

SEMAPHORE

December 2009

The next meeting of LIST will be on **Friday, December 18th** at 8:00pm at the Christ Episcopal Church, South Carl Avenue and Prospect Street, Babylon, New York.

THIS MONTH:

While at press time, it is not yet certain who will be providing our entertainment for the evening, you may rest assured that this "mystery guest" will bring us something you won't want to miss.

We would like to wish all of our members and their families a very happy and healthy holiday season!

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

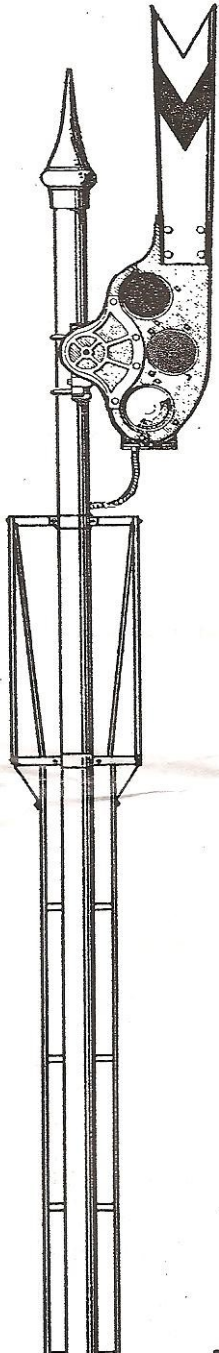
<http://www.nrhs-list.org>

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THE PUBLICATION OF THE
LONG ISLAND-SUNRISE TRAIL CHAPTER
OF THE
NATIONAL RAILWAY HISTORICAL SOCIETY



LIST Happenings by Stephen Quigley

The year 2009 was filled with various events and items that the members of LIST participated in. The 175th Anniversary of the Long Island Rail Road was on April 24th and Dave Morrison spearheaded our celebration of this incredible milestone with the publishing of the Journal, the April 25th Symposium and the two art exhibits by Lou Mallard and George Wybenga. Thank you Dave for a fantastic job!

Caroline Scannell headed up a very successful stamp cancellation ceremony in Penn Station on the morning on April 24th and our Chapter was invited to participate in the LIRR's Anniversary celebration in Jamaica also on that day. Many thanks to Susan McGowan and Mike Charles of the LIRR Public Affairs Dept. and Helena E. Williams, President of the LIRR who was the special guest presenter at our April 25th Symposium.

2010 also promises to be an eventful year. Sept. 8, 2010 is the 100th Anniversary of the first LIRR train that left the brand new Penn Station and we hope that Penn Station will be commemorated in a way befitting that grand edifice. We have several ideas in the works on celebrating this occasion. I will keep you informed as to the various items and events.

The Town of Babylon N.Y. will be opening a new museum this coming spring in the Old Town Hall which is located in the Village of Babylon. This building is located 1 block from where our monthly meetings are held. One of the first exhibits in this Museum will be on the Huntington Railroad and the Babylon Rail Road which were both trolley lines that went through the Town of Babylon. In addition, an exhibit on how the LIRR helped populate the Town of Babylon is also in the works. If you wish to loan items for the display or want to help with the exhibits, please see me at our monthly meeting or you may call or e mail me.

The sales of our 2 calendars and the 175th Anniversary Journal have been brisk. By now, everyone who has ordered the calendars, the Journal or the NY Connecting Railroad Book should have received them. If you did not, please call or e mail me. We have very few of the calendars remaining. I do not save any in reserve and last year I returned several orders due to a lack of inventory. I do not wish to have any LIST member not receive a calendar because they are sold out, so PLEASE send in your order NOW if you want either of the two calendars.

Best wishes for a Happy and Healthy Holiday Season.

MERRY CHRISTMAS...HAPPY HANUKKAH...HAPPY NEW YEAR

TO ALL L.I.S.T. MEMBERS:

PLEASE SUBMIT YOUR DUES RENEWAL AS SOON AS POSSIBLE!

Our Treasurer, Alan Mark has requested that the dues be submitted on time so that he may finish this task in a timely manner. Thank you for your cooperation.

LIST Order Form

The Annual LIRR Calendar is now available. Please see the price list below to order a copy.

In honor of the 100th Anniversary of Penn Station, our Chapter is producing a calendar of photographs of the original Penn Station. The calendar was put together by John Turkeli with the assistance of the Weekend Chief, John Scala. The photographs are black and white due to their age. Many photographs are unique and not printed before.

