



SEMAPHORE



January 2014

Happy New Year!

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

THIS MONTH:

Elliot Courtney will be presenting on scenes from Rochester New York with a "Long Island Connection". Also, he will have some behind the scenes of New York and Atlantic action.

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

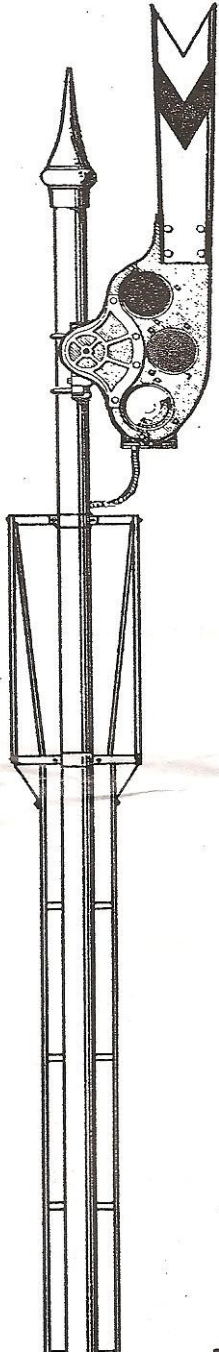
<http://www.nrhs-list.org>

The Chapter mailing address is:

LIST—NRHS

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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!



# _____ Jamaica 100 th Anniversary Pin	@\$3 each Total _____
# _____ 2014 LIRR Calendar	@ \$8 each Total _____
# _____ Shortline RR's of LI by LIST	@\$27 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 _____
# _____ 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 Station by Dave Morrison	@\$5 each Total _____
# _____ The Long Island Rail Road By David Keller & Steven Lynch	@\$18 each Total _____
# _____ The Long Island Rail Road Part Seven By Vincent Seyfried	@\$60 each Total _____
# _____ The Rockaway Trolley By Vincent Seyfried	@\$50 each Total _____

Shipping for 1 of the books or calendar, \$3.00 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. NY State residents, one calendar is \$11.95 total.

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

Everyone should have received the notice from National regarding dues renewal. Regretfully, the NRHS portion of the annual dues was increased. We were able to keep the Chapter portion of the dues at the same amount as the past several years. The Chapter portion is \$10 which is much less than other comparable Chapters. We have been able to maintain the Chapter dues portion stable through sales of our calendar and books. Many non members respond to our website and we also receive orders that way. If you have already sent in your dues, thank you. If you have not done so, please send them as soon as possible. Your co-operation is appreciated.

REMEMBER, the dues should be sent to our Treasurer, Alan Mark at 111 Greenbelt Parkway, Holbrook NY 11741.

The new version of our website will be up and running shortly. The website is LIST-NRHS.org. It is accessible at the present time so if you want to take a sneak peak, please do so. This is a work in progress and not the final version.

The Chapter's latest book, "Shortline Railroads of Long Island," is in stock and available. The book was written by Ed Koehler Jr. with most photos by the late Harold Fagerberg who was a LIST member for many years. The book has 128 pages with 124 photos of 8 shortline railroads of Brooklyn and Queens. Naturally, Chapter members receive a discount on the list price. Please see the order form in this edition of the Semaphore.

Our Chapter participated in the Greenberg Train and Toy show on December 28th and 29th. It was held at Queens College in Flushing, Queens. Many thanks for the following Chapter members who volunteered their time at this show. Bob Cere, Alan Mark, Mike Boland, Bob Myers, Richie Schulman and myself all helped out and as a result of their hard work, this show was the most successful show in terms of merchandise sold that we have ever participated in. Thank you again to the members noted above.

Our Chapter will also be participating in the Freeport NY Train show this month. I will report on it in next month's Semaphore.

The Connecticut Trolley Museum has an ex-LIRR MP-54. They are in the process of restoring it to operating condition. The plan as of now is to have it running by June of 2014. This car will operate on overhead trolley wires as they do not have 3rd rail at the Museum. When it is operational, we plan on a trip to the Museum to ride in this historic car. Tentative plans are for this car to be rented to people who wish to be the engineer for a period of time. If that comes to fruition, we will let you know of the particulars regarding this interesting aspect. If you are interested in being an engineer for an hour, please let me know as we wish to compile a list of people who would like to do this. We wish to compile a list of all of the existing MP-54's in the Country, so if you know where a car or car's of this particular model is located, please send it to me through my email or the Chapter's PO Box.

