



SEMAPHORE



February 2017

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

THIS MONTH:

George Maccarone whom is a retired LIRR engineer will be the presenter at the January Chapter meeting. He is going to present some of his collection of LIRR photos which were taken during his tenure as an engineer. (This presentation was held from January)

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

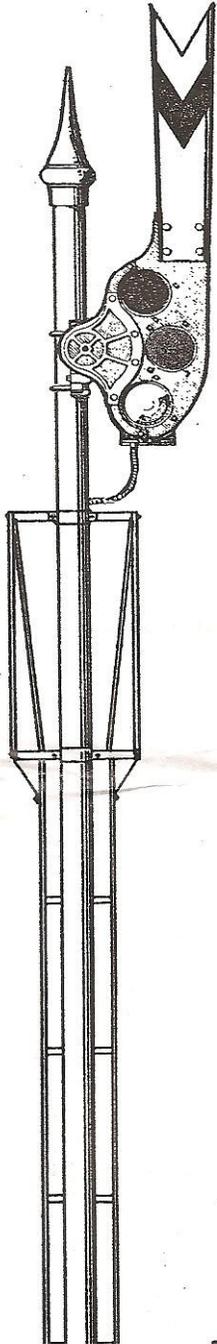
www.LIST-NRHS.org

The Chapter mailing address is:

LIST—NRHS

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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!



# _____	2017 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 _____
# _____	Steel Road Nostalgia, Vol.2 the Northeast	@\$32 each	Total _____
# _____	Jamaica Station by Dave Morrison	@ \$18 each	Total _____
# _____	Sunnyside Yard+Hell Gate Bridge- D. Morrison	@\$18 each	Total _____
# _____	LIRR 175 th Anniversary 60 page book	@\$5 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 LIRR, In Color Power 1952-2015	@\$48 each	Total _____
# _____	The Cast Iron Eagles of Grand Central	@\$3 each	Total _____
# _____	The LIRR Part Seven by V. Seyfried	@\$25 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]

*****NY RESIDENTS, THE COST OF THE CALENDAR IS \$12.49*****

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

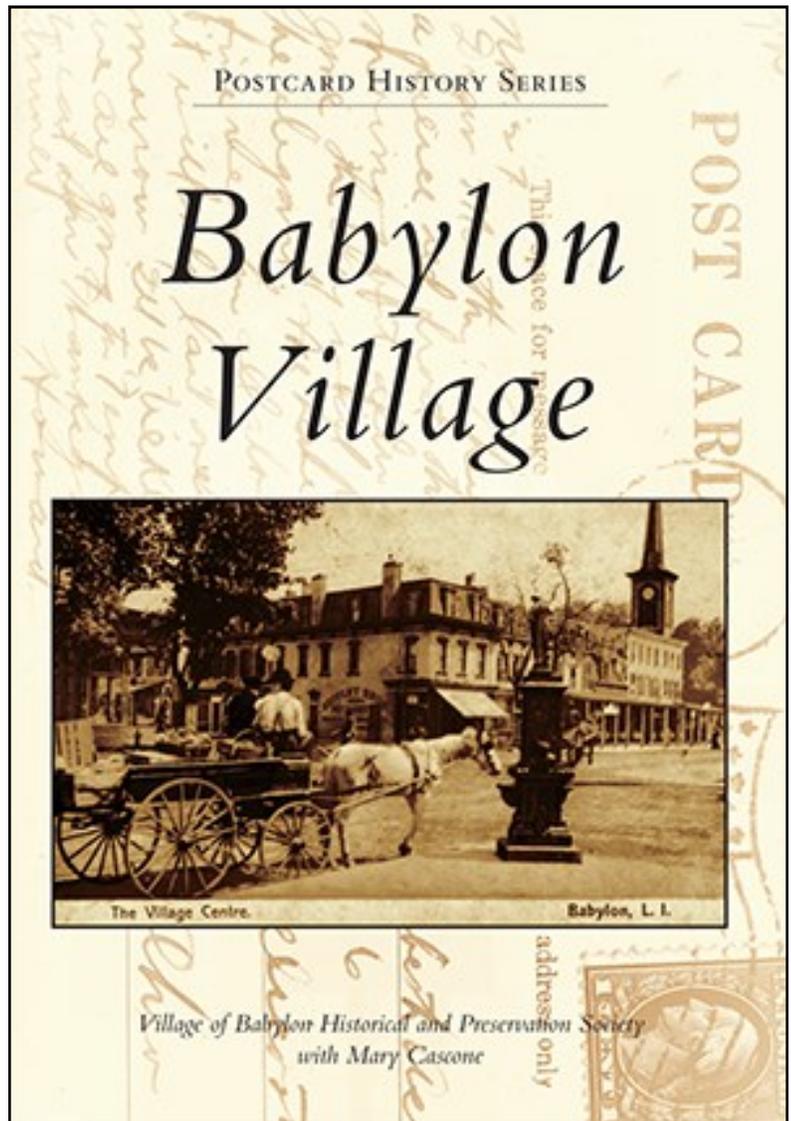
This year is the 150th Anniversary of the rail road arriving in Babylon Village. The South Side Rail Road arrived in Babylon in 1867 and then the South Side RR was taken over by the LIRR at a later date. A celebration is planned with possibly even a special fan trip to commemorate the 150th Anniversary of the RR arriving in Babylon. As more information becomes available, I will keep you posted.