The Penn Station calendar Cost is **\$7.00 for Chapter members + tax**
\$9.95 for Non-members + tax

Members: If mailed in New York State, the cost is \$10.50 which includes Shipping and Handling, Tax.

Members: If mailed to outside of New York State, the cost is \$9.50.

Non-member: New York State \$14.61 if mailed.

Non-member: Outside of New York State \$13.45 if mailed.

This is a limited edition, special, one time calendar in celebration of the 100th Anniversary of Penn Station. Limited quantity produced.

ORDER FORM FOR L. I. S. T. MEMBERS ONLY

_____ 2010 LIRR Calendar @ \$8 each Total _____

_____ 2010 Penn Station Calendar @ \$7 each Total _____

_____ LIRR 175th Anniv. Journal @ \$10 each Total _____

_____ NY Connecting RR Book @ \$27 each Total _____

Shipping + Handling for 1 Calendar or Journal add \$2.50

For 2-5 Calendars or Journals add \$5.00

More than a total of 5 calendars and/or journals, please add \$2.50 more.

New York State Residents must add 0.08625% tax on the total which includes shipping and handling.

THE LIRR MODELER by Mike Boland***THIS MONTH'S FEATURE:******LIRR P54s and PRR mP54 COACHES BY CON-COR******Part Two***

We now continue with our series on LIRR P54 steam-type coaches and we return to the Long Island's parent road—the PRR—as our story moves forward.

In 1900 the Pennsylvania Railroad moved ahead with its mighty project to enter New York City and mid-town Manhattan with its tunnels under the Hudson River and its four tunnels under the East River. The tunnels were to be electrified, which meant electric locomotives would pull trains. It also meant that wooden coaches would not be used for passenger traffic; new steel coaches to be designed and built would carry PRR and LIRR passengers on their journeys.

Therefore, the PRR came out with two designs of all-steel coaches: a short-haul or suburban coach 60-feet long and one foot lower than a longer, long-haul coach used in inter-city service. Of course, we're talking about the P54 and P70 coaches, respectively. It must be noted that the PRR had built a steel coach in 1906 numbered 1651 and a similar coach for the LIRR that was numbered 1401 and later renumbered 179 but this design was not used a few years later for the steel fleets of both railroads.

The short, suburban coach was given a designation of mP54, since the PRR planned to add motors and electrical gear to the cars, thus changing them to multiple-units cars. The PRR had found that changing ends and moving steam locomotives around at its 30th Street Station in Philadelphia was costly and time-consuming; electrically-propelled MU cars were the right way to go. The mP54 was designed for this conversion, although this would not happen on the PRR for several years after the first cars were built.

So the first PRR mP54 cars were built for this purpose around 1908 and while the PRR received its fleet of cars, the LIRR began to receive a fleet of more than 200 multiple-unit cars (MUs) built by American Car and Foundry in Berwick, Pa. These cars came as coaches, combines and several headend variations. These included class MP54, MP54A, and MPB54 cars. Headend cars included class MB62, a full-length baggage car. The LIRR cars began to arrive in 1908 and they would continue until 1914. All had a flat, railroad or clerestory roof.

In addition to the LIRR MU fleet, the railroad ordered a number of steam coaches in 1911. These cars were classed as P54A and were numbered 314-342. Their lot number was 6130 and each car had 17 windows on each side. The end sills had portholes with see-through glass. These cars had deck sash ventilators with Hale and Kilburn seats, a toilet and a seating capacity for 69 passengers. The cars were 63' 4 3/4" over the platform framing in length, 9' 9 3/4" wide and 13' 3 1/4" high. They were built by ACF with 5" collision posts and were the first steel coaches on the LIRR used in steam operations behind steam locomotives. They were NOT the first steel cars on the line; the B40 arch roof baggage cars earned that honor in 1910.

THE LIRR MODELER...continued

In 1911 P54A cars 344-358 were delivered as Lot 6401. All these cars were the first step the railroad took to eliminate its fleet of wooden coaches and this would not happen until 1927 when the last of the “pings” would arrive on the property.

At no time did the LIRR refer to these steam cars as class mP54; apparently this was a PRR classification that the Long Island did NOT adhere to. It’s interesting to note that the LIRR did not use this mP54 classification with its P54D cars that it converted to control motor MU cars two decades later. All these cars rode on steel, riveted trucks similar to their MU counterparts and unlike the PRR cars, the LIRR cars (coaches only) had diaphragms.

