



SEMAPHORE



February 2016

The next meeting of LIST will be on **Friday, February 19th at 8:00pm** at the Christ Episcopal Church, South Carll Avenue and Prospect Street, Babylon, New York.

THIS MONTH:

Gene Collora will present "A Trip Down Memory Lane", a presentation about Long Island Rail Road equipment no longer on the property.

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

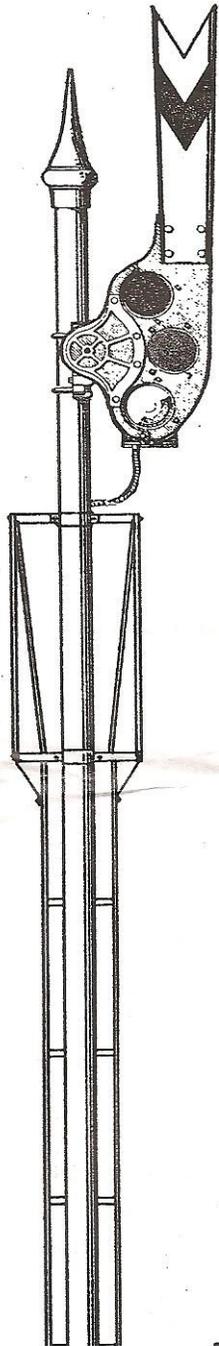
<http://www.nrhs-list.org>

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 _____
# _____	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 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 _____
# _____	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

The Long Island Sunrise Trail Chapter of the National Railway Historical Society is 50 years old this year! This historic milestone will be celebrated in several ways. I am working on having a special guest speaker for our anniversary meeting as well as we are working on tours [plural] and a fan trip. I think a commemorative pin would be in order, one similar to our 40th Anniversary pin. Your suggestions are welcome! Stay tuned for further developments.

We have shipped out and delivered all items that were ordered by members and non members alike with the exception of a couple of copies of the Mark Smith which I unable to obtain. If you DID NOT receive the items you ordered, please e mail or call me at my address or telephone number noted below.

The 2016 LIRR calendar was a success. At this time, we have only 5 copies remaining which is in effect a sellout. I hope all who bought a copy liked it and appreciated the work that the calendar committee did on its production. The calendar committee consists of Mike Boland, Bob Myers, Bob Sturm and myself. If you would like to submit pictures for the 2017 calendar, please do so as soon as possible but if they are digital, they must be at least 600 DPI. Slides as well as proofs are welcome but make sure they are clear pictures. Old pictures are especially welcome even if they are in Black & White.

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 Oct., Nov. and Dec. is already signed up for 2016. Annual Chapter dues remain at \$15. The NRHS sent 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.

I would like to mention in the Semaphore all Chapter members who have written and published a book or books. 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. Chapter member Arthur Erdman has written several books and they as follows.

Long Island Rail Road-In Color, Volumes 1, 2, 3 and 4. [We have them in stock]

Conrail Atlantic Region-In Color Volumes 1 and 2.

Dereco –In Color

Erie Lackawanna –In Color, Volume 9 “Working on the Extra List.”

Gene Collora has written two books and they are as follows.

Steel Road Nostalgia Volume 1: The Northeast. [We have them in stock]

Steel Road Nostalgia Volume 2 will be available to Chapter members next month.

Next month I will mention Ed Koehler’s book, Dave Morrison’s books, Andy Sparberg’s book and Bob Sturm’s books. If I missed anyone, please let me know. [I am sure you will!] This list is currently limited to Chapter members and it can be on any topic.

[I did not realize that LIST has so many writers!]

LIST HAPPENINGS CONTINUED ON PAGE 7

LIRR NEWS by Steve Quigley

The Long Island Rail Road has remained the busiest regional railroad in the nation carrying 87.6 million riders in 2015. This represents a 2.1% increase over 2014 and the highest since 1949. The previous LIRR record since 1949 was in 2008 when 87.4 million customers were carried. In 1949 it is estimated that 91.8 million riders were carried. Back in 2008, high gas prices existed which contributed to the increase in ridership. However, as we all note, gas prices have decreased while ridership has increased. [If you travel the Southern State or Northern State Parkways or the L.I.E. during rush hour or non rush hour, you will know why ridership has increased S.Q.]

Commuter ridership increased 2.1% to 50.4 million riders and non commuters which increased 2% to 37.3 million customers.