I included the annual dues renewal notice in November's edition of the Semaphore. We, especially our Treasurer Alan Mark, would appreciate you sending back your dues renewal in a timely manner. Thank you for your cooperation with this. If you did not receive a dues renewal notice, please let me know.

A new Arcadia book has been published. The book is titled Babylon Village and it was written by the Babylon Historical and Preservation Society. Normally, I don't mention a book such as this but this book has several photos of the LIRR and Babylon Station. In addition, there are several photos of the Babylon Railroad which was a trolley line that went from Amityville to the Babylon RR station and then to the dock on Great South Bay. If you wish to purchase a copy, please go the Babylon Historical and Preservation Society web site or e mail me.

Believe it or not, we are looking for photos of the LIRR from any era for the 2018 calendar. If you send me them via e mail, please make sure they are crisp and clear. However, we are looking for very old LIRR photos also and they may not be as clear as the photos of today but send them to me anyway. You will be given appropriate credit.

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.



LIRR NEWS by Steve Quigley

NY Governor Cuomo has announced a proposal to spend \$120 million to provide enhancements to 16 LIRR stations and improve station connectivity with a new terminal at MacArthur Airport as well as a new station stop at Brookhaven National Lab. Some of the changes will be new facilities, Wi-Fi, charging stations, public art, waiting areas, renovations and improved signage. The 16 stations are the following, Baldwin, Bellmore, Farmingdale, Great Neck, Merrick, Stewart Manor, Syosset and Valley Stream in Nassau County. In Suffolk County, the stations are Brentwood, Deer Park, East Hampton, Northport, Ronkonkoma, Stony Brook, Port Jefferson and Wyandanch. An additional \$20 million will be spent to develop a new terminal at MacArthur Airport to provide direct service to the LIRR.

Public hearings regarding the construction of the 3rd track between Floral Park and Hicksville took place on January 17th in Westbury, January 18th at Hofstra University in Hempstead and January 19th in New Hyde Park. There was a substantial turnout in New Hyde Park with a smaller turnout in Westbury. I attending the hearing in Westbury and by my count, the vast majority of speakers were in favor of the implementation of the 3rd track.

Please see the website at ModernLI.com for additional information.

On 2 Feb. 2nd the LIRR and the NYS Dept. of Transportation announced the list of construction firms deemed qualified to bid on the proposed 3rd track between Hicksville and Floral Park. As previously noted, in addition to the 3rd track, 7 grade crossings will be eliminated along this line. The project is employing the “design-build” process in which the contractor is responsible for both the design as well as the actual construction. By using this process the aim is to speed construction and places cost overruns, if they occur, on the contractor. This process was used in the rebuild of the LIRR Ellison Avenue Bridge in Westbury which was completed last year.

MTA Chairman Thomas Prendergast has retired after nearly 30 years at the agency where he built a reputation as the person who modernized the LIRR and completed the first phase of the Second Avenue Subway. He was president of the LIRR from 1994 to 2000 and has been credited with modernizing the diesel fleet and introducing concrete ties among other things.

Veronique Hakim has been tapped to serve as Executive Director of the MTA on an interim basis while a search for a permanent head is being conducted. She was the president of NY Transit since Dec. 2015. Ms. Hakim, who is an attorney, has spent more than 24 years with the MTA in various capacities. She has also been the Executive Director of NJ Transit and Executive Director of the NJ Turnpike Authority.

Last month, various East End politicians and staff met with executives of the LIRR to discuss additional service for the 5 eastern towns of LI. Some of the proposals were to increase the number of trains to Greenport from Ronkonkoma including the repurposing an equipment train to a passenger train which arrives in Greenport at 5:30 AM. This could bring back the classic “Fisherman Train” which year ago was very popular with early morning fisherman to Greenport.