Little is known about where these cars were first utilized but it’s a good guess they were used in the East River tunnels and were pulled by DD1s and L5 electrics in and out of Pennsylvania Station after it opened in 1910.

Also included in this order of cars was an order for five PB54 passenger-baggage combines. These cars were numbered 619 through 623. Con-Cor is bringing these cars out early next year so more about them at a later date.

There were also some headend cars in this order. In 1910, along with the B40s, the LIRR built ten B62 baggage cars numbered 682 through 691. The LIRR also had mail-baggage combines built, too. In 1911, five cars numbered 739-743 were built. Four more cars (744-747) were built in 1914 and two more (748-749) were built in 1923. All these cars were classed as BM62.

More cars would be added in later years. Cars 361-367 were built in 1914 with a seating capacity of 71; these cars were also class P54A. These newer cars had 9-inch collision posts. In 1916, cars 371-373 were built as class P54B with a seating capacity of 72. All these cars were built by ACF. One year later, in 1917, cars 374-387 were built by Pressed Steel Car Company and these cars were class P54B; they had a seating capacity of 72. One more car, 388, was built in 1913 by ACF and the car was scrapped after a wreck in Kings Park in 1947. There was also car 389, a class P54F car built in 1913 that was club car NASSAU and converted to a coach in 1917.

This information was taken from various official LIRR equipment drawings and Ed Koehler’s LIRR Passenger Car Roster. There’s much more to the P54 story on the LIRR and we’ll continue it next time in THE SEMAPHORE.

In the meantime, Merry Christmas and Happy New Year from The LIRR Modeler!



Stack Talk by Neil Moran

Hard to believe, but another year is drawing to an end. Where does the time go? Wasn't it almost a few months ago, most of us were planning a summer vacation. Some bad news and some good news in this month's edition.

CHINA: LIUJIAIXIA: This line has now ceased all passenger services, sad to report. Even the school train and a daily mixed train are gone. Only the freight traffic with only two or three steam trains a day remains. Worse yet there is no fixed schedule to go by. They can run anytime, day or night. Presently they have six SY Class Mikados running on this industrial line. This is very unfortunate, as the railway traverses through some very scenic locations. The trains go through some very mountainous territory with grades from 1% to 3%. Also, they have several tunnels. All this makes for spectacular scenery. Unfortunately diesels have already arrived on the property, and when they get enough of these square boxes, steam will only be used for shunting and servicing the fertilizer factory, and the industries around Liujiaxia. By the time you read this, there is a good chance the main line will be fully dieselized. Pity!! Strangely, they continue to offer steam charter excursions. One tour operator was soaked for 60,000 RMB for a charter train, and only had five run-buys during the day. So you have to calculate in some expenses, if you wish to have extra run-buys. As stated before, the line has great potential with fabulous scenery.

PINGDINGHAN: The addition of new diesels have replaced more of the Js Class locomotives. They still have a few QJ's left. In fact QJ #6786 will be the last overhaul of this Class steam engine at Pingdinghan. The use of steam is further declining as diesels move in, and only a few QJ hauled trains are running on the line to Yuzhou. There are other steam trains on this operation but they run at night. Since the J Class is not being used in passenger service anymore, there being confined, what's left of them, to yard work. Again by early next month they will be gone.

UNITED KINGDOM – BARROW HILL ROUNDHOUSE: This past October a really big event took place at this location. Tornado A1 Class was on display along with Blue Peter, Sir Nicel Gresley, and Union of South Africa. Thousands of railfans descended and viewed the locomotives "trashing around", as one English railfan stated. "It made for a bloody good show", he further commented. Each engine made a short excursion run down the track to the delight of all who came. The new star of the British Rail had a real busy summer of operations from London to various locations in the southwest. One of her highlights was an excursion labeled the "Winton Train" from Harwich Parkeston Quay to London's Liverpool street station on Friday Sept 4, 2009. This train commemorated the "Kindertransport" trains, and celebrated the life of Sir Nicholas Winton who rescued 669 mainly Jewish children from Nazi occupied Czechoslovakia in the summer of 1939. "Tornado" has also starred in the BBC's Top Gear TV show shown on June 21, 2009. This program was watched by over seven million people. This past month the locomotive ran an excursion titled "The Thames Tornado" out of London on fast mainline running to the Surrey Hills, along with a twisting route through the metropolitan suburbs to London Victoria. This trip was organized by Pathfinder Tours.