The NRHS will be having Railcamp in 2014. In the past several years, our Chapter has sponsored one or two Railcamp attendees each year and we will continue to do so. If a LIST Chapter member would like to submit a relative for consideration to attend Railcamp in 2014, please let me know. Our Chapter's sponsorship is limited to Chapter members and their relatives only! The Railcamp attendees are children 17 years of age and under; sorry no adults at this Railcamp.

I am working on the possible tour of the LIRR East Side Access tunnel to Grand Central Terminal. This tour will be available to Chapter members ONLY, NO guests and will be limited to 20 people. The fee for the tour has not yet been determined and you will only be able to reserve your place on the tour through a first come first served mail in request. Reservations will NOT be accepted by phone or email, only by mail with the fee included in order to be fair to all who wish to participate. I will have more information in next month's Semaphore.



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.

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. I have a few articles waiting to be printed but we can always use more. My e mail address is csquigley@optonline.net and my telephone # is 631-487-4766.



Unexpected Treasures by Herb Ketcham

Sometimes EBAY can be more than a marketplace it can also be a font of historical oddities.

The following is one minor example of how an item can reveal a bit of unknown or forgotten history.

Several years ago while searching for items related to the LIRR I came across an EMD service manual that appeared in the search results.

The manual had a type writer written label glued on the cover with the following title -"Parts Index to Supplementary Index to APPLY Catalog #40 to Pennsylvania 600 hp diesel switching locomotives". The date of the manual was 11-26-1947 and the locomotive order numbers were E-679 & E-694.

How is this item tied to the LIRR ?

The label also included the locomotive numbers of each order.

They were PRR 5944 – 5946 for E-679 and LIRR 404 – 408 for E-694



The builder numbers for the locomotives were EMD 3414-3416 & 3580-3584 respectively.

The existence of this manual shows that at one point the LIRR was slated to receive EMD SW-1's instead of ALCO S-1's. As we know the S-1's were purchased or redirected to the LIRR instead.

So what became of the SW-1's that were supposed to go to the LIRR? From the book 'Pennsy Diesels 1924 – 1968' we find that the SW-1's covered by order E-694 became PRR 5947 – 5951.

However one mystery still remains. All the locomotives, both SW-1's and S-1's, were ordered in 1945 and delivered in June & July of 1946. Yet the manual is dated 11-26-1947 a full 15 months after the delivery of the switchers. The service manual was never updated to reflect the change. The how and why of this oversight are lost to history.

While I didn't purchase the manual, it was \$50, I did save a copy of the image of the label for future reference.

THE LIRR MODELER by Mike Boland

This Month's Feature:

: CONVERT BACHMAN'S ALCO SWITCHER TO A LIRR S2—Pt. 2

Happy New Year! We hope everyone had a great holiday. Let's get back to our ALCo S2 switcher. Our unit is ready to become a LIRR S2. The problem is with the colors that Santa Fe used on its units. While one can probably get away with the SF Yellow, even if we think it is a little too light, the SF Dark Blue is too dark. So the best thing to do is paint the locomotive a lighter and brighter blue, as well as paint over the SF Yellow. We're in the post-Floquil/Polyscale era but like many modelers, we have a supply of these paints in our workshop. The LIRR MTA Blue is a little mysterious to make but possible colors to use are Delaware & Hudson Blue and Amtrak Blue. Grand Trunk Western Blue is another color to use as a start, if you can find it. Two other colors that could also be used are Conrail Blue and Great Northern Big Sky Blue. We suggest you use one of these colors as a base and add other colors to come up with a reasonably good MTA Blue. We should really call this color MTA Early or ALCo Blue because later versions of this color changed significantly; perhaps we should call the darker blue used on the blue stripes of EMD power, as well as the ALCo C420s with Hi-Ad trucks MTA EMD (Later) Blue. Another good color to use is Missouri Pacific (MoPac) Blue. We can describe this LIRR color as a bright blue, neither light nor dark. This information is based on a thorough study of color photos we have in our collection as well as a good, long look at the locomotives pictured in John Scala's book "Diesels of the Sunrise Trail," which has a lot of various ALCo switchers and road switchers in this paint scheme.

As for the ends, roof and sills, Reefer Yellow is a good start and we suggest lightening it just a little with some white.