On the South Fork, a scoot from Speonk to Montauk would be revived. Back in 2006 – 2007, this scoot was used during the rebuilding of Route 39 in Southampton. The long term goal is to provide additional service to the East End during the rush hours to alleviate traffic congestion.



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

Mike is on vacation this month, and will return in March with another exciting edition of The LIRR Modeler!

Upcoming Train Show

Saturday, March 4, 2017, 11:00 AM - 3:30 PM \$5 (\$1child)

at the Westbury United Methodist Church, 265 Asbury Avenue 11590

Sponsored by Boy Scout Troop 233

Oyster Bay Railroad Museum by Steve Torborg

Things are progressing quite impressively with the restoration of our historic Oyster Bay Railroad Station. If you haven't seen it, it's certainly worth a trip. We'll provide an in depth look at this project in a future issue. But for those who simply don't want to wait, you can view numerous photos on our website at www.obrm.org. Better yet, follow our weekly progress on our **Oyster Bay Railroad Museum** Facebook page.

As many of you are aware, for many years the Oyster Bay Railroad Museum (and its predecessors) has diligently worked toward the preservation and restoration of former Long Island Railroad Steam Locomotive #35 as an active display.

While a significant grant is funding the majority of the restoration of the running gear, there is a matching portion that the museum must fund. The Museum's portion of phase 1 of the restoration remains outstanding at just under \$10,000. (the Museum having previously expended approx. \$23,000 toward the project).

So that we may keep this project moving, we are asking for your prompt financial support in reaching our \$10,000 goal. Please make your donation payable to:
Oyster Bay Railroad Museum
PO Box 335
Oyster Bay, NY 11771
ATTN: LOCOMOTIVE 35



If you have any questions, please contact us via email at: lirr35@aol.com

You can also message us and track our progress through our **LIRR Steam Locomotive #35**

Stack Talk by Neil Moran

CANADA – CAPREOL: The government of Canada is investing \$90,000 to enable the Northern Ontario Rail Museum and Heritage Centre to restore the former Timiskaming & Northern Ontario steam locomotive #219 is a 4-6-0 ten-wheeler, constructed in 1907 by the Montreal Locomotive Works. Located at Prescott Park in Capreol, locomotive #219 represents more than 100 years of local history and serves as a center piece for the Northern Ontario Museum and Heritage Centre. Capreol was created because of the formation of a major CN Rail divisional point and this important piece of local history captures the communities' contribution to the development and expansion of Canada. Mark Serre a member of Parliament said he was thrilled that the Government of Canada, through FEDNOR, is investing to help preserve the past and build a future for the Northern Ontario Railroad Museum and Heritage Centre. The FEDNOR investment will support local tourism by helping to preserve and protect this important community asset. Restoring steam locomotive #219 to its former glory will enhance tourism and strengthen the economy, while showcasing the community's pride and local heritage.

UTAH – BRIGHAM CITY: Folks looking for a unique activity to enjoy between Christmas and New Years are invited to visit the Golden Spike National Historic Site for a close-up view of site's 1860's replica steam engine, locomotive #119. The site's Annual Winter Steam Festival takes place December 28-30, providing visitors with an excellent hands-on opportunity to explore the nation's railroad heritage. "Running the locomotives in the summer is a lot of fun" said David Kilton, a park ranger in Golden Spike. "But running them in the winter is awesome!" "Imagine seeing all of that hot steam coming out of the locomotive" said Kilton. "There's snow on the ground and the setting feels like a Norman Rockwell painting. It really takes you back to an old era and it's neat to see". Only one locomotive will be running however. Locomotive #119 will be on display throughout the Winter Festival with demonstration runs taking place between 10:00 and 4:30 p.m. each day. Locomotive #119 is a replica of the original Union Pacific 4-4-0 #119. It was built in 1979 by O'Conner Engineering of Costa Mesa, California. The Golden Spike National Site is located 32 miles west of Brigham City via highways 13 and 83. Visitors should take exit 365 from I-15 and exit 26 from I-84. Hot chocolate and hot cider will be provided.

INDIANA – HAMMOND: On behalf of the city of Hammond, Mayor Thomas M. McDermott, Jr has donated steam engine #624 as surplus historical property to the Fort Wayne Railroad Historical Society, Inc. The society is a non-profit organization specializing in preserving and restoring railroad equipment. It is also the home of Nickel Plate 2-8-4 #765. In March, 1955 the Nickel Plate Railroad donated the 1922 locomotive to the City of Hammond with the provision that the city will protect and maintain the engine so it would not become unsightly. Since 1955 however, the condition of the locomotive has declined. The Fort Wayne Railroad Historical Society expressed interest in acquiring, restoring and displaying #624 at Headquarters Junction. Headquarters Junction is a multi-million-dollar rail theme entertainment venue that some of Ft. Wayne Society's members have proposed to build along a portion of Fort Wayne's riverfront. No. 624 will be at least on display in the facility and linked closely to it. Kelly Lynch, vice president of the Ft. Wayne Railroad Historical Society says that when crews remove the boiler they will assess its condition and weather it needs to be repaired or replaced as well as get a better look at the frame and firebox. Cosmetic restoration is obvious. Eventually the 2-8-2 freight engine will be returned to its in-service appearance and be available in Ft. Wayne for children and families and historians to see touch and explore. "If it happens to operate, that's even better" Lynch says.