NY State Gov. Andrew Cuomo has proposed various plans to boost the region's economy. Cuomo, in a speech to the LI Association business group announced his backing for the long delayed and controversial third track main line between Hicksville and Floral Park. Previous plans to add a 3rd track were opposed by residents along the right of way. Financial constraints also caused the prior plans to be shelved. The 3rd track would encourage reverse commuting by making the main line available for eastbound travelers during rush hour. [Presently, train 2703 which is the "Chaminade Train" travels west on the east track from Hicksville to Mineola at 8 AM thus preventing trains from running east during that time] The project is expected to cost between \$1 to \$1.5 Billion. It is estimated that 50 properties including 20 homes, would lose land.

At the present time, a third track already exists on the Herrick's Road overpass. Space for a third track already exists on the Roslyn Road overpass, the Mineola Blvd. bridge as well as the pedestrian overpass at the Mineola Station. Noise mitigation would be implemented and safety improvements would be made to seven grade crossings.

LIRR President Patrick Nowakowski estimated it would take approximately 6 years to complete the project from when construction begins and could be finished at approximately the same time East Side Access is estimated to be completed in 2022.

Other proposals include the reopening of the Republic Station in Farmingdale that is across the street from Airport Plaza which is a shopping center and Republic Airport which is an active airport.

On Saturday, January 23rd, Long Island endured one of the heaviest snowstorms in its history. An estimated 30" of snow fell in Hicksville and most places in Nassau and Suffolk Counties had between 18" and 24" of snow. The LIRR shut down service due to snow substantially above the 3rd rail as well as frozen and clogged switches and snowdrifts across the tracks. On Monday, limited service was restored on the main lines but with cancellations and delays system wide. By Tuesday afternoon, service had been restored to all lines with some delays and cancellations.

Considering the amount of snow that fell over a 24 hour period, transportation officials from other rail road's lauded the efforts of the people of the LIRR in restoring service.

IF ANYONE HAS PICTURES OF THE LIRRs NEWEST PIECE OF SNOWFIGHTING EQUIPMENT,"DARTH VADER" IN ACTION DURING THE SNOWSTORM, SEND IT TO ME AS WE WOULD LIKE TO POSSIBLY INCLUDE IT IN A FUTURE CALENDAR.



THE LIRR MODELER by Mike Boland

This Month's Feature: PROTO RAILS 2016 PART 1

Last month while in Florida I had the opportunity to get to Cocoa Beach and participate in Prototype Rails 2016, probably the biggest Railroad Prototype Railroad Modelers event of the year. The event, held from Thursday, January 7th through Saturday, January 9th, was held at the Cocoa Beach Hilton Hotel by the water on the East Coast. Once again, I did NOT get into the waters for a swim!

Last year I did one of the first shows—at 8pm on Thursday night—the first evening of the three-day event and presented my very first PowerPoint show on the LIRR's MP54 fleet. I had just flown into Orlando from New York—JFK—that Thursday afternoon and rode a van for 90 minutes from the airport to Cocoa Beach to get to the Hilton since I didn't have a car. I got there with minutes to spare. I also did my show a second time and attendance was pretty sparse.

This year I rented a car and drove over from Venice on the Gulf Coast. I presented another LIRR show, this one on passenger cars since 1945 and this show was in color. It was composed of many color prints of passenger cars I've purchased or collected through the years. I had good attendance at both shows; I presented a show on Friday at 1pm and again on Saturday at 10:30am.

I was one of five other clinics or presentations being offered at the same time so railfans and modelers had choices to make when it came to the many presentations that are offered twice during the event. This year there were more than 80 clinics by 45 presenters or clinicians. The various themes offered this year were freight cars, passenger cars, operations and industries, layouts, prototype railroads and "how to.." informational clinics. Once again Mike Brock and his staff of volunteers did a fantastic job on organizing the event. His tech supervisor Jeff Aley did his usual superb effort to get all the clinicians and their shows to go off on time. Thanks, Mike, Jeff, staff and all clinicians.

Clinics last an hour with 45 minutes for the presentation and 15 minutes for a question-and-answer period for those attending. Everything is now PowerPoint or color photos—no slides—called up via a flashdrive and then projected by PC. Clinics ran at 9am, 10:30, lunch, 1pm, 2:30 and 4, then dinner, 7pm and 8:30 for the final clinic of the night. Thank God I now know PowerPoint!

