



SEMAPHORE



June 2016

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

THIS MONTH:

To finish out the first half of 2016 which is the 50th Anniversary of LIST, we will have an ALL LIRR presentation. The slides will focus on the LIRR in the 1970's to the 1990's. Hundreds of slides will be shown. In addition, if we have time, there will be a video of the LIRR.

THIS WILL BE THE LAST MEETING UNTIL SEPTEMBER!

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

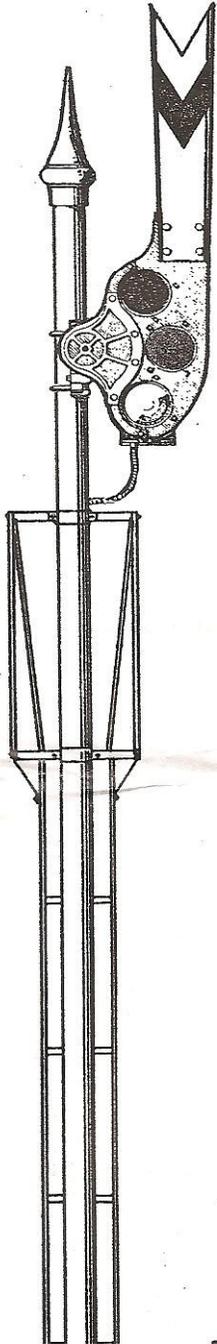
LIST-NRHS.org

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 _____
# _____	Steel Road Nostalgia, Vol.2 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 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 _____

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

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 is the last edition of the Semaphore until September! As usual, we do not have meetings in July and August and we do not publish the Semaphore in those months.

We will have a business meeting at the beginning of program. Chapter elections will take place. The following are the members of the LIST Board of Directors: Mike Boland, Bob Cecere, Ken Katta, Alan Mark, Bob Myers, Ken Raffaele, Steven Rappaport, Stephen Quigley, Richie Schulman and George Wybenga.

The current plan for the September meeting is to have a senior executive of the LIRR be the guest speaker. As of now, the meeting will be held in Old Town Hall in Babylon Village where we have met in the past. I will let you know in the September edition of the Semaphore who the guest speaker will be.

The Brookhaven Rail Terminal Tour took place on May 20th. Thanks goes to Chapter member Bob Grant who organized the tour. Special thanks goes to the executives of the Brookhaven Rail Terminal who provided breakfast, an interesting tour and a ½ hour Q + A session at the end of the tour. An interesting and informative time was had by all.

Other items you may be interested in are the following:

- 1] We are working on a visit to the PSCC which is the Penn Station Central Control and in conjunction with that, we are planning a guided tour of the High Line on the West Side of Manhattan; both on the same day.
- 2] I have been in contact with someone who is helping us finalizing specifics regarding a tour of the East Side Access. As you know, this is how the LIRR will be going to Grand Central Terminal. We were afforded a tour back in 2014 and I have been told much progress has taken place since then. If you are interested let me know ASAP as there will be limited space available and the MTA requires a security check with documentation submitted. The tour will be on a weekday in August. WE STILL HAVE A COUPLE OF SPOTS REMAINING SO IF YOU ARE INTERESTED, THIS IS THE LAST CALL! Sorry but no tours on weekends. The cost will be \$25 per person, Chapter members only.
- 3] I am going to organize a tour of Grand Central Terminal. I recently took the tour and found it to be fascinating. If you are interested in a 2 hour guided tour of GCT, please let me know.
- 4] We are going to organize a tour of the LIRR's Hillside Maintenance Facility. This amazing facility is where the LIRR's fleet of electric cars is maintained. We are going to try and have a tour of the Morris Park Shops the same day.

ON ALL FUTURE TRIPS AND TOURS, YOU MUST WEAR BOOTS OR OTHER HARD SHOES! SNEAKERS WILL NOT BE PERMITTED. YOU WILL NOT BE ALLOWED TO PARTICIPATE IN THE TRIP OR TOUR IF YOU WEAR SNEAKERS.

IF YOUR ADDRESS LABEL ON THE SEMAPHORE HAS A YELLOW MARK IT MEANS ACCORDING TO OUR RECORDS YOU HAVE NOT PAID YOUR 2016 DUES. If this is incorrect, please let me know.

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.