Stack Talk...continued by Neil Moran

PENNSYLVANIA – STEAMTOWN: Project 3713 is a partnership between the Lackawanna & Wyoming Valley Railway Historical Society and the National Park Service for the full restoration of Boston & Maine steam locomotive #3713, “The Constitution” at the Steamtown National Historic Site in Scranton, PA. Project 3713 began in late 2013 as the campaign to raise the funding to complete all the remaining work required to return the locomotive to the rails. Since the original decision to go forward with the restoration, significant time and resources have been committed to the project. Thanks to the financial support of individuals and corporations, “The Constitution” will be returned to passenger service after more than fifty years in retirement. Here are some latest news concerning the restoration project. Less than two months after Project 3713 was awarded a \$10,000 matching grant from the John H. Emery Rail Heritage Trust, supporters have come through and completed the match. The project now has \$20,000 which will be earmarked for the booster. The crew from Steam Services of America continued work on the 3713’s steam dome. Riveting began to reattach the dome recently. A significant milestone of 3713’s restoration was reached as work was completed on the side boiler patch. Both partners in the restoration agree that the restoration effort will not be a quick turnaround. “I think three years is probably the earliest we would hope for a completion, and that’s if all the funding lines up really, really well” said Steamtown Superintendent Debbie Conway. Known as the “Constitution” a nickname bestowed by schoolboy James Moore as part of a B&M sponsored naming contest, No. 3713 was built by Lima Locomotive Works in Lima, Ohio in 1934. This 4-6-2 operated until 1958 on the railroads passenger lines throughout New England.

NEW YORK – OYSTER BAY: A dream is coming true for a group of dedicated men who have a passion for steam locomotives. Workers gathered recently in Oyster Bay to continue phase one of the restoration of steam locomotive No. 35. This locomotive was the last steam engine to operate on the Long Island Railroad. It was retired in 1955. Several of the moving parts have already been shipped to Steam Operations Corporation where they will be restored so that the train can become operational again. “It will be fully functional”, Steve Torborg said. “It will be educational, operational display”. Once completely restored the locomotive will be at the Oyster Bay Railroad Museum on the tracks so people will be able to observe it. Mr. Torborg is on the Board of Directors at the Oyster Bay Museum, of which he is the founder. When the museum was created, the plan was to clean up locomotive 35, but he said the objective was also always to restore it. Ideally it will take 3-5 years for the engines restoration, but that’s if funds are available. They have \$600,000 now, but will need close to a million dollars. There have been several fund-raising activities to benefit the Oyster Bay Museum as of late. The station is in ill repair and needs to be restored immediately. The locomotives restoration is secondary. Locomotive No. 35 was constructed in 1928 in the Juniata Shops of the Pennsylvania Railroad for service on its subsidiary, the Long Island Railroad. After 27 years of faithful service, No. 35 was formally retired in 1955. This Class G5s locomotive employed the 4-6-0-wheel arrangement and was designed to meet the demands of commuter passenger service. It was capable of rapidly accelerating large trains of passenger cars from the many stations encountered on each trip. The locomotive was donated to Nassau County and exhibited for many years in Salisbury (later Eisenhower Park). Recent restoration efforts include: Locomotive 35’s No 2 drive wheels were pressed off the axle for required machining and replacement if necessary. Other drive wheels’ axles and tires have been sand blasted for inspection and repair. Work on the fireman’s side of the cab and inspection of the cylinders and smokebox saddle comes up next.

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

The LIRR Freight Operations, Pre-1997 by John Kilbride

When Long Island (railroad) trackside visits are made now-a-days, any freight trains spotted are headed up by green and black locomotives owned/operated by the New York & Atlantic Railway Company, a contracted identity. That was not the case prior to their May 1997 start-up. And in several locations, the freight trains don't run by any more, or are strictly night moves!

Most recently, documents maintained by the now-closed LIRR freight department were made available for review, which prompted a glimpse of days past and memories of the fleets of F-M or ALCo locomotives.