We won't go into the history of the ALCo S2 since we've covered this information before, but it's important to remember there are two different versions of LIRR S2s. There were ten S2s that were bought new by the LIRR between December 1948 and January 1949, (451-460). Four more S2s were bought in December 1949 (446-449). In addition there were seven S2s bought by the LIRR from the D&H Railway in 1964. The D&H units were a little older, having been built in 1944, 1945 and 1947. These units, numbered 439 through 447, resembled the home-bought locos with the exception of having marker lights at the hood end that were attached to the sides while the LIRR units had small markers built into the front hood. These are easy to model if you want your unit to be an ex-D&H loco. Also, don't forget to add the Automatic Speed Control (ASC) boxes on the walkway in front the engineer's side of the cab on the sill. Locomotives 448, 449 and 451-460 had ASC, the others didn't and locos 439-442 could operate as a multi-unit lashup.



July 1973 photo by the late George V.



Paint your unit(s) and we'll finish our feature next month with decals, lettering and weathering. Happy modeling!

Stack Talk by Neil Moran

Let me start off this month's column by wishing you a very healthy and happy new year, you certainly deserve it.

VIRGINIA – ROANOKE: The Virginia Museum of Transportation has recently announced sold a painting to a person living in New York City for 1.5 million dollars. Norfolk Southern bought the painting in 1996, purchasing it from a Mr. Rothko (1903-1970) who was a Latvian emigrant who became a U.S. citizen later on in his life. The Rothko signed painting measures 29 ½ by 21 ½ inches. This money will go for a new facility that will house the locomotive when it's not in excursion service. Also, all maintenance work will take place in this newly constructed facility for the J611. Close to 2,000 donations have poured in from across the country and 15 foreign countries, demonstrating worldwide appreciation for the Roanoke designed and built locomotives.

WASHINGTON – LONGVIEW: The Shay #5 locomotive, a forty ton relic of Longview, Washington's logging heyday is back home. Volunteers brought the engine back on a giant tow truck a put in on the west lawn of the Longview Library. By now a big platform has been built to accommodate #5. This Shay hauled timber from the Northwest forests from 1924 until 1956, when logging trucks replaced the trains. The Long-Bell Lumber Co. which was founded in Longview in the 1920's donated the Shay to the city in 1956. For decades the engine sat on the front lawn slowly deteriorating. Cosmetic restoration has been in the works since 1998 when finally two business men started on the restoration, but ran into problems. In 2009 restoration started again, until finally completed a few months ago. Now, there is a fence around the Shay and is under cover to keep away vandals. It also as a speaker system and makes authentic steam engine sounds, and has a working headlight, and the stack can blow steam. Hey! What more can you ask!!

CALIFORNIA – PAMONA: Union Pacific has finally a moved Big Boy #4014 out of the Pamona Museum ground, although not very far from the museum grounds which is not very far from its original location. In fact at this writing the #4014 sits a few hundred yards outside the museums gates. You might ask, why the delay? The answer is that U.P. has promised to replace the Big Boy location with a "Display Train" made up with a diesel and a few freight cars to fill in the area that was occupied by the #4014. The locomotive could have been very well moved as you read this into Colton Pars in southern California, and then head up to Taylor Yards in Los Angeles area. Union Pacific plans to have the train carrying the Big Boy stop at several locations on the way to Cheyenne so that people can see the engine and take photos. It is anticipated the Big Boy will arrive in the Cheyenne facilities by the end of January.

NEW MEXICO – ALBUQUERQUE: Over the past ten years since being displayed starting in 1956, dedicated volunteer machinists, pipe fitters, welders, and many others have now finished the 203 ton, eight axel tender of the former Santa Fe 4-8-4 #2926. Now the workers are over half way to rebuilding the oil fired former Baldwin built in 1944. Her racetrack on rails was generally between Kansas City and Los Angeles over the once busy Raton Pass Line. Just recently new tubes have been installed, or are in the process of installing as this story is being written. Completion, and fire up are predicted for 2015, and perhaps a bit sooner. Tourist trips over state-owned track between Belen and Lamy is being considered. However future trips into Santa Fe are so far doubtful due to a rail runner non-commuter equipment ban on it's I-25 median segment a tricky alternative route over the 18 mile Lamy spur, plus lack of a turning facility, with the Santa Fe wye tracks removed years ago.