UNITED STATES – MINNEAPOLIS, MINNESOTA: In the most disappointing turn of events between Steve Sandburg and the National Railroad Museum at Green Bay Wisconsin, negotiations have broken off after almost six months of talks. In a surprising turn of events, the Railroad Museum is really playing hardball in their talks with a Steve Sandburg. Presently the museum is asking for almost 90% of the gross income of all future steam excursions of the #261, plus a percentage of ticket sales.

Stack Talk...continued by Neil Moran

This is a really unacceptable deal for Steve Sandburg. As for the #261 she sits in the engine house at Minneapolis, Minnesota in bits and pieces. She is all torn down due to her mandatory FRA inspection. It will not be able to run in 2010 under these conditions. Apparently what is going to happen is that Steve Sandburg is going to put the #261 back together and restore it to a cosmetically looking engine, and ship it back to Green Bay. The lease expires sometime in 2010, and the museum will have a former Milwaukee road engine on display unable to run and cosmetically restored. Mr. Sandburg will be looking at several other locomotives that were possibly up for sale. These include another Milwaukee Road 4-8-4 #265 which presently resides at the Illinois Railway Museum, a Burlington 4-8-4 an 05 Class built in the 40's, at St. Joseph, Missouri. There's another Burlington 05 Class in Douglas Wyoming, and another in Golden Colorado, and at least one more in Sheridan, Wyoming. Then if Mr. Sandburg wants to try his hand at fixing up a big 4-6-4 Hudson that also ran on the Burlington Route, there's one in La Cross Wisconsin. There are a few other prospects around from the Burlington RR that he can also look at. But the ones mentioned above are the most likely to be looked at first. The Burlington Railroad donated several engines to various sites and towns upon retirement. From what I hear, all these problems started earlier this year over the motion picture "Public Enemies". The #261 appeared in several scenes, and the Green Bay Museum felt like they should have gotten some of the revenue that was given to Steve Sandburg, and the friends of the 261. As stated previously, they will put the engine back together again as part of its agreement with the Museum, but not in running condition. It will be interesting to see which Burlington engine he selects, I understand the Class 05s were big bruisers, and made a powerful noise when running. These engines pulled either freight or fast moving passenger trains.

UNITED STATES –PORTLAND OREGON: After being stored for about a month, the Southern Pacific "Daylight" 4-8-4 #4449 made her way back to Portland, Oregon last October. As you all knew the #4449 traveled east to Owosso, Michigan participate in the Owosso Festival. While she stayed in the Minneapolis facilities, the shop crew performed minor repairs and had it running like a Swiss watch. She headed back to Portland after running two excursions on Oct 10-11. These trips were sponsored by the Minneapolis based "Friends of the 261, and Friends of the 4449". It's schedule West had stops booked at Fargo North Dakota with a layover, then on to Harve, Montana, and on to Whitefish with they stayed over. She continued west to Spokane, Washington and made the final leg of her journey to Portland, Oregon. Right now the friends are trying to raise funds for a new storage place for the Daylight. She has to be moved soon, as Union Pacific wants the Brooklyn Roundhouse in Portland as soon as possible. This was quite a trip for the 4-8-4, but she was up to it, as no major problems arose. We can thank Doyle McCormick and his dedicated crew for performing this monumental feat. This month the Oregon Rail Heritage Foundation will again sponsor the fifth Annual Holiday Express along the Willamette River from Oaks Park. These trips are scheduled for Dec 4-6, and 11-13. All proceeds go to the building a new home for the historic locomotives that are housed in the Brooklyn Roundhouse. I can tell you there is some good news coming in January, so stay tuned for further information go on line at www.orhf.org. Yes Virginia, there is a Santa Claus!!

UNITED STATES – ALAMOSA COLORADO: On a recent trip out to Colorado, I wanted to see the newest engine in service on the San Louis & Rio Grande RR, the former Lake Superior & Ishpeming #18 a 2-8-0. Coincidentally, two years ago I went there to photograph a freight special in Oct 2007 with #1744 a 2-6-0 Mogul with John Briggs as my traveling companion. We flew to Denver, and then transferred down to Alamosa in a puddle jumper. Upon arrival it was cold and cloudy. The next morning we arose to snow coming down, and it snowed for the rest of the day.

