

SEMAPHORE

September 2009

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

THIS MONTH:

On tap for the September 2009 meeting will be a presentation by Dave Morrison, "The **Long Island Rail Road** at 175 Years".

His presentation concentrates on stations through the years.

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

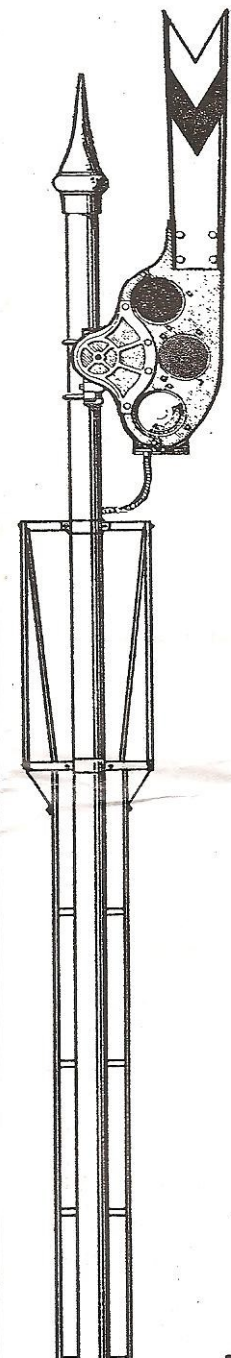
<http://www.nrhs-list.org>

The Chapter mailing address is:

LIST—NRHS

P O Box 507

Babylon, New York 11702-0507



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



The Railroad Museum of Long Island by Don Fisher

I'd like to start the 2009 – 2010 Semaphore volume with an update of summer activities at RMLI. It's been a great season for the Museum, many exciting events and a great amount of work has been accomplished.

I'm pleased to report that Riverhead and Greenport RMLI have been open every Saturday and Sunday since Memorial Day weekend. Our volunteer participation has been outstanding this year, and with the current economy, we've been able to capitalize on the many families looking for things to do at home on Long Island.

On Saturday, June 13, thirty-six RMLI members met at Greenport for our Spring membership meeting. Reports from committees were heard, members had a first-hand opportunity to view RMLI's new LIRR 175th Anniversary Exhibit and then go for a ride on Frank Field's Peconic County Miniature Railroad. Our next membership meeting will be held on Saturday, October 17 at 12:00 noon in the Freeman Building at Riverhead RMLI.

On June 29 and 30, Linn Moedinger, Rick Musser and Kelly Anderson of the Strasburg Railroad Company travelled to Riverhead to perform an engineering study and inventory of LIRR Steam Engine #39. Working with four volunteers from RMLI, the men closely examined the frame and drive train components of the locomotive. A detailed scope of work has been prepared for the continued restoration of #39 with an estimated cost of \$2,000,000.00

Saturday, July 25th saw a warm sunny day for the much anticipated LIRR 175th Anniversary rail excursion from Jamaica Station to Riverhead and Greenport RMLI. Thirty-two volunteers manned the Museums to the delight of over 250 rail-riding patrons. Guest tables were manned by the LIST Chapter and Twin Forks Chapter NRHS, the MTA Police T.R.A.C.K.S. program, the West Island Model Railroad Club and the Long Island Garden Railway Society.

Also during the month of July, volunteers emptied the western half of the Freeman Building and began demolition of the existing walls to ready the building for the LIONEL Visitor's Center Train Layout. In May 2009, RMLI was happy to receive from the LIONEL Corporation, their ten-train, fourteen feet wide by forty feet long "O" gauge train layout from Chesterfield, Michigan. This historic layout, based on the original LIONEL display in New York City, will become a major attraction at RMLI in 2010.

On August 7th RMLI received the last of three Town of Riverhead building department certificates. These certificates of occupancy officially complete the acquisition and restoration of our Riverhead property from the Nassau-Suffolk Lumber Company. RMLI is certified in full compliance with all New York State building codes and we enjoy an excellent working relationship with the Town of Riverhead Building Department and Office of the Fire Marshal.

Wrapping up the summer on August 29 and 30 was our annual Riverhead Railroad Festival, Civil War Days. With the threat of Tropical Storm Danny looming, the RMLI Trustees struggled with the weather forecast and decisions to cancel the event. We went forward and after a rainy Saturday morning, the crowds happily came out in the afternoon and on Sunday to enjoy Civil War re-enactors, the World's Fair park train, many vendors and guest organizations, great food and Dave Morrison's excellent exhibit on the Confederate locomotive, the GENERAL.

Overall a great season for the RMLI. "Clear Block Ahead! ALL ABOARD!"



The Oyster Bay Railroad Museum by Steven Torborg

THE OYSTER BAY RAILROAD MUSEUM ANNOUNCES BILL WITHUHN, SMITHSONIAN INSTITUTION'S TRANSPORTATION CURATOR TO PRESENT, "AMERICA ON THE MOVE"

Noted author and Smithsonian Institution Transportation curator Bill Withuhn will give a presentation, "America on the Move" on **Monday September 21, 7:30pm**, at the Christ Church Parish Hall, 61 East Main Street in Oyster Bay. The event is sponsored by the Oyster Bay Railroad Museum. Admission is free.

Mr. Withuhn will conduct a presentation regarding the new long-term exhibition at the Smithsonian, and will strongly emphasize how railroads were instrumental in shaping our travel mobility in this country. "America on the Move" is the largest gallery in the Smithsonian's refurbished National Museum of American History. Mr. Withuhn will also discuss the Oyster Bay Railroad Museum and Steam Locomotive #35. Mr. Withuhn was instrumental in efforts to restore the engine from 1974 to 1988.

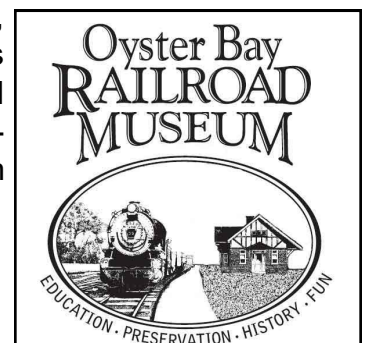
"