



# SEMAPHORE



## December 2016

The next meeting of LIST will be on **Friday, December 16th at 8:00pm** at the Christ Episcopal Church, South Carll Avenue and Prospect Street, Babylon, NY.

### THIS MONTH:

Dave Morrison, retired LIRR Branch Line Manager will make a presentation regarding his new book which is titled

### ***"Sunnyside Yard and Hell Gate Bridge"***

Dave will discuss the subject matter of the book and he'll give a "on-the-cutting-room-floor" look at lots of photographs that did not make it into the book. He'll also discuss the research methods that he used in writing the book.

Dave will have the book available for sale and autographing at the meeting for \$20.00 for chapter members.

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

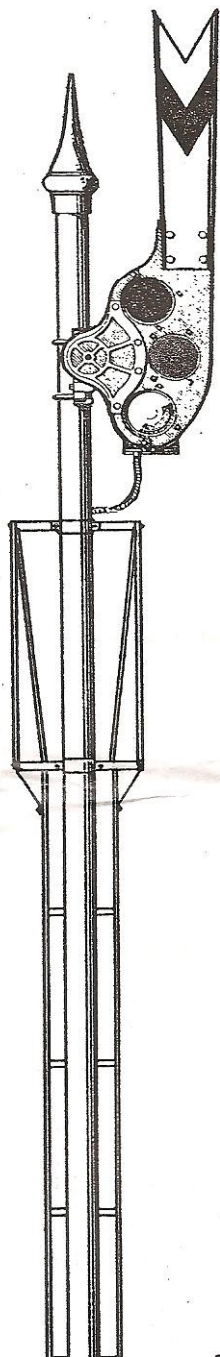
**LIST-NRHS.org**

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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 _____
# _____	LIRR 175 <sup>th</sup> 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 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	@\$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!  
 \*\*\*\*\*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

The members of the Board of LIST and myself wish all of our members and their families a very Merry Christmas and Happy Chanukah! May the spirit of the Holiday Season carry through the entire year. I hope you all receive what you wish for especially if it involves trains and railroading.

I included the annual dues renewal notice in last month's 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.

THE 2017 LIRR CALENDARS HAVE BEEN PRINTED AND ARE AVAILABLE! Please see the order form in this edition in the Semaphore. As usual, members receive a discount off the retail price. We do not have a particular theme for the calendar and the photos depict the people, places and things of the LIRR. We do not focus on one particular aspect of the LIRR as the LIRR is made up of most of all, the people who work on the LIRR and the people who use it, such as me!

It is the seasons for train shows so I wish to mention a few in the New York Metropolitan area. Most but not all of the train shows have free admission.

- 1] First of all is the Grand Central Holiday Train Show. It is located in the GCT Transit Museum store adjacent to the Station Masters Office. See the GCT website for hours.
- 2] Old Town Hall in Babylon Village has a train layout [that I helped to build]. The hours are Fridays, Saturday and Sundays 12-3 now until Jan 8<sup>th</sup>.
- 3] The St. James Model Train Club at Mills Pond House in St. James
- 4] Train Masters of Babylon located in Farmingdale. See their website.
- 5] Nassau Lionel Operating Engineers in Levittown.

I am sure there are other model train layouts on Long Island and I am sure you will know of others. See them and enjoy.

PS. There is an additional 12" to 1' scale operating train layout on Long Island. You can see this layout at most locations on Long Island, especially in Jamaica! Enjoy watching trains no matter what size they are.

We are looking for photos of the LIRR from any era to be placed on our website. We now have the capability to have your photos on our website which is LIST-NRHS.org. WE WANT YOUR PHOTOS TODAY so send them to me and I will have them placed on our website. However, the photos are to be sent to me by email so if you have prints or slides, have them scanned so they can be sent to me by e mail. 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](mailto:csquigley@optonline.net) and my telephone # is 631-487-4766. Please email your articles.

HAPPY NEW YEAR!



**THE LIRR MODELER** by Mike Boland***This Month's Feature:******PRODUCT REVIEW: ATLAS RS-1 in HO SCALE***

I don't want it to seem that I am ignoring current items that are significant to LIRR modelers so I am going to take a short break from my feature of modeling ONEIDA CLUB to write about an item of interest to many of us. My feature on ONEIDA CLUB will continue next month...and next year.

Once again I have to salute Rob Pisani and Atlas for taking such good care of LIRR modelers. Rob and Atlas brought us the ALCo C420 Phase II in the blue and white and red, white and blue paint schemes not too long ago and he's done it again, this time with another run of the ALCo RS-1 road switcher in the popular World's Fair paint scheme. Atlas has provided two numbers, 463 and 469 in the Classic Silver Series non-sound version as well as a sound version. Atlas brought out these units in the past, in this scheme and the earlier standard gray and orange with white LONG ISLAND lettering. I purchased two units and after a test run at TRAINLAND, I must say that the headlights and operation make this unit quite good looking, even at a slow speed.