OHIO – CLEVELAND: The American Steam Railroad Preservation Society has completed an extensive study to bring former Frisco Mikado #1352 back to operation with a planned total budget of \$1.6 million to return her to service. This will be a full restoration of all appliances, boiler, running gear and everything else in between bedded to bring her back to zero mile status. A site will be picked near the Cleveland area, and named "Steam Up 1352" to be solely dedicated to bringing back the engine to excursion service. Frisco #1352 was built in 1912 as a 2-8-0 by the American Locomotive Company in Schenectady, New York for the St. Louis – San Francisco Railway, commonly known as the Frisco.

Stack Talk...continued by Neil Moran

The engine was later rebuilt into a 2-8-2 in order to keep up with the traffic demands around WW II. The mike continued in regular service until 1956. Once retired, the engine was stored in several locations under several owners until ending up in a small engine house in rural Illinois. Currently the locomotive sits partially disassembled as ASP raises funds to move it to a better facility.

GEORGIA – ATLANTA: The “Best Friends of Charleston” a 1928 replica of the first locomotive built in America for regular service on a railroad. She has resided in the lobby of Norfolk Sothern’s David R Goode building facing Atlanta’s Peachtree Street since 2007. The engine is currently on loan from the city of Charleston. Norfolk Southern traces it’s beginning back to Christmas day 1830 inaugural run of the Best Friends on the company’s earliest processor railroad company. Recently, Charleston has renovated a building in the city’s historic district to display the locomotive. Not too far away from where the original first run took place almost 130 years ago. Getting the Best Friend out of the NS Building was no small feat. Once just outside the building, a crane lifted the locomotive, tender and two passenger coaches onto flatbed trucks awaiting on Peachtree Street for their delivery to Charleston. The best friend replica did not ride the rails for many years following it’s construction celebration the 100th anniversary of the South Carolina Canal & Railroad Company. Millions of people have viewed her, and thousands rode behind it in open coaches during short trips in cities and towns throughout the railroad’s operating territory. Norfolk Southern donated the train to Charleston in 1993. The Best Friend has also made notable appearances at the New York Stock Exchange and just outside Norfolk Southern Company headquarters building in Norfolk Virginia celebrating the 175th anniversary of her fist run.

FLORIDA – JACKSONVILLE: The North Florida Chapter of the National Historical society has received \$20,000 from Trains Magazine and CSX Corporation to help fund the cosmetic restoration of Atlantic Coast Line #1504 a 1919 Pacific on display in Jacksonville, Florida outside the Prime F Osborn Convention Center. The ACL 4-6-2 has been on display for over 50 years, and shows it mostly due to the harsh Florida sun and salt air. The NRHS named the placed the locomotive on it’s “Most at Risk” list of endangered railroad land marks a few months ago. Wildly considered one of the Southeast’s most important symbols of railroad history, #1504 is the last remaining original U.S. railway administration locomotives. This Pacific Class was built by Alco for the USRA during WWI. However, the war ended before the completion of the #1504. Later the engine went into service on the Atlantic coastline powering premier passenger trains in and out of Florida. The North Florida Chapter is coordinating efforts to rescue #1504 with it’s “Project Return to Glory”. Additional donations to the project can be sent to: North Florida Chapter MRHS to PO box 16493, Jacksonville Florida 32245-6493.

MAINE - WATERVILLE: The old #470 was the last steam engine used for passenger service on the Maine Central Railroad and made her final trip through Waterville, from Portland to Bangor on June 13th, 1954. The 4-6-2 Pacific Type locomotive was built in 1924 by the American Locomotive Works, and was given to the city or Waterville on Oct. 28th as a gift by the Maine Central Railroad on the railroads 100th birthday. The city council recently voted to sell the rapidly deteriorating engine to New England’s Steam for \$25,000 with a proviso to take her back if New England Steam could not raise the money to restore it. President Richard Glueck of North East Steam said he and his volunteers are knowledgeable about steam locomotives, having worked on them in the past. No. 470 is in rough shape on the outside but looks to be in pretty good shape on the inside. The group plans to move it to Ellsworth, restore it and use it on excursions on the Down East Scenic Railroad.

Now, once again it is time to thank the people who took the time to send me the news you have just read. John Biehn, (Dayton R.R. Society), Peter Chapman (United Kingdom), Steve Barry (Railroad & Railway Magazine), Mike Eagleson Glen Ridge New Jersey, Rich Taylor (Kearney N.J.), and from your most humble servant in steam.

UNTIL OUR TRACKS CROSS AGAIN

Moving the Brighton Beach Hotel by Kenneth Katta

One of the great buildings of Coney Island was the subject of a major feat of engineering on April 3, 1888. For many months, the sandy beach in front of the Brighton Beach Hotel in Coney Island was being worn away by the ocean. During the previous winter this tendency had assumed alarming proportions. The water continued to encroach and soon made its way under the hotel. It became apparent that unless some preventative measures by moving the building were taken, the building would be undermined and carried away.

An adjoining, but much smaller, building called the pavilion had already been moved several times as the waters advanced. It had been moved in three pieces having been cut into sections for that purpose. A similar operation was proposed in this case. Sawing it into several sections and moving it back piecemeal, however, deterred the managers from attempting it due to the cost.

The hotel was owned by the Brooklyn, Flatbush and Coney Island Railroad. The superintendent of the road, Mr. J. L. Morrow, in discussing the problem with the secretary, Mr. E. L. Langford, came upon a highly ingenious and novel plan which was adopted. The plan was to place the hotel on a number of freight cars, resting on parallel tracks to be drawn by locomotives. The job was contracted for by B. C. Miller & Son.

The building itself was a wooden structure 465 ft. long, 150 ft. deep, and three stories high. Five towers rise from the roof. Its longer front faced the sea. The estimated weight of the structure was 5000 tons. From 100-150 tons of plaster were contained within the building. It rested on a series of short posts which were supported by piling.

The initial operation consisted of laying a series of parallel tracks from underneath the building. Longitudinal planks 2 inch in thickness were placed in the lines where the rails were to run. Upon these the cross ties, or sleepers, were placed, and sand was eventually rammed under the planks and sleepers alike. This gave the sleepers double support, directly from the earth, and also from the stringer planks. The rails were of the ordinary type, weighing 56lb and 60lb to the yard. They were laid with a 4ft 9in gauge rod, but the gauge was probably closer to 5/8 in more than normal. This was to allow for any lateral play that might be necessary. Twenty-four lines of track were laid, and were carried under the building and out from it about 300 ft. landward. A mile and a half of rails were required along with 10,000 ties.

One hundred and twelve platform cars were hired, supplied by the Iron Car Company, to carry the building. The break wheels were removed and stowed with each pair underneath the respective car. Six locomotives were utilized for the move to insure that motive power be applied equally at all points of contact with the hotel.

The building was jacked up in 20 ft. sections. One 90 ton, three 60 ton, five 30 ton, and four 10 ton hydraulic jacks were used. The sills were raised from the supporting posts, and the cars were rolled under, carrying with them transverse timbers of 12 in. by 14 in. yellow pine (Fig. 1). Each piece rested upon two cars on adjacent tracks, the longest timber being only 41 ft. long; 110,000 ft. of this timber was required. The hotel was raised just enough to permit the cars and timbers to go under it with 1-2 in. clearance being allowed for. The cars on each track were coupled together, and then were jacked apart so as to pull out the draw heads to their fullest extent. The weight of the building was lowered upon the cars to keep them in position. Such cars were connected by rope slings twisted so as to rigidly hold them together. The idea was to prevent any separation or alteration of the longitudinal distance between cars. No system of diagonal bracing was employed.

In 20 ft. sections, the whole building was gradually placed on the cars. It was estimated that the strain upon some of them could not be less than 75 tons, yet nothing gave way. The springs were strongly compressed so that the truck bolsters were nearly in contact.

A number of heavy blocks and falls were then connected to the front ends of the twenty-four lines of cars. As abutment the forward blocks were attached by chain slings directly to the rails. The tackles were arranged so that there were twelve falls; the end of each was carried to the nearest locomotive. Six 35 ton locomotives were employed with three on each of two tracks (Fig. 2). Six ropes leading from the falls were attached to the couplings at the rear of each set of three engines. Some of the tackles did cross each other, so that each set of engines had its pulling strain distributed over more than half the face of the hotel. Three tons of ropes were used in making these connections. A man was positioned to monitor and lubricate the journals of the wheels of the platform cars. There were nearly 900 cars that needed attending.

Moving the Brighton Beach Hotel...cont. by Kenneth Katta

When all was ready, the signal was given for the first pull on the morning of April 3. The orders were for the 6 locomotives to start the building and then immediately stop. Without a shake or tremor, the building moved back majestically and stopped after a short distance of about 6 or 7 ft. After a careful examination, it was determined that all worked perfectly. On the afternoon of the same day a longer pull was accomplished. Then on April 4, with only 4 engines, the building was again moved to total distance of 239ft from its original position. The work then ceased because more rails had to be laid and the pilings for the new foundation were not all driven. With these accomplished, the building was moved to its new resting place a total of 495ft. from its original position. This movement was done without encountering any difficulties. The amount of power required was a principal concern, but it was determined that 4 locomotives were sufficient. The total weight moved was 1000 tons for the cars and 5000 tons for the building. This was the largest building move in the 19th Century.



Figure 3. Typical Ticket Issued to Passengers on the Brooklyn, Flatbush and Coney Island Railroad Issued on Nov 29, 1886.

Figure 1. The Method of Resting the Hotel on the Platform Cars to be Pulled by the Engines of the Brooklyn, Flatbush and Coney Island Railroad.

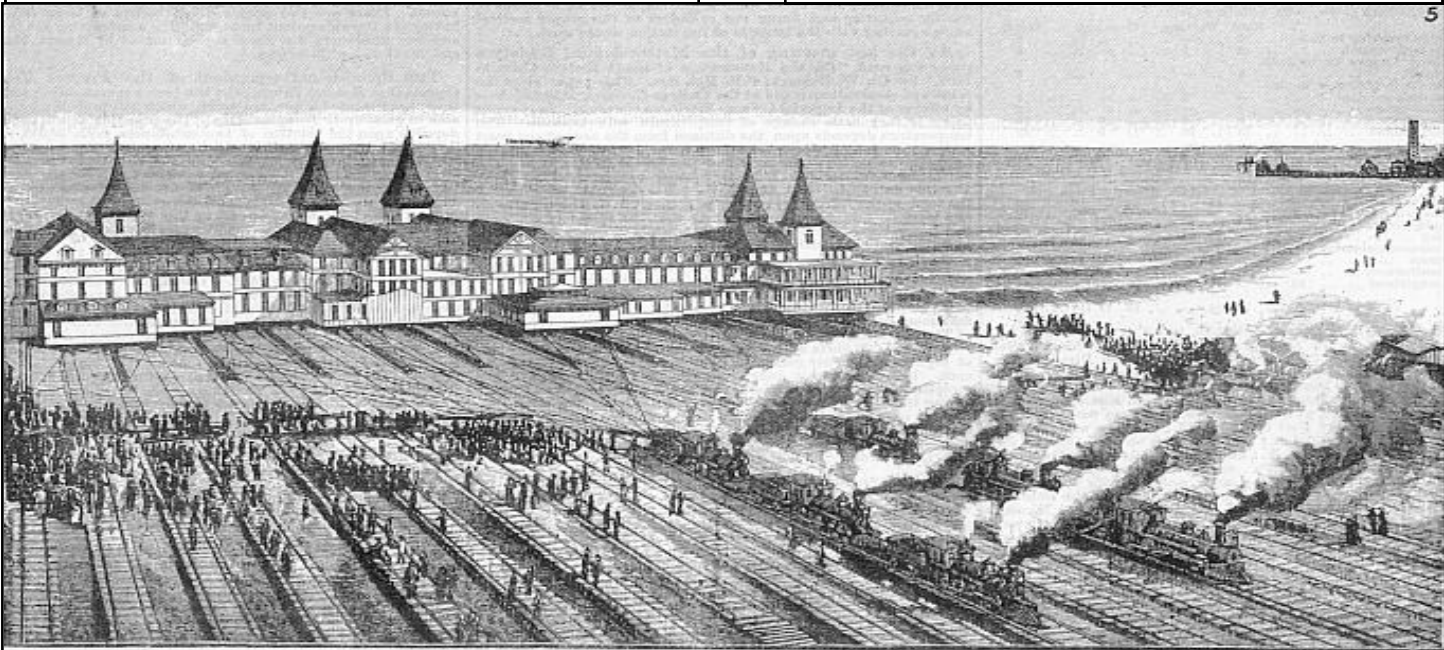


Figure 2. The Operation of Moving the Brighton Beach Hotel 495 ft. From Its Original Location by the Brooklyn, Flatbush and Coney Island Railroad Engines.

Long Island Sunrise Trail Chapter
National Railway Historical Society
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***DARTH
VADER***

LIRR adds 'Darth Vader' to snow response arsenal

The Long Island Rail Road's deployment of a 53-foot-long, 80-ton steel snow removal vehicle caps a three-year effort to bolster the agency's winter weather arsenal. The \$1.5 million machine with an imposing prow, has been dubbed "Darth Vader" by LIRR workers for its similarity to the "Star Wars" movie character.



**LIRR photographer
John Spoltore.**