



SEMAPHORE



March 2017

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

THIS MONTH:

This month's presenter will be a surprise!
Can't wait? Watch our website for details!

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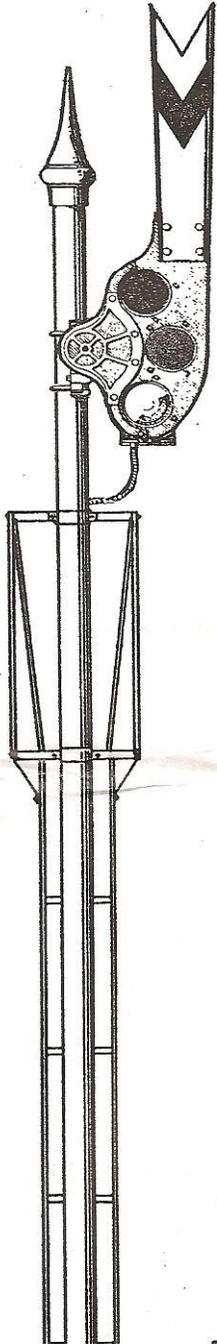
For regular updates and other important information,
visit: www.LIST-NRHS.org

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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 _____
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# _____	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

Recently, we have had copies of the Semaphore returned due to the fact that members have moved and have not provided me with their new address. If you have moved or in the process of moving, please let me know so that you can continue receiving the Semaphore. If you would like to receive the Semaphore in an electronic version, please email me or send me a note and I will try and accommodate you.

We have several members of LIST working on various tours and trips to be planned for this year. The follow events are in various stages of planning so if you are interested, stay tuned! The following are possible events:

East Side Access Tour

Tour of Penn Station Central Control and the same day a guided tour of the High Line.

Trip to New Jersey and Pennsylvania to ride the Black River & Western RR and the same day a ride on the New Hope & Ivyland RR.

Tour of the LIRR's Hillside Maintenance Facility and Morris Park Shops.

We hope these trips and tours take place and I thank the members of our Chapter who have volunteered to help with them.

In years gone by, I used to look forward to the centerfold of a particular magazine but the times have changed. Now I look forward to the centerfold of a different magazine and I was rewarded with a great picture of Jamaica Station in the most recent edition of Classic Trains magazine. It is the spring 2017 edition and there is a small article as well as a picture of Jamaica circa 1950. If you enjoyed viewing steam as well as a CPA20-5, you will enjoy the article and picture.

The March 6, 2017 edition of RailPace magazine has pictures on pages 4 and 5 of the NY & A as well as LIRR diesel locomotives. The LIRR photos are of the SW1001's that were sent into Atlantic Terminal in Brooklyn to assist with the removal of the cars damaged when the train went into the bumper block.

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.

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.



THE LIRR MODELER by Mike Boland

This Month's Feature:

LIRR #2036 ONEIDA CLUB (EX-PRR WESTDALE) PART 6

Well, I'm back—kind of—and while I continue to spend my winter months in sunny, warm Venice, Florida, it's time to get back to the business at hand and that's to finish our unusual parlor-lounge car ONEIDA CLUB. As pointed out and documented by my good friend, former LIRR parlor car attendant and SEPTA retiree Doug Nash, the story changes for ONEIDA CLUB and four other parlor cars in 1963. Five parlor cars—MONTAUK, SHINNECOCK, MANHASSET, ASHAROKEN and ONEIDA CLUB—were rebuilt by the railroad with new chairs, sealed windows, mechanical air-conditioning and new truck brake gear, according to Doug, who worked these cars during his time working for Special Services on the Long Island. The easiest way to recognize these cars or spot them was to look for their sealed windows, which were inserts and not the wooden window frames used when these cars were built and in Pullman service in earlier years. These windows were similar in appearance to those used on the double-deckers that were rebuilt a few years later. These parlor car windows were not tinted or solarized the way the brown-colored windows were used in the rebuilt double-deckers. Unfortunately I can't build the rebuilt version of ONEIDA CLUB since there are no commercial parts available so I have to build the original version, although I'm tempted to build a second car and paint in PRR colors and name it WESTDALE...not in the immediate future, though. These inserts would have to be custom-made by me and I'm not there... yet!