In addition to the clinics there was a showroom with vendors, a modular layout modeled after the Florida East Coast Railway in N scale and four very long tables featuring all kinds of models in different scales. Absolutely amazing!

There'll be more about Proto Rails 2016 next time. I also plan to write about MTH's new HO scale LIRR and NY&A GP38-2s soon! Until then, happy modeling!



Stack Talk by Neil Moran

NEW MEXICO – ANTONITO: The friends of the Cumbre & Toltec will be running a steam special on March 12-13 out of Antonito, New Mexico. What makes this trip so special is that locomotive will have a flange and snow removal equipment on the front end ahead of the locomotive. The #487 a Mikado 2-8-2 built in 1925 will power this special event. The engine will be lettered in the flying Rio Grande herald. Here is the schedule: on March 12th at approximately 5:30 am (yes that's right) Class K-36 #487 will head out of Antonito with flange #3, water car #0471, gondola car, a box car and various other equipment along with two cabooses. The entire train will be suitable for sun rise photos. After several runbys the steam train will continue on as far as the snow and ice will allow. Then back down to Antonito with as many runbys possible during the afternoon hours. On Sunday March 13th the train will depart Antonito at 9:00 am with several runbys past the water tower and station. Then it's off to the West with as many photo stops as possible all with the same equipment. The price for this weekend in the snow is \$795.00 and "The Friends" are working with Michael Allen and Mike Shade to ensure the best possible locations for your photography. For more information, go to the site Flange 2016 Colorado New Mexico Steam Train.org. Steam in the snow what could be better!!

WASHINGTON – SNOQUALMIE: The Northwest Railway Museum in Snoqualmie is continuing their work on the restoration of former Northern Pacific #924. This locomotive engine is a 0-6-0 switcher which is ultra-rare indeed. Due to the fact it was built back in 1899 by the Rogers Locomotive Works. During its decades of service with the Northern Pacific Railway the #924 served as a switch engine in Seattle, Tacoma and Everett, Washington. The locomotive was also used at the King Street coach yards. The following is a recent report from Efstathios Pappos who is leading the restoration effort. Since workers began the restoration last November a number of major tasks have been completed. Tasks includes: boiler interior has been stripped of tubes and scale, form 4 of engineering package has begun a requirement for operating a steam engine, new firebox side sheets were fabricated and welded into place and a new riveted tender cistern was fabricated. This tender frame was also rehabilitated for service as well as a new tank installed on the frame.

A major hurdle of the boiler was accomplished when the jacketing and insulation removal was done. To complete the Form 4 process, the exterior of the boiler had to be stripped for visual inspection and final ultrasonic thickness testing completed. A decision was made to remove the insulation in house. A private firm Global Abatement Services a licensed asbestos contractor was retained. A great deal of time and effort was taken to remove the asbestos in a safe efficient manor at a complete price. With this work now completed the group can finish the boiler work and proceed with the running gear. All I can say about this project is (Amen) and may the force be with you!!

OHIO – SUGARCREEK: Former Kettle Moraine Railroad 2-6-2 #9 arrived a few months ago at the Age of Steam Roundhouse near Sugarcreek, Ohio. This locomotive becomes the 16th steam engine to be added to the Age of Steam Roundhouse Collection. The 2-6-2 "Prairie" type was transported to the roundhouse by truck from North Lake, Wisconsin where it had been stored indoors since the final operations of the Kettle Moraine Railroad in 2001. The locomotive's former owner Steve Butler purchased it for the Age of Steam Roundhouse collection. Locomotive #9 was built by the Baldwin Locomotive Works during 1901 for the McCloud River Railroad of California. She has 44-inch driving wheels, develops 160 pounds per square inch and uses 16 x 24 inch cylinders to produce 19,000 pounds of tractive effort. The engine also worked for the Yreka Western Railroad, Amador Central Railroad and the Nez Perce & Idaho. Number 9 was later sent to the Mid-Continent Railroad Museum at North Freedom, Wisconsin where that group restored her and ran tourist trains there until being moved to North Lake where she ran there until local residents decided they didn't want a steam train running in their neighborhood. May many motorcycle conventions be held in North Lake, Wisconsin!!