HAVE A GREAT SUMMER OF RAILFANNING AND TRAINSPOTTING!

MOST OF ALL, BE SAFE! SEE YOU IN SEPTEMBER.



LIRR NEWS by Steve Quigley

The LIRR has presented preliminary plans to build a 9.8 mile third track on the Main Line between Floral Park and Hicksville. A series of public meetings were held on May 24th and 25th in Nassau County. The meetings were held in New Hyde Park, Hofstra Univ. in Uniondale and in Hicksville near the train station. I attended the meeting in Hicksville on the 25th of which approximately 150 people were there. At this meeting, I estimated the vast majority of speakers were in favor of the third track as this third track will provide a substantial number of jobs during the construction phase among other items. The plan will greatly increase LIRR flexibility on the main line during rush hours and to provide reverse commuting during both the morning and evening rush hours and to provide additional train service when East Side Access opens in the future.

The Third Track plan was proposed approximately 10 years ago but at that time the political and local opposition was too strong to overcome. This time, NY Governor Andrew Cuomo is a strong proponent of this plan which provides incentive to accomplish this extremely important project. At the Mineola train Station, an office in the eastbound station building has been set up on the south side of the tracks where you may pick up information on the third track plan. One other very important benefit of the plan is to eliminate 7 grade crossings on the 9.8 mile segment. In 1998, the Herrick's Road RR crossing was eliminated which at one time was the busiest RR crossing in the number of trains and cars per day IN THE US! NO private property will be taken with this proposed plan.

If you wish further information on this plan, please go to the web site **www.amodernLI.com**. You will see various plans and information on this site. I recommend you visit this site.

At the same time, construction continues on the second track between Ronkonkoma and Farmingdale. When completed, this will also provide greatly increased flexibility as well as to allow reverse commuting during both rush hours. I have noted more intra-island riders as well as reverse commuters to various parts of the island. Ridership is projected to increase for the foreseeable future as no new roads/highways are being built and congestion on the existing roadways has reached critical points during the typical work day.

In addition, the massive construction project known as East Side Access is also proceeding. This project will take several more years but as you are aware, will allow many thousands of commuters who work on the east side on Manhattan a shorter commute by eliminating a subway ride or a walk from the west side where Penn Station is located to the east side.

Newsday has reported that a panel discussed the possibility of having LIRR trains travel into New Jersey on existing trackage. This idea has been proposed in the past with no results. Many logistical items must be worked out before this plan comes to fruition.

THE LIRR MODELER by Mike Boland

This Month's Feature:

**A HEAVYWEIGHT PARLOR-LOUNGE CAR YOU CAN MODEL:
LIRR #2036 ONEIDA CLUB (EX-PRR WESTDALE) PART 1**

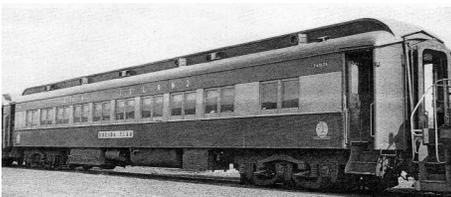
I'm always grateful that my good friends at Walthers brought out my favorite passenger car, the Pullman heavyweight 28-1 parlor car not too long ago. The car was manufactured in both the classic PRR paint scheme and the equally-famous LIRR standard smoky gray, Dark Green Locomotive (Brunswick?) Enamel roof, Blue-Ribbon Fleet window stripe and white condensed gothic lettering with red car name. Other roadnames were brought out as well. Both the PRR and the LIRR sold out so I hope that Walthers will reissue the cars soon; they seem to be doing a tremendous number of later lightweight streamline cars.

Now much of the LIRR and PRR fleet of parlor cars were 28-1 cars with 28 individual parlor chairs and one drawing room with a capacity of 5 but there were other types of cars on the roster. The LIRR had six parlor-lounge cars and so far, these cars are not available for modelers. This was the reason I started to explore what I could do to kitbash these cars, which had an important part to play in LIRR parlor service.

Of the six cars that fall into this category five cars will be overlooked right now since all of these have vestibules at one end of the car only. I'll get to them soon. The cars I'm speaking about are, of course, Cayuga Club, Mohawk Club, Seneca Club (all three are very similar except for the non-vestibule ends), Onondaga Club (a one-of-a-kind car on the LIRR roster), and Tuscarora Club, an arch-roof diner later remade into a chair car after dining service was ended.