Stack Talk...continued by Neil Moran

That day's trip up to La Vita Pass was canceled due to no one had bought tickets for the Wednesday train. We later found out, the railroad would make one last trip on Thursday with #18 and that would be the final steam trip for the year. Late that afternoon, #18 came out of the engine house and steamed through the yards down by the station to take on water. We were able to get several shots of the locomotive going back and forth in the snow which was now increasing in velocity. The crew then brought the engine back up towards the engine house, and put her on a siding to put oil into the tender, that procedure took 45 minutes. Then, she came off the siding and switched to the track leading to the engine house. The next morning, it has stopped snowing, and there was over 3 inches on the ground. The train left on time at 9 AM and started its run up towards La Vita Pass, elevation over 8,000 ft. Since we knew the territory John and I managed to squeeze off six locations along the way. At a certain point, we could not follow the train through its most scenic locations, as it went through private property and they have a guard at a gate that checks your identity. So we were forced to double back towards highway 160, and follow that road up to La Vita Pass entrance, then travel over four miles into the area where the train comes into the station. Pictures of the revamped station were taken while waiting for the train. Finally after an hour wait, #18 made her appearance. Both of us had set up with a view of a snow covered mountain in the background, and with the clouds and fog lifting, we got a good shot of the train passing under the mountain. By the way, La Vita Pass got over a foot of snow, so it was tough walking.

They have a wye at La Vita, and while the 20 passengers ate, they wyeed the train. Shots were taken at the station and at a crossing leaving La Vita. Then back to the gates of private property to await the train. We then chased the train along highway 160, getting various spots on the way down to Alamosa. At a certain area just past Blanca, we turned off 160 and headed east on a dirt road towards the railroad track for one mile. I was at the wheel, and John had my movie camera, and his video all setup to do some pacing along a 10 mile stretch of straight track. When the train got alongside of us, we kept up with it doing 25 mph. Side by side we came down towards Alamosa, getting some good photography. We then cut off ahead off the track, got into the Alamosa Depot five minutes ahead of it and plenty of time to set up and get some interesting pictures of the train coming into the station. Both of us were satisfied of what we had accomplished, and a good ending to a good chase. Number 18 will have work done on her this winter, and the crew now has a heated engine house to work in for the first time. As for #1744, her boiler has been sent to an outfit that will repair it over the winter, and hopefully the railway will have two locomotives to operate the next year.

CHAMA – NEW MEXICO: We also went down to the Cumbres & Toltec scenic railroad for an all day photo

freight that the railroad ran with three locomotives. However, I'll relate that adventure to you next month. This time I'm reporting on another "special" their having on Dec 4, 2009. They will sponsor a winter photo plow extra with a K-36 Class Mikado with a plow and flanger. This is indeed a rare opportunity to photograph an iron horse working hard to clear the track. Many photo opportunities await the railfan on board, as you head up to Cumbres Pass, over 10,000 feet high. Upon arriving at Cumbres Pass, a box lunch will be offered for the riders then the train will be wyeed for the return trip back to Chama. At this time of the year there could be a foot of snow up at the Pass. The wye will have to be cleaned, the same for switch stands, and other track cleaning. The consist will include two forty seat coaches, an open gondola car for the strong of heart, and caboose. Photo runs will be held at grade crossings after cleaning them. Cost is \$275.00 with lunch and hot beverages included. For ticket information call 1-888-CUMBRES. So bundle up, bring plenty of film and batteries and prepare for a unique ride.

Stack Talk...continued by Neil Moran

ELY – NEVADA: Locomotive #40, a 1910 Baldwin ten wheeler is now serviceable, but will be stored until the winter photo shoots next February 2010. After this event is over she will be in service only when locomotive #93 is not running and down for repairs. No 93 is a 1909 Alco 2-8-0. The #40's centennial is July 2010, and the railway will hold a big birthday bash for her while kicking off a big fund raising campaign. It needs running gear repairs and a complete rebuild just as #93 just received. Total estimated cost is between \$425,000 and \$450,000. Hopefully #40's running gear will undergo restoration in the spring of 2011.