Stack Talk...continued by Neil Moran

NORTH CAROLINA – SPENCER: By the time you read this story Norfolk and Western J #611 will have been returned to the Spencer Transportation Museum for additional repairs. The #611 to continue to run needed new axles and bearings which will cost \$200,000. Indeed, a tidy sum!! Museum Executive Director Bev Fitzpatrick says the damage is from years of steel on steel not just the trips this coming summer. The new wheels will now mean it can run for many years to come. The #611 spent two decades in retirement.

The upcoming 65-year-old engine's restoration and triumphant return will result in an estimated \$4.5 to 7 million expense to North Carolina communities visited by the #611. The locomotive has now been at Spencer since January.

MARYLAND – CUMBERLAND: We will end this column with some additional spending news. The Western Maryland Railroad continues to make steady progress on its effort to return the former Chesapeake & Ohio 2-6-6-2 #1309 to operation. The most significant discovery was that the firebox of the locomotive was as Scott Lindsay put it "in like new condition" leading to speculation that the C&O replaced the firebox late during the locomotives service. What a huge break for this group! Last October Scott Lindsay and the other officials from the Steam Operation Corp. completed a detailed ultra sound survey of the locomotives boiler. The testing uncovered several areas where erosion impacted the boiler and rear tube sheet with other potential issues. While the boiler and rear tube sheet would meet current standards additional patches would be necessary within the next 3 to 5 years.

Western Maryland General Superintendent Mike Gresham made the decision to delay #1309's return to service to give the shop crew more time to install the needed patches and bring the boiler to "as built condition". Mike Creshan continues "although we could operate #1309 without some repairs from corrosive damage" it's really the only logical decision to make the repairs now considering the locomotive is disassembled even it means a delay to service. The railroad will also have launched its "1309 Campaign" fundraising drive that will have the locomotive powering trains by mid-2016. This campaign hopes to raise \$200,000 through the expansion of its "Hands on the Throttle" program. The group has scheduled the weekend of July 24th 2016 for the big 2-6-6-2 return to service and wouldn't that be a day to remember!!

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

List Happenings...continued by Steve Quigley

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.

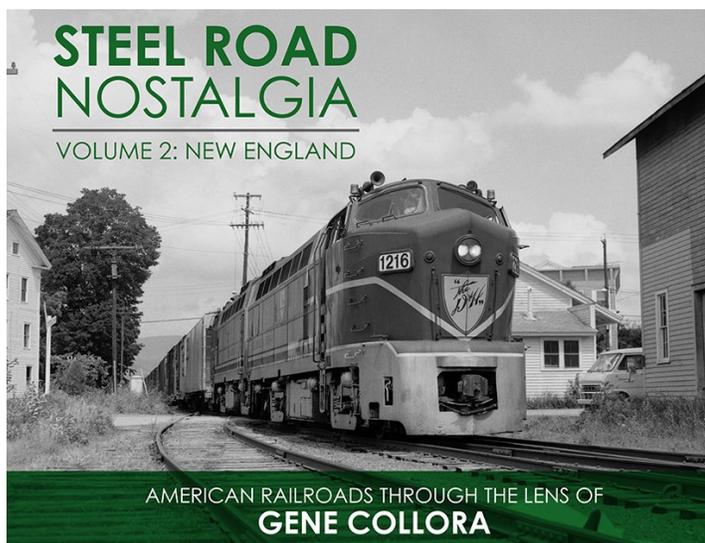
At our Chapter meetings each month, we used to have what we called an Extra Section. It took place after the guest presenter and it was anyone who wished to perform a brief slide or? show for 5 or 10 minutes. I would like to reinstate the Extra Section so if you wish to bring a few slides or a short 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 and my telephone # is 631-487-4766. Please email your articles.

Books Authored by LIST Chapter Members

Bob Sturm has completed writing a book about his first career as a Marine Engineer. Titled **THE SS UNITED STATES THE VIEW FROM DOWN BELOW**, the book is an insiders look at the design and operation of the fastest (she still holds the record) transatlantic luxury liner. In addition to a description of life aboard the ship as a licensed engineer, Bob has explained many of the design secrets that contributed to the ship's speed, safety, reliability and maneuverability. Some details have never been published before this information is being published. As a point of fact, the ship was furnished with steam turbine propulsion.

The book is presently in the hands of the printer, and Bob expects it to be available in the second quarter of this year. The press run of this hard-cover book will be limited to 750 copies, so if you are interested please make your interest known. Included are many B&W and color images to illustrate the text.