But there was another car, number 2036 Oneida Club and it intrigued me. It had a vestibule at each end and resembled a coach with its paired windows and lack of a pedimented roof, something that all Pullman cars had after about 1926. I began to really study this car with photos from the late George E. Votava and our own Gene Collora, thinking that this car could definitely be modeled. Then Walthers came out with its heavyweight paired window coach with six-wheeled trucks, model number 932-----. It didn't take too long for me to realize that with minimal work, I could convert the Walthers coach into this interesting parlor-lounge-buffet car.

First, here's a little history about this interesting car. Number 2036 Oneida Club was formerly PRR #7052 Westdale. According to Don Valentine of New England Rail Service (he's the guy that makes all those good heavyweight Pullman parts in HO scale) Westdale was one of six cars that were built as 32-chair parlor cars in 1916; the familiar pedimented roof that Pullman became famous for did not appear until a decade or so later, in 1924, so the top of the end sill was arch-shaped. The other five cars--Kingston, Larchmont, Simsbury, Southport and Waterville--were built for general service by Pullman and these cars, along with Westdale, were known to have run in the northeast on the New Haven Railroad. In 1939 these six parlor cars were rebuilt to Plan 2917C 20-parlor-15-seat lounge-buffet cars retaining their original names.



Gene Collora photo published in "The Route of the Weekend Chief", Autumn 1995 issue of The Keystone / Scan by Jack Deasy

Happy modeling and see you in September when we continue!



ONEIDA CLUB laying up at station platform at Montauk, NY in 1969

Jules P. Krzenski photo, Dave Keller archive

Stack Talk by Neil Moran

COLORADO – MANATOU & PIKES PEAK: On June 30th the Manitou & Pikes Peak Railway will celebrate its 125th year with a special train to commemorate the anniversary. No 4 a 0-4-2T will do the honors. The locomotive was built back in 1891 and is a veteran of this line. As some of you know this is a Cog Railway and 8.9 miles long and features the highest railroad station in North America. No 4 will make four runs up the mountain during this celebration to mark the official opening. Additional celebratory trips will take place on August 25th, September 8th and October 6th. These stream trips will only travel a quarter mile from the base station and return. No 4 will pull the original coach #104 during each trip. The Railway's regular train operated by a Swiss – built diesel railcar will make daily runs up the mountain.

MINNISOTA – MINNEAPOLIS: Milwaukee Railroad 4-8-4 #261 will steam again this month on June 4th and 5th. This year marks the 25th anniversary of the signing of the agreement that resulted in the #261's restoration. This excursion will depart the Friends of the 261 Shop in Minneapolis at 9AM on June 4th then travel over BNSF rails on former Great Northern's Hinckley and Lakes subdivisions to Lake Superior Railroad Museum in Duluth. Arrival time is expected around 3 PM. The line has several large steel trestles including the tall bridge over the Kettle River at Sandstone, Minnesota. After an overnight stay at the museum hotel the #261 will return to Minneapolis on the 5th at noon and arriving in Minneapolis around 5 PM. The American Locomotive Works built her in 1944 but she remained in service until 1954. The Milwaukee Road donated the locomotive to the National Railroad Museum of Green Bay Wisconsin in 1956. The locomotive was purchased from the museum by the Friends of the 261 group and made its first excursion in September 1993. The 261 is the largest coal burning steam engine operating in the United States today.

WISCONSIN – MIDDLETON: At one time the American Locomotive Company was one of the largest builders of steam engines in the world. Back in 1907 six years after the New York Company was formed by a merger of the Schenectady Locomotive Works along with several other companies. Also as it was then known set a production record – its 6200 employees built 942 locomotives and turned an average of 18 steam engines every week at a cost of \$20,000 each. Two years after one of Alco's locomotives (#1385 a 4-6-0 a 60 ton 10 wheeler) was taken apart and shipped 38 miles from North Freedom to a rural machine shop in Middleton, Wisconsin. Completion of the 2 million dollar rebuild will continue for two more years. The locomotive was built for the Chicago and North Western Railroad who owned her over 50 years on the Mid-Continent Railway. "A museum in Central Sauk County is starting to look like it's old self again" said Peter Deets.