At home I pulled out RS-1 photos I have and while I didn't measure it against the prototype, the unit looks very realistic with accurate dimensions. The paint scheme and applied paint are especially attractive and neatly done, complete with miniature lettering that is readable on the underbody side sill. Both the orange and gray seem very much "right on!" Good work, guys! The models' orange "sweep" or "headlight" pattern as it runs along the long hood matches the prototype louver by louver. The models include a small Dashing Dan herald *without the base* on the short hood, where the steam generator is. (After all, an RS-1 is just an S-2 with a steam generator in its short hood!) Atlas even has the correct colors and font on the white bugboards with black numbers.

There are a few items to add to make this model match the prototype. Are you ready? You can add a canvas window shade (rolled up) on the engineer's side. Add the two speed control (ASC) boxes ahead of the cab (and not against it—leave some space!) on the engineer's side of the running board. You can leave the horn silver and where it is or paint it and relocate it off-center to the fireman's side of the cab. Two very nice touches that yell out "LIRR" on the short hood are the steam generator stack behind the cab under the curving roof—complete with screened hole—and the small, squared vent located a little off-center and to the fireman's side of the roof. The stack was silver but rapidly discolored; the small, square vent was dark gray.

The model has a dark gray underbody and trucks. All my photos show almost black, discolored trucks so I am not sure if this is how the RS-1's looked in this scheme. John Scala's "Diesels of the Sunrise Trail" on page 45 shows a shot of 461 in the snow at Oyster Bay on January 3, 1965 and both carbody and underbody seem to be the same color; my photos show black. I suspect that Atlas got it right but it doesn't really matter once the unit is weathered. Give your unit lots of mud, grime, dust, etc. and weather to suit.

Two other items to add are the pointed piece of steel that sits below the coupler pocket by the pilot at each end. Scratchbuild these. MU cables located on the end handrails on the second group of units (466-469) that could be MUed are missing but this is an easy fix. Add commercial MU hoses and put your units in service...freight, passenger or even work trains!

THANK YOU, ATLAS! I'll get back to ONEIDA CLUB next time...next year. Merry Christmas, Happy Chanukah and Happy New Year from the Long Island Rail Road Modeler!!!



## Long Island Rail Road News by Steve Quigley

The LIRR has announced additional public hearings regarding the construction of the 3<sup>rd</sup> track between Floral Park and Hicksville. A draft environmental impact statement is available to be reviewed on the project website at [amodernli.com](http://amodernli.com). The 3<sup>rd</sup> track will be a 9.8 mile section of the Main line and will include the elimination of 7 grade crossings along the stretch.

The sessions will be January 17<sup>th</sup> in Westbury, January 18<sup>th</sup> at Hofstra University in Hempstead and January 19<sup>th</sup> in New Hyde Park.

Please see the website at [aModernLI.com](http://aModernLI.com) for additional information.

The LIRR plans to increase fares as much as 4% in the year 2017. It was noted that most fares will increase 4% or less. Increases in monthly fares will be \$15 or less, weekly increases will be capped at \$15 and daily fares will not exceed 50 cents. The LIRR fare increase will be in conjunction with other MTA fare increases on Metro-North as well as MTA buses and subways. This is the 6<sup>th</sup> fare increase since 2008. There was a public hearing regarding the fare increase on December 7<sup>th</sup> at the Huntington Hilton in Melville.

Ed Koehler went to Farmingdale on the morning of December 3<sup>rd</sup> and got these two photos of the Long Island Rail Road's "Holiday Express" as it came through the station. We thank him for sharing these images with us!



# Long Island Rail Road



## Stack Talk by Neil Moran

Well we've come to "end of track" for another year and fortunately there is still plenty of news about steam locomotives to make up another column.

CANADA SQUAMISH, BRITISH COLUMBIA: The "Monday morning crew" admired their last project the restoration of a 107-year-old steam locomotive with a long history in the Sea to Sky Corridor. A dozen volunteers most of whom are retired BC Rail employees spent a lot of Mondays for three years restoring former E #2 locomotive. The Pacific Great Eastern Railway was their first engine. She was very reliable and capable of pulling supply trains up the Squamish Valley and returning with a load of logs. The 2-6-2 Prairie type was built by the Baldwin Locomotive Works and today "little sparky" looks the same as it did more than a century ago. "It is such an important work effort of the history of Squamish and its wonderful historical piece for the community" said Donna Forechalk a volunteer with the project. She also said that the locomotive will be used to teach school children about Squamish's transportation history.

ALASKA – ANKORAGE: The Alaska Railroads last operating steam engine was locomotive #557. She was a 160 Class 2-8-0 Consol locomotive built for the U.S. Army Transportation Corps between 1942 -1945 by the Baldwin Locomotive Works. Now there are only five examples of this type left in North America. For two years now #557 Restoration Company has been working on the locomotive. The estimated cost of this restoration is about \$1.2 million and should be completed in 2018. Here is a brief history of the work in progress made of the installation of the bunker oil delivery line to the tender. Work is also being done on the white oak floor in the cab. Progress is still being made on the installation of drop sash windows on the tender. These windows will allow a view back over the tender. Flexible stay bolts are being machined by Doc Van Wingerdan of the Laverus Buffe Co. who has been manufacturing the sleeves in their home shop. The engine 557 Restoration Company has reached the half way point in contributions but still needs over \$9,000 to receive a grant from the John H. Emery Rail Heritage Trust.