OWOSSO – MICHIGAN: During the months of November and December, the Steam Railroading Institute will again sponsor their North Pole Express behind the Pere Marquette #1225. The train will run from the Steam Railroading Institute in Owosso to the "North Pole", better known as the Saginaw County Fairgrounds in Chesaning, Michigan. Tickets will be \$70.00 for adults and \$40.00 for children. This will include hot chocolate served on board and free admission to the "North Pole" and to all amusement rides. Patrons can even purchase the Caboose option which allows up to twelve people to ride in. The #1225 did not operate during the Steam Fest last summer. But it has since been repaired and is in fine shape. She ran on a photo freight, and teamed up with Sister Berkshire #765 for a memorable weekend. The dates in December are the 5-6, 12-13, and 19-20.

SISTERVILLE – WEST VIRGINIA: Bringing a steam locomotive that began running more than 100 years ago, back to life, and making it historically authentic is quite a feat indeed, that's the task that started last March when the Sisterville Works Inc. had the boiler and frame removed from a former West Virginia Northern #9 A 2-8-0 steam engine. This locomotive is currently owned by the West Virginia Museum in Elkins. It was built by the Baldwin Company in 1906, and first operated on the West Virginia Northern rail line from 1906 to her last days in 1956. Sisterville Tank Works built and repaired boilers with riveted construction, but since 1958 welding these boilers was the norm. No 9 had been sitting in the woods for more than thirty years, will undergo extensive repairs to the firebox, boiler, flues will be replaced, along with the running gear. In other words, a complete rebuild. When the job is finished, they hope to run her on the Durbin Greenbriar Valley Line. Good Luck!

Now it's time to thank the people who took the time to send me most of the news you just read. John Biehn (Dayton RR Society), Steve Barry and Jim Boyd (Railfan & Railroad Magazine) John Batwell (SAR South Africa), Mike Eagleson (Glen Ridge N.J.) John Reilly (RRE-NY), Rich Taylor (NRHS-NJ) and from your most humble servant in steam.

MERRY CHRISTMAS EVERYONE

UNTIL OUR TRACKS CROSS AGAIN

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

The Oyster Bay Railroad Museum by Steven Torborg

Considering it is the end of our regular work season, you would think we at the Oyster Bay Railroad Museum would be gearing down for the winter. However, this could not be farther from the truth.

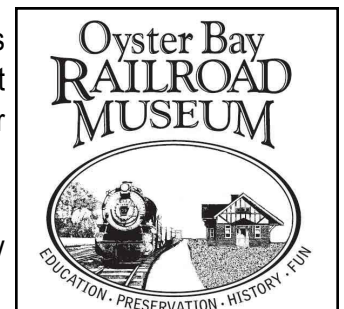
October 17th and 18th saw our participation in the annual Oyster Festival, no doubt one of Long Island's most popular cultural events. This year, we had our regular food booth dishing out delicious seafood dishes prepared by a local restaurant, "Fiddleheads". We have partnered with them for the past several years and the combination of their cooperative staff and exquisite menu have always made for a very successful festival for us. That said, the Saturday event was fantastic. We had great success in our food sales, but also had quite a bit of visitors to our Preview Center. Additionally, this being the first event for us having the Rail Yard open to the public, we also saw quite a few people at this site, many of whom didn't even know we had such a display area. With Cabooses #12 and #50, the Worlds Fair Cab, the two Dinky's and the Ping Pong Coach all open for visitors, there was much to see and do. The combination of knowledgeable docents, interpretive signage and interactive displays meant many of our visitors stayed for quite some time and thoroughly enjoyed themselves. Unfortunately, Sunday dawned with a nor-easter producing heavy rains, high winds and virtually flooding the food booths at the food court thereby devastating any chance at a successful day. None-the-less, late in the day when the rains stopped, many die-hard festival visitors did come out and took advantage of no lines and the lack of crowds. While the event was not nearly as successful as years past, we still managed to turn a profit and promote our efforts.

Following the Oyster Festival, efforts were focused in earnest in getting the turntable ring rail reinstalled back in the pit. With all the necessary research having been done, members descended upon the pit measuring, shaving and leveling ties, installing, spiking and leveling rails and even fabricating a new section of rail to replace a section the railroad discarded years ago. When all was said and done, the turntable was again supported on both ends and was able to be freely turned 360 degrees by a few of our volunteers. As of this writing, a few more details remain such as shimming a few areas and driving home a few spikes, but essentially this part of the project is completed. Next comes the completion of the restoration of the motor / frame assembly followed by its reinstallation along with the motor. In the spring, the turntable will be rewired and all electrical controls should be reinstalled. At the same time, the bridge will be redecked with new ties, rails and hardware and hopefully by mid summer we should have a fully functional turntable in Oyster Bay.