As we all know, rotting piping and troublesome air-conditioning took their toll and soon the cost of maintaining these cars with repairs to keep them in operation exceeded their value. The heavyweight cars were scrapped in two groups, in 1968 and 1969. By the end of May 1968 the railroad was already augmenting its fleet of cars with six sleeping cars from the Pennsylvania Railroad, two of which were old New Haven stainless steel sleepers. While some heavyweight parlors were not in service, such as AQUEBOGUE, MORICHES, PATCHOGUE (involved in a wreck following a derailment), RONKONKOMA and ISLIP, most of the fleet—including ONEIDA CLUB—finished the 1968 summer season and the remaining cars were all scrapped.

Oddly, the rebuilt parlor cars were not given rebuilt or modernization numbers, a practice that was done to about two dozen other cars including the rebuilt double-deckers, the ex-PRR Pullman commuter club cars and a few other cars. So it's good to remember and keep in mind that not every car that was rebuilt got the yellow circle with red border and numbers! That would have been quite a sight...a parlor, double-decker or commuter club car with a yellow circle, right?

Some parlor cars were scrapped at Holban Yard while others went to New Jersey and Naporano Brothers most likely via carfloat. Doug reported that the rebuilds were kept in storage for awhile at a locale in New Jersey. They, too, were eventually scrapped.

Next time I work on the model...promise! Until then, happy modeling!

ONEIDA CLUB laying up at station platform at Montauk, NY in 1969
Jules P. Krzenski photo, Dave Keller archive



Stack Talk by Neil Moran

UNITED KINGDOM – LONDON: Here is a listing of steam locomotives that are available to run excursions this year in the U.K. Number 2800 and 2884 both 2-8-0s, number 7073 a Castle class 2-8-0s, then two GWR 4300 Class 2-6-0, followed by Hall Class #4900 and 4908. Next, we come to two King class #6000 and 6001 Pacific, followed by six GWR 6959 Class modified Hall Class. We next come to the Manor Class ten wheelers of which there are CWR Class 7800 running round trips. Then the famous Black 5s 4-6-0 Stanier LMS Class. These locomotives are very popular with British rail fans. There are five Stanier locomotives still in service. Also, popular with British fans are ten “Battle of Britain” Class 4-6-2s Pacific which were built in the 1950’s that were rebuilt with the Walshers value gear and air smooth casing removed. There are indeed more locomotives that have been restored back in service and only run on occasion. You will note that I have not mentioned the “Flying Scotsman” because that is a story-in-itself. Jolly Good and Cheers!

OREGON – PORTLAND: The future of the SP 4449 per management is that it is in the final planning stages for its 2017 excursion season. They are planning a return to Bend, Oregon behind the famous 4-8-4 No. 4449. This will be overnight two-day trip through the Columbia River Gorge and the beautiful Deschutes River Canyon. The date of the trip is scheduled to be June 24, returning June 25th. Those who thought the #4449 has run her final excursion well guess again she’s alive and well!

UTAH – HEBER CITY: Steam locomotive #618 is one of the stars of the Heber Valley Railroad Locomotive fleet. This historic engine which turned 100 years old in 2007 has been pulling tourists through the Wasatch Mountains since 1974. No. 618 is a 2-8-0 Consolidation type steam locomotive. At one time, there were over 1000 locomotives like it working for the Union Pacific Railroad which took delivery of its first 2-8-0 in 1868. The 2-8-0 is a very versatile design in that a locomotive the size of No. 618 could pull by itself a freight train of fifty or sixty freight cars over level track or it could be double-headed with another locomotive for heavier trains of steep grades. Locomotive 618 started life in the erecting halls of the Baldwin Locomotive Works at Eddy Stone, Pennsylvania in July of 1907. It was one of a three locomotives ordered from the Oregon Short Line Railroad, then a subsidiary of the Union Pacific. Those locomotives were numbered 1066 – 1068. Working for the OSL, the 1068 employed mainly in freight service most likely in northern Utah and southern Idaho. Eventually when the Oregon Short Line locomotives were numbered into the UP system around 1915, the No. 1068 became Union Pacific No. 618 and it was still designated as an OSL locomotive evidenced by the “O.S.L” initials on the sides of the cab and the rear of the tender. It was classified as a C-57. Locomotive No. 618 worked until the middle fifties, finally being donated to the State of Utah and placed on display at the Utah State Fairgrounds in Salt Lake City. In 1970 the city needed the land the locomotive was on and almost decided just to bury the 618 to get rid of it. A short while later the Promontory Chapter of the National Railway Historical Society intervened and saved the engine. Their members convinced the State of Utah to donate the engine to their group for use on the Heber Creeper operation then being started a Heber Canyon to Heber City in December 1970. The locomotive was then moved to Provo, then steamed up and run under its own power through Provo Canyon to Heber City in December 1970. From that time on No. 618 was a regular attraction at Heber City. It pulled the Heber Creeper from 1971 until 1976 then again from 1986 until 1990. In 1992 the locomotive was donated to the State of Utah for use by the Heber Valley Railroad. After sitting idle for a few years, the locomotive was completely overhauled between 1994 and 1995. Since then it has starred in movies, television programs and even hauled the Olympic Torch Train in 2002. Currently the locomotive is undergoing a complete restoration and much progress continues to be made towards returning it to service. Much remains to be done but in recent weeks/months’ workers have completed work on almost all of the running gear and are about to start putting it back together. It is certainly their goal of having No. 618 return to service in 2107.

Stack Talk...continued by Neil Moran

TEXAS – AMARILLO: The fate of the former Santa Fe 2-10-4 No. 5000 better known as the Madam Queen remains in limbo four months after the city of Amarillo started soliciting bids from prospective buyers. City leaders received one bid but later deemed it was unacceptable after the would-be buyer wanted to move the locomotive out of state. City council members decided they would prefer to keep the locomotive in Texas. The 1930 built Baldwin locomotive has been a longtime fixture in Amarillo since Santa Fe donated it in 1957. A non-profit railway preservation group known as the Railroad Artifact Preservation Society has been the locomotives caretaker for several years including a cosmetic restoration done by the group from 2004-2008. Now, members of the non-profit group have decided to walk away. That group tried but failed to gain ownership of the locomotive. A spokesman for the group said they hated to let go because it's going to deteriorate.

MINNESOTA – DULUTH: The North Shore Railroad Museum at Duluth, Minnesota has announced the first excursion using D&NE currently being restored to operating condition. The locomotive has not been steamed since 1965. The excursion trains are planned to operate June 10th and 11th between Duluth and Palmer, Minnesota a one-way distance of 16 miles. The locomotive will operate chimney first in one direction tender first in the opposite direction. The maiden voyage special weekend will offer tickets only to those people who contributed directly to the locomotive's restoration. There is still time to contribute. Locomotive #28 was built by the Pittsburgh Locomotive Works in 1906 for the Duluth, Missabe & Northern as their #332. It is a typical drag freight 2-8-0 of the early 1900's. This style of locomotive was designed to be used in general freight service working slowly along the line setting out and picking up cars from sidings along the way. Locomotive #28 was sold to the D&NE in 1955 and was used to haul logs timber products and some general freight. It worked in this service until 1964 and was last under steam in 1965. The D&NE restored and donated the class C-2 locomotive to the museum in 1974.

MINNESOTA – SHASKA: A 2-8-0 has been put together in Minnesota. Workers at Borneke Construction Company a Minnesota based construction firm recently reassembled former Minneapolis & St. Louis No. 471. Crews used a 50-foot-tall crane to hoist the 106-year-old locomotive onto a set of display tracks. The locomotive had been sitting in pieces in Janesville, Wisconsin for about two years after it was purchased in an estate sale of the late Don Lind in 2014. Lind a railway preservationist purchased the locomotive from C.H. Klein Brick Company of Shasta Minnesota in 1967. It is one of the only two Minneapolis & St. Louis steamers to survive. The other being 2-8-0 No. 457 at East Park in Mason City, Iowa. Locomotive No. 471 and other equipment deteriorated over the years and in the wake of Lind's death, the Colfax Railroad Museum in Wisconsin assisted with the disposition of the equipment. It was at that time that Borneke Construction purchased No. 471. Until November the locomotive its boiler, running gear and tender had been sitting on the ground in Janesville. Borneke Construction has not responded to inquiries about the locomotives future.

VIRGINIA – LYNCHBURG: Norfolk & Western Class J No. 611 will begin the 2017 excursion season in April. The North Carolina Transportation Museum in cooperation with the Virginia Museum of Transportation is proud to announce three exciting steam excursion trips. On Saturday April 8th "The Virginian" an all-day excursion to Lynchburg, Virginia that will depart Spencer, North Carolina at 7 am and is expected to arrive in Lynchburg at noon. The departure will be at 3 pm with an arrival back at Spencer by 8 pm. On Sunday April 9th, the two half-day excursions to Charlotte and Greensboro represent the first short distance trips behind the iconic 611. The "Charlotte Special" will depart at 7 am and return by noon. The "Piedmont Limited" to Greensboro will depart at 2 pm and return by 7 pm. Passengers will not detrain on these two trips. Next month we will have further information on all excursions of the 611.

UNTIL OUR TRACKS CROSS AGAIN

Railroad Museum of Long Island Update by Don Fisher

As I write this we are experiencing unseasonably warm weather for the end of February! No one is complaining, believe me. This weather has allowed the members and volunteers at your Museum to continue working throughout the winter. In November we were very fortunate to receive from the Long Island Rail Road an old M-1 "air brake test stand" from the Hillside Training Facility. This complete M-1 air brake system, mounted on a vertical metal rack, was used to train engineers and conductors on "in the field" troubleshooting of the railcar's brake system. This artifact is being installed in Baggage Mail Car #7737 and will become another fine exhibit at our Riverhead site.

Another winter project underway is the restoration of a regulation track bumper donated to your Museum by the NYS Department of Environmental Conservation. This functional bumper had been at the end of an abandoned siding on the grounds of the Edgewood State Hospital, Islip, NY. From the DEC's efforts to clean the property, Trustee Francis Amendola requested and received the item. We have cleaned the device, removed the old rail and painted it for installation at the end of track, in front of our M-1 cars.

President's Day saw the completion of a project that some members recall first being talked about in 2006! Bi-level Coach #200 received new plywood window inserts. The old inserts had deteriorated to where birds were flying in and out and the weather and an occasional neighbor could get inside. The new inserts are well designed, secure and painted with three coats of paint for longevity.

Thanks to Craftsman Storefronts of Bayshore, NY, Caboose C-68 has all new Lexan windows. For the very first time on Museum property, you can see out of the windows! The 1960 windows had become fogged from fifty-seven years of UV exposure from the sun and weather elements.

Thanks to Tebbens Steel of Calverton, NY, we have received two sheets of steel for the sides of JAWS the snowplow at Greenport. Both sides of the plow are rusting out, this fine donation will allow us to make needed repairs to this unique LIRR piece.

These are but a few of our wintertime activities this year. On April 1st we open Riverhead on Saturdays only and come Memorial Day Weekend, Riverhead and Greenport both will be open on Saturdays and Sundays.

It is with great sadness that our Board of Trustees announces the passing of RMLI Trustee, George Wybenga on October 27, 2016. George served the Board as a liaison to the Sunrise Trail Chapter - NRHS but became much more than an appointed representative. Known for his outstanding watercolor paintings of cabooses from across America, he generously created the image of Engine #39 that we use on our Museum jackets and 25th Anniversary

letterhead. George designed seven of our Lionel Collectible Cars beginning with the Wonder Bread PS-2 covered hopper and closing with our trio of G-16 - 50th Anniversary Commemorative Cars. At one time George worked as a sign painter and his sign work appears all about our Museum properties. George was a good friend and mentor, he is missed by everyone who came to know him.



1937 - 2016

Oyster Bay Railroad Museum Update by Steve Torborg

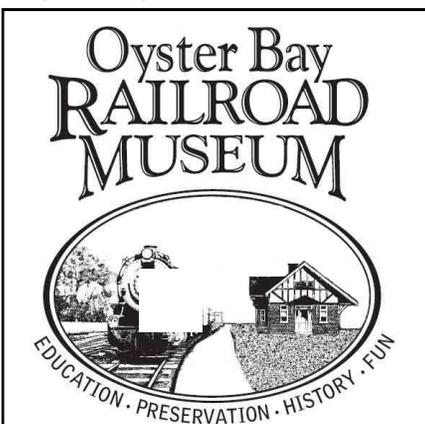
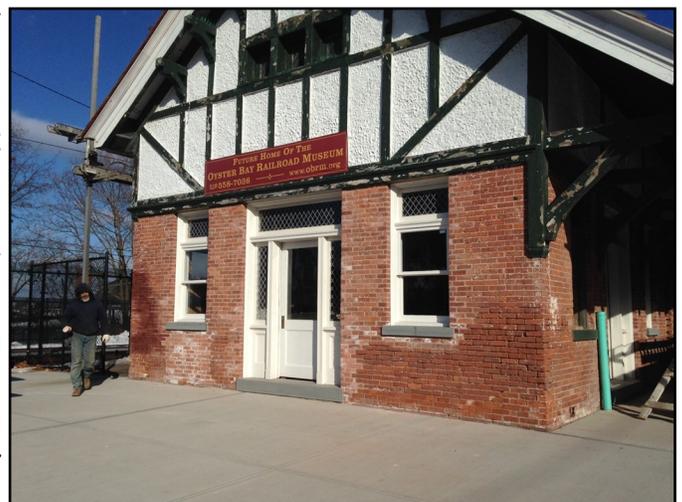
The Historic Oyster Bay Station continues to look more and more like it did back around the turn of the century. The beginning phases of the restoration are just about completed, focusing on the west and south sides of the building. All brickwork has been repaired or replaced as necessary; new doors, windows and sills installed; leaded glass repaired or replaced as necessary; old roof tiles removed and replaced with cedar shingles; roof supports repaired or replaced as necessary; installation of copper gutters; repair of the chimney and new flue installed; and much, much more. For the first time since the mid 1960's there is an entranceway and windows on the west side of the building. This is all very exciting and the over half a million dollars spent so far is definitely making some serious progress.

Next will be the same work on the north and east sides of the building, as well as foundation repairs and HVAC work in the basement (under the old bathrooms). While this work is not yet fully funded, our hope is that the progress already made and ongoing will demonstrate the level of dedication to detail that our museum and the station committee are exhibiting. If you would like to see detailed photos of the work done, please visit the Oyster Bay Railroad Museum Facebook page.

Meanwhile, restoration efforts on Steam Locomotive #35 have reached a milestone of sorts. With wheel and axle work essentially done, we're preparing to move on to the next step. However, before we can do so, we need to pony up our portion of the funding for the work already done. While grant monies are funding the bulk of the work, we need to raise another \$8000-10,000 to cover our portion, and to keep the work moving forward. As a recap, our current scope of work involves the full restoration of all the locomotive's running gear, so that when the day comes that we can fully restore the locomotive to operation, these items will be finished and "ready to roll". At this time, we are asking for the assistance of our supporters in this time sensitive effort. Please make donations payable to: Oyster Bay Railroad Museum, PO Box 3535, Oyster Bay, NY 11771. Be sure to note : "LOCOMOTIVE 35" in the memo section. Donations may also be made via paypal on our website at www.obrm.org. Again, be sure to check of "LOCOMOTIVE 35" so your donation goes to this project. Thank you in advance for your support, and check out our Facebook page LIRR STEAM LOCOMOTIVE #35 for regular updates and photos.

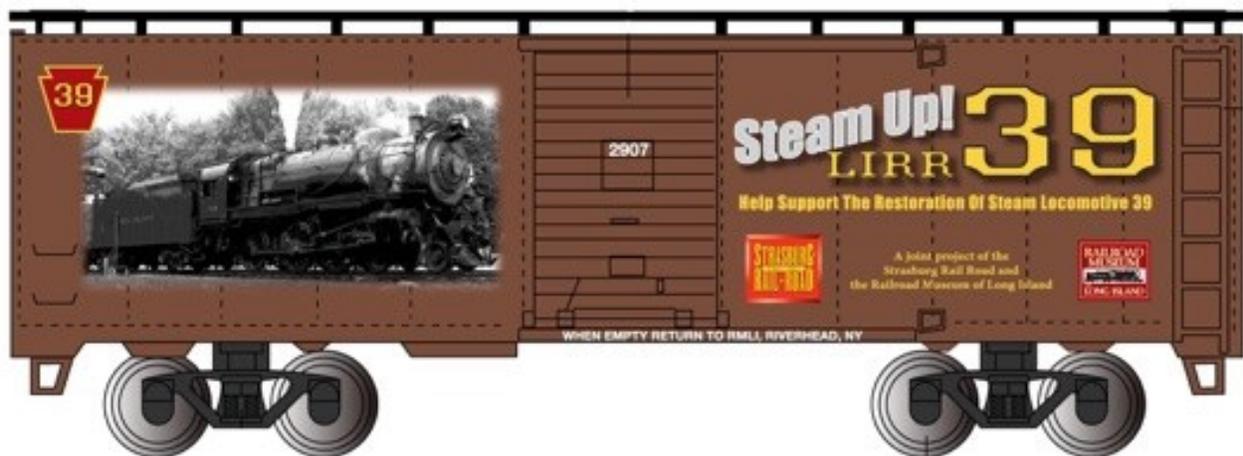
In other equipment news, as the Long Island Rail Road commences work on the redevelopment of the Morris Park Shops, our off-site equipment has been moving around the system, much to the amusement of the train buffs. Our BM-60 Baggage/Mail car moved from Morris Park to Riverhead, then a month or so later, our two P-72 coaches moved from Morris Park to Port Jefferson. Finally, the coaches moved from Port Jefferson to Riverhead. All three pieces will be stored there for the foreseeable future, at least until our site in Oyster Bay is ready to receive them. Plans are for a work session in the

spring to cover up the graffiti and make them a bit more presentable. This is actually a good thing as they're in good company with the Railroad Museum of Long Island and Twin Forks Chapter NRHS equipment, and under a more watchful eye for vandalism.



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

"Steam Up LIRR 39" PS-1 40' HO Scale Boxcar
by Bachmann



The Railroad Museum of Long Island is pleased to announce a
VERY SPECIAL, "Silver Series" Bachmann HO scale commemorative car.
Production of this car will be limited only to those who purchase this car in advance.
All funds raised from the sale of this car will go toward the restoration of
Long Island Rail Road steam locomotive #39.
To order yours, visit the Railroad Museum of Long Island website at: www.rml.org