WASHINGTON – POLSON: Old #45 steam locomotive now sits in the Polson Museum shop. She had been dismembered, disassembled and dispersed by the crew but at least she's home! The corroded logging locomotive came to its new home in Polson via a lowboy trailer. She has been looked at by a dedicated crew of twenty volunteers. The crew, experts and novices alike are determined to restore her to full operation. Every rod, bolt and wheel is being carefully examined for wear and tear along with signs of any corrosive parts on the engine itself. Mr. John Larson Director of the Polson Museum is spearheading the effort to bring her to running condition. It is a Baldwin 2-6-2 Prairie locomotive that was built in 1906. He continues "we have undertaken a full restoration" Larson said "we want her to become showroom new. According to Mr. Lawson "the project now is one of assessment and until we complete that we really don't know how long it's going to take to complete. The assessment could take up to five years to complete. The #45 a piece of Gray Harbor history was built by the Polson Logging Company for its expansion away from its Hoquiam River Log Dump. She served the PLC faithfully until Rayonier purchased the Polson operation in 1948 and continued to serve the new owner. The #45 sat stationary at the railroad camp to provide steam power for the camp shops.

## Stack Talk...continued by Neil Moran

After changing hands a few times, it ended up in the hands of a California collector. "Thinking ahead Grays Harbor could really benefit from a running steam locomotive" Mr. Larson said because hotels, restaurants and local businesses could benefit from it. And there is a nice piece of track to run on from the Hoquiam Station to Poison Rd. But it is way too early to talk about that he concluded.

CALIFORNIA – CAMPO: Workers at the Pacific Southwest Railway Museum at Campo, California are busy restoring Coos Bay Lumber Company #11. Locomotive #11 was a powerful one owner logging saddle tank engine. It was a 2-8-2 that the American Locomotive Works built in 1929. She went new to the Coos Bay Lumber Company at Powers, Oregon and was used by Timber Locomotive Company and then passed to the Hall Timber Locomotive Company on the 45 mile S.P. branch between Powers and Marshfield, Oregon. It could haul cars up a 12 mile 5.5% grade to the Eden area. By the way that included a 6% grade. The engine was retired from log hauling in 1951 when it was then used mainly in yard operations around Powers. Then in 1956 Coos Bay Lumber was purchased by the Georgia Pacific Corporation and she pulled its last train at Myrtle Points Centennial in July 1962. Eventually CBL #12 was brought to Campo in 1983 and the locomotive ran up until 1984. She has since had more repairs while still in operation. Here is an update report on #11. The brake rigging has been removed and workers have cleaned the main frames to look for cracks while using dye penetrant. Restorers are now at a point where a testing company could be brought out to check welds for acuity via ultrasound or radiography. The testing on the boiler patches has been almost completed. After that workers, will have a good handle on what will need to be done to return the Coos Bay #11 to operation. They will also have a good handle on what will be needed for the final repairs of the locomotive.

WISCONSIN – MARSHFIELD: Late this past summer the city of Marshfield's Historic Preservation Committee hired Dennis Bargander of Bargander Construction to restore the cab of the Soo line steam locomotive #2442 a Consol 2-8-0. The project included reconstruction of the roof, replacing the windows and cab flooring and the reinstalling hardware. The project is now completed although this project is finished there is still additional work in the cab as part of the possible future restoration project including the new seats and fixing lighting plus some work to the back of the cab to weather proofs the engine. Here is a little history of the #2442. The original Wisconsin Central Railway began in 1872, then in 1909 the Soo line leased the Wisconsin Central for 99 years and eventually merging the Wisconsin Central into the New Soo line in 1961. Going back in 1911 under Soo line auspices locomotive #2442 was one of fifteen class F 22 "heavy" freight Consolidation type 2-8-0 engines. They were built by Alco at their Schenectady Works in Schenectady, New York. In her early years #2442 was mainly on the 1<sup>st</sup> subdivision of the railroads from North Foud Dulac, Wisconsin to Forest Park, Illinois. She then moved to another part of the Soo/wc system. At an average of 35,000 miles per year with a working life of 45 years, she ran a cumulative 1,518,932 miles. (not too shabby). The locomotives final run was in 1954. It was then retired and set aside by the Soo line for possible donations. Finally, the city of Marshfield relocated it to its present site at the entrance to Wildwood Park.

In closing I want to wish all my readers (yes all two of you) a very happy holiday season and a happy new year!

UNTIL OUR TRACKS CROSS AGAIN



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*MERRY CHRISTMAS,  
HAPPY CHANUKAH  
AND HAPPY  
HOLIDAYS TO ALL!  
From LIST-NRHS*