Meanwhile behind the scenes, meetings continue to occur and fundraising continues as we move ever closer to commencing restoration on the Station and Locomotive #35. Both items, considered the centerpieces of our completed museum remain in the forefront of our efforts and we are moving ever closer to getting things going with them. There are seemingly endless meetings with political and professional supporters and organizations and each one brings us closer to achieving our goals.

Although you will undoubtedly receive this after the event, the Oyster Bay Railroad Museum's annual Holiday Express Weekend was held on December 5th and 6th. While Saturday's event was hampered by a very cold rain, Sunday more than made up for it with cold crisp weather and lot's of visitors to see Santa and enjoy the horse drawn carriage rides through town.

At this point, we at the Oyster Bay Railroad Museum would like to wish everyone a very happy and healthy holiday season and the very best for the new year!



The Railroad Museum of Long Island by Don Fisher

By the time you read this issue of the Semaphore, our annual Holiday Open House at RMLI Greenport will be another memory of 2009. Santa arrived at RMLI on the noontime train, Saturday and Sunday, December 5 and 6 to the cheers and applause of many happy children, young and old alike! On Saturday evening, RMLI volunteers enjoyed a holiday dinner at Greenport where ninety museum volunteers were recognized for their hours of service during 2009. Each RMLI volunteer receives a certificate of appreciation for their work.

Saturday, November 21 saw the official end of the 2009 Season at Riverhead RMLI. The visitor's center closed for the winter at 4:00 PM and now our focus for the next five months will be museum maintenance and renovation of the Freeman Building to house the LIONEL Visitor's Center train layout. Work sessions will continue on Saturdays throughout the winter. Look for our official 2010 season opening in April.

October was a busy month for the Museum! RMLI played host to an outstanding group of young people shooting an Independent 16mm film. Directed by School of Visual Arts (NYC) student Cody Blue Snider, the thirty plus college and high school age students came to Riverhead RMLI on Tuesday, October 13 and filmed several scenes on our P72 coach, 2924, and our baggage mail car, 7737. What a team of young professionals working together! From the talent to the technicians, the art department, the director and the producers – it was cinema at its best. A welcome byproduct of the filming was the repainting of 2924 and 7737. As part of the “set,” 7737 had to be changed from the yellow circus motif she had been in since 2006. 2924 was starting to look a little shabby and RMLI decided it was time to give her a new coat of “as delivered” gray paint. The film crew provided the muscle to get the work done and RMLI provided the supplies and paint. Both cars are looking good with their matching gray and black paint scheme. Period lettering is next.

On Thursday, October 15, I had the pleasure of inspecting ongoing work on Engine #39 at the Strasburg Railroad Company. While there I observed new roof sheet doublers being welded in place. Last week RMLI shipped #39's safety valves to Strasburg for sizing and placement on top of the new roof sheet. Restoration work continues through December. See our reports on the Engine 39 page at www.rml.org

Plans have been laid to steam up H. K. Porter #1 in 2012. Work has started on the tractor that will be used to pull her from event to event. On Sunday, October 18 – with help from the steam department of the Long Island Antique Power Association – volunteers performed a hot water hydrotest on #1's boiler and firebox. We pressured the vessel to 140 psi and experienced no leaking seams or staybolts. The mud ring area is clean and we prepped #1 for the cold winter months. Off to the boiler inspector in Spring 2010!

On Thursday, October 22, RMLI and the World's Fair G-16 park train ride successfully passed its annual NYS Department of Labor safety inspection. I'm pleased to report that we have 20 qualified Conductors and Engineers on our roster! If you too are interested in becoming a railroader on the RMLI World's Fair train ride, contact me at dfisher@rml.org

Saturday, October 24 saw twenty-eight RMLI members attend our fall membership meeting and election of officers. Officers elected for 2010 are: President, Don Fisher; Vice President, George Faeth; Secretary, James Werner; and Treasurer, Al Schick. To finish the month, on Halloween, Oct. 31, three gallons of safety orange paint were applied to Caboose C-68! Black roof paint, final orange paint and lettering will commence before the Spring 2010 Museum opening.

Stay warm railfans, think Spring! “Clear Block Ahead! ALL ABOARD!”



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

The Chapter has produced a great 60 page color Journal commemorating the 175th Anniversary of our beloved railroad.

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**175th Anniversary Journal
Long Island Rail Road
April 24, 2009**



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