Freight and Yard Service Crew Assignments

Five sets of road crew schedules were included with issue dates from 1971 to 1986. Beginning my review in 1971 because it had the largest number of trains, I plotted those assignments (22) by initial terminals (5) and frequencies. Some of the interesting findings were assignments that worked one routing on Mon, Wed and Friday and a different one on Tues. and Thurs. Daylight starts out-numbered nights (19/3). All LIRR branches were covered at least weekly, including the Port Washington, Hempstead and Oyster Bay lines. (None on the Far Rockaway Branch.)

The 1974 set listed assignments as "RF" (Road Freight) for the first time. Holban Yard was the major Terminal, a distinction that lasted until the 1985 set. Also by then the west end Terminals had been replaced by ones further out on the island (Pinelawn, Pine-air and Hicksville) – affecting operating patterns - and actual assignments down to six. By 1986, the last set provided, all six assignments were advertised as "as directed", reflecting the downturn in business.

Customer Carload Reports (1974-1988)

Also provided was a three part "Customer Carload Report", a document that included (in Part I) "public delivery track locations" (30) and car capacity (various, but totalling 389 in 1977.)

Part II of the report included an alphabetical list of "customers having private or assigned sidings." The eight pages contain over 420 customers; in some cases some with locations in multiple places!! By the 1993 report, these locations were grouped geographically and the Part III report – car loads handled – was combined with the Part II section, effectively putting all data together on the same sheet for easier review. Included was the previous four years information so that trends could be viewed. An interesting feature: the commodity been moved was listed included (ie: lumber, feed, flour, pulp board, etc., a total of 18 categories) Railroad analysts could now see and comply their reports on a varied sort of available data, including freight traffic by individual branches. (I conclude that only

loaded cars were counted (since there are several odd numbers shown!) and the data can be adjusted if

empties are to be included for the "big picture". My next challenge: reviewing the information from 1974-88 (three 5-year sets of information to plot any pattern(s) of traffic changes. Immediately obvious - - the declining numbers for many customers! Unknown – where might the statistics of empty cars placed to handle outbound products, especially if a different commodity than an inbound with raw material(s), be listed?

LIRR gossip among rail historians offers a thought that the LIRR freight salesman were actively and proudly selling their services but that MTA officials did not want to be involved in freight operations. I've included a photo of a 1955 freight sign hanging on the side of Jay Tower soliciting business. Also note the brochure printed by the railroad (complete with the MTA logo!) to make interested persons aware of the potentials for shipping by rail. And too, the reality of increased truck traffic on Long Island's roads and the reality of rail traffic reaching the Island by being floated across New York Harbor (minimal) or via CSX trains thru Albany (and associated rates) is recognized.

A staggering statistic – the LIRR was handling only 15% of the island's freight business at the end! NY&A figures reveal they handled 9,200 carloads in the beginning (and over 28,000 in 2013.)

The LIRR Freight Operations, Pre-1997...continued

.....and the caboose fleet

Finally, I can't end without mentioning the fleet of caboose's used and maintained by the LIRR. Beginning with the wooden four-wheeled versions in use at the time of the PRR ownership, steel-framed (N-52) cupola- equipped versions appeared in 1916 (3) that would expand to over 30 into the 1950's. (3 remain as static displays on Long Island.) By the late 1950's, 21 N-22 and N-22A and B class versions entered service, totaling 21. They were recognized by their orange paint and LONG ISLAND on their side walls; the B versions featuring a bay window. (Somewhere in the mix were five ex-NYO&W wooden cars (Nos. 71-75), acquired in 1957 following that railroad's demise and off the roster by 1963 and a half dozen steel versions (Nos. C-91-96) from the Illinois Central RR in 1972. Most received the MTA yellow/blue paint-scheme in later years. (Search the internet for a great article by Bob Kaelin on the LIRR "cabin cars")

It was a glorious tradition to go trackside and either count cars or make note of the varied logos of America's railroads as they passed by. Many became "fallen flags" or sold to car suppliers (easily spotted with patched paint jobs reflecting new ownership.) And the horsepower has shifted to EMD

builders.

(Author's note: For an excellent news article on the LIRR's freight train operations, seek out "The Other LIRR", (Newsday, 2/11/79))



An LIRR freight job at Kings Park with L2 (Alco C420) #223 in charge.

Courtesy of the "trainsarefun" website.

Long Island Sunrise Trail Chapter
National Railway Historical Society
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ATTENDING MEETING AT CHRIST CHURCH BABYLON



LONG ISLAND-
SUNRISE TRAIL
CHAPTER



NATIONAL RAILWAY HISTORICAL SOCIETY