Master photographer and career railroader **Gene Collora** has spent over six decades capturing the essence of American railroading in stunning black & white large format negatives. For the first time, he has opened his vault to put his life's work in print. Containing over 90 vivid images of people, places, and machines in the heyday of this classic American industry, this second volume will take you on a journey across New England from the 1950s through the 1980s. Collora's photographs have been skillfully reproduced and printed in the United States with the most technologically advanced lithographic printing process available. This captivating collection of rail photography is

presented only in this limited-edition hardcover book.

Released January 30, 2016 | 96 pages

ISBN: 978-0-9966963-1-9

Arthur Erdman has written the following books:

Hard cover:

- Long Island Rail Road – in color, Volumes 1, 2, 3 and 4.
- Conrail Atlantic Region – in color, Volumes 1 and 2
- Dereco – in color
- Erie Lackawanna – in color, Volume 9 “Working the Extra List”.

Ebooks:

- Erie Lackawanna Volumes 1 and 2 – “Color Photography of Robert F. Collins”
- Conrail – Delaware and Hudson and NYS&W Railroads

6th Proposal of Governor Cuomo's 2016 Agenda: Transform Penn Station and Farley Post Office Building Into a World-Class Transportation Hub

Governor Cuomo unveiled the sixth signature proposal of his 2016 agenda: transform Penn Station and the historic James A. Farley Post Office into a world-class transportation hub. The project, known as the Empire Station Complex, will feature significant passenger improvements, including first-class amenities, natural light, increased train capacity and decreased congestion, and improved signage to dramatically enhance the travel experience. The project – which is anticipated to cost \$3 billion – will be expedited by a public-private partnership in order to break ground this year and complete substantial construction within the next three years.

The original Penn Station first opened in 1910, and its underground areas have remained in continual use since then. In its current form, the station is designed to accommodate 200,000 daily passengers. In practice, it is the busiest train station in North America, serving more than 650,000 passengers every day, and is plagued by widespread pedestrian congestion and outdated facilities. The Governor's proposal will address these current shortcomings and transform the facility into a modern, iconic gateway to New York that is capable of meeting the demands of increased ridership in the 21st century. "Penn Station is the heart of New York's economy and transportation network, but it has been outdated, overcrowded, and unworthy of the Empire State for far too long," said Governor Cuomo. "We want to build Penn Station to be better than it ever was, and that is exactly what we are going to do. This proposal will fundamentally transform Penn Station for the 21st century, and we are excited to move forward with the project in the days to come."

Penn Station Redevelopment: The existing Penn Station facility, which lies beneath Madison Square Garden and between 7th and 8th Avenues, will be dramatically renovated. The project will widen existing corridors, reconfiguring ticketing and waiting areas, improve connectivity between the lower levels and street level, bring natural light into the facility, improve signage, simplify navigation and reduce congestion, and expand and upgrade the retail offerings and passenger amenities on all levels of the station. The new station will include Wi-Fi, modernized train information displays and streamlined ticketing.

Several design alternatives will be considered, including major exterior renovations involving 33rd street, 7th avenue, 8th avenue, and/or Madison Square Garden Theater. Renderings of all of these options are available in the Governor's presentation.

Farley Post Office Redevelopment: As part of the Governor's proposal, the Farley Post Office, which sits across 8th Avenue from Penn Station, will be redeveloped into a state-of-the-art train hall for Amtrak, the new train hall, with services for passengers of the Long Island Rail Road, New Jersey Transit and the new Air Train to LaGuardia Airport. The train hall will be connected to Penn Station via an underground pedestrian concourse, and increase the station's size by 50 percent. At 210,000 square feet, the train hall will be roughly equivalent in size to the main room at Grand Central Terminal. The new facility will offer more concourse and circulation space, include retail space and modern amenities such as Wi-Fi and digital ticketing, and feature 30 new escalators, elevators and stairs to speed passenger flow. The Governor's proposal also calls for an iconic yet energy-efficient architectural design.

To read more on the details of this exciting project, and to view photos, renderings and video clips, view the article online at: <https://www.governor.ny.gov/news/6th-proposal-governor-cuomos-2016-agenda-transform-penn-station-and-farley-post-office-building>

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ATTENDING MEETING AT CHRIST CHURCH BABYLON



LONG ISLAND-
SUNRISE TRAIL
CHAPTER



NATIONAL RAILWAY HISTORICAL SOCIETY