The engine's three sets of 63-inch drive wheels and one set which weighs 15,000 pounds are resting on tracks in the rear of the shop and are connected to the 40-foot-long chassis and drive rods are attached, much of the engine has coats of fresh paint and there are newly minted parts made of steel and brass. The wooden cab is nearly completed. Welding work on the boiler will begin this summer in Minnesota. The locomotive was a workhorse for the Chicago & North Western Railroad from 1901 to 1956. When she retired, Mid-Continent members raised over \$2600 dollars to purchase it in 1961. Beginning in 1963 the locomotive pulled trains over a 3.5-mile track, but was taken out of service in 1999, when officials said it was a very tired engine. It's now back in service again with the potential of drawing thousands of people each year to the town of Wisconsin, Dells.

Stack Talk...continued by Neil Moran

OREGON – PORTLAND: The Pacific Railroad Preservation Association in Portland is rebuilding the former SP&S #700 in preparation for the locomotive's 15-year inspection by the Federal Railroad Administration. The inspection entails a meticulous examination of every rivet plate and seam of the boiler shell as well as the painstaking ultrasound thickness of the boiler components. The purpose of the inspection is to ensure the Public's Safety by verifying that the locomotive's boiler remains sound and remains capable of containing the amount of steam pressure it generates. In the case of the #700 this is 260 pounds per square inch. The inspection incorporates all elements such as the boiler shell, firebox walls, boiler flue tubes, super heaters, flue sheets, and all various stays and supports within the boiler. The SP&S #700 is the only surviving example of the E-1 Class 4-8-4. She was built at the Baldwin Locomotive Works in May 1938 for passenger service use on the SP&S. In recent news the jacketing and lagging have been removed and crews are cleaning rust off the surfaces in preparation for an ultrasound measurement. Soon the firebox will be removed and then the tubes will be taken out. The plan is to have the #700 back in service by mid-2019, but keep your fingers crossed!

MICHIGAN – OSWEGO: By the time some of you read this story the #1225 will have already made its run out of Mt. Pleasant, Michigan to Cadillac. But no matter the real story is that the former Berkshire Pere Marquette is back running again. She was the largest and most impressive steam locomotive in the institute's collection. Of course I am talking about the former Pere Marquette 2-8-4 #1225. It was built by the Lima Works, back in the days in the sun she had the name "Engine of the Hour" running at speeds of 60-70 mph and was a "Piece of cake" when pulling passenger trains and a bit slower when in charge of freight trains. This steam excursion was entitled "Back to the Bricks" and was their first trip on her 75th birthday. Welcome back former "Queen of the Rails"

TENNESSEE – KNOXVILLE: This year in 2016 and the Three River Rambler's season steam locomotive #154 on all steam excursions engine #154 Consol type that was built in 1890 at the Schenectady Shops of New York. This locomotive has been running with the "Three Rivers Rambles" since 2010 after being restored and is the only operations coal powered engine in the Rambler Fleet. The locomotive was delivered in 1890 to the East Tennessee, Virginia & Georgia (ETV&G) as locomotive #466. In 1884 the ETV&G and the Richmond and Danville Railroad merged to form the Southern Railway. After the merger the locomotive became Southern Railway #154 and then served in the eastern part of Tennessee until it was given to the City of Knoxville where it was stuffed and mounted.

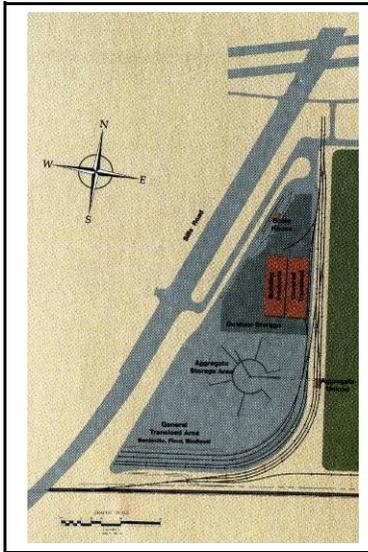
I know for some of you this will be my last column until September. I hope you can ride behind a steam locomotive in this great country there are many opportunities for you to take advantage of this summer.

Now it's time to thank all the people who send me the news you just read. John Bien (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!



LIST Visits the Brookhaven Rail Terminal by Ed Koehler

On May 20, 2016 twenty-one members of the Long Island Sunrise Trail Chapter assembled at the Brookhaven Rail Terminal in Yaphank for a tour of the facility. The Brookhaven Rail Terminal ("BRT") started receiving cars of aggregate during 2012; it was originally a contract rail terminal, it is now a Class III shortline terminal railroad.



While the aggregate business has not held up, the BRT has become an important part of the Home Depot stores lumber distribution network. Two 30,000 square foot warehouses have been erected on site to provide a transload facility. The BRT has also added equipment to enable it to unload covered hopper cars of flour and tank cars of soy bean oil. The flour goes to a large commercial baker, the soy bean oil in bio-diesel manufacture. The map at left is from a BRT publication. Note that the track at the lower right is not yet in place as it is part of a future expansion to the east.

Our group was greeted by Ms. White, their public relations person who treated us to coffee and snacks while introducing us to some of the officials of the BRT. Then it was time to don safety vests and tour the grounds. While we were on the tour a group picture by the BRT's leases switching locomotive was taken. After the tour we returned to the welcome tent where the party was joined by Jim Newell, the Chief

Operating Officer of the BRT for a very informative question and answer session about the future plans for BRT.



The RSSX 3766, a gen-set locomotive built on a frame from a T&NO locomotive. This locomotive is leased from Rail Switching Services by the BRT.



All but two members of the LIST tour party posed at the cab end of the RSSX 3766. Behind the photographer is the lumber transload facility.

All in all it was a very interesting few hours for the members of the Long Island – Sunrise Trail Chapter who visited what is the newest railroad here on Long Island.

Local Railroad Museum Information

Riverhead is open Saturdays and Sundays from 10 AM - 4PM
Griffing Avenue at the Tracks • Riverhead, NY 11901 • **631-727-7920**

Greenport is open Saturdays and Sundays from 11 AM - 4PM
4th Street at the Tracks • Greenport, NY 11944 • **631-477-0439**

Admission is \$7.00 for adults (13+)
\$4.00 for children 5-12 years old
Children under 5 are FREE

The admission charge includes a ride on our World's Fair miniature train and a guided tour of the Riverhead and Greenport sites



On the web at www.rml.org

Admission tickets are good for both the Riverhead and Greenport sites during the same year stamped on your ticket when purchased.

Riverhead Railroad Festival, Sat & Sun, August 27 & 28.
Wooden Toy Train Play Days, Sat & Sun.



The Oyster Bay Visitor Center, Station & Yard are now open seasonally on Saturdays and Sundays from 10 A.M. to 4 P.M.

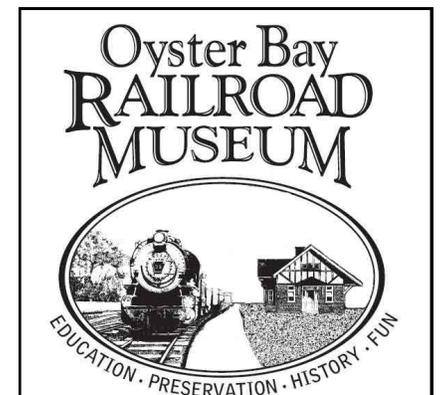
The Visitor Center is located at 102 Audrey Avenue, Oyster Bay, NY 11771. Please call **516-558-7036** for more information on Museum hours.

Admission is \$5.00 for adults (13-61)

Seniors \$4.00 (62+)

Children under 5 are FREE

Admission tickets are good for all three facilities.



On the web at www.obrm.org



Also be sure to check out other local railroad related museums, including:

The **Wantagh Preservation Society** at www.wantagh.li/museum/

They have the LIRR Observation Parlor Car “Jamaica” and the original Wantagh Station, along with numerous displays and artifacts.

The **Lindenhurst Historical Society** at www.bradcoweb.com/trains/lindenhurst.htm

and www.villageoflindenhurst.com/old_depot_at_lindenhurst.htm

They have a caboose and the original Lindenhurst Freight House and passenger station, along with numerous other displays and artifacts.

Long Island Sunrise Trail Chapter
National Railway Historical Society
Post Office Box 507
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Summer is here!

**Please support your local
railroad
museums!**

