events

Grumman Model Railroad Club Train Show:  
Bethpage High School  
Saturday, January 16, 2016  
11am – 3:30pm

Westbury Boy Scouts Troop 223 Train Show:  
Westbury United Methodist Church  
Saturday, March 5, 2016  
11am – 3:30pm



## In Other News



A new “Long Island” Chapter of the **Pennsylvania Railroad Technical and Historical Society** (PRRT&HS) has been formed and is in the process of finalizing its organization. The purpose of this chapter is to showcase the history of the Long Island Rail Road while under control of the Pennsylvania Railroad and the obvious influence the PRR had on the LIRR. A secondary purpose is to expand attention beyond Long Island of the efforts of the **Railroad Museum of Long Island** and the **Oyster Bay Railroad Museum** in the restoration of G-5s steam locomotives #35 and #39.

Tentative plans call for the chapter to meet quarterly and to alternate between Riverhead and Oyster Bay locations, thus accommodating those who are most intimately involved in both organizations and efforts. The organization is scheduled to meet in early January. As more information becomes available regarding membership and meetings, it will be shared here in the Semaphore!



## Editor’s Note By Steven Torborg

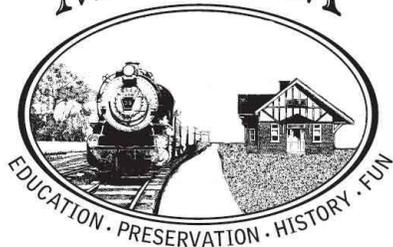
When submitting items for inclusion in the “Semaphore”, please keep your articles as simple as possible. All submissions must be in an editable format wherein the text may be simply copied and pasted. Items that cannot be easily reposted or resized are very difficult to reprint in a legible manner. Likewise, it should be remembered that all photos will be converted to black and white for printing. Dark or otherwise intricate photos do not generally reproduce well. Finally, please try not to exceed one or two pages total. The smaller the submission is, the better chance of it making it into the Semaphore. For your reference, most articles are printed in 12 point font. Thank you!

Long Island Sunrise Trail Chapter  
National Railway Historical Society  
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### Oyster Bay Railroad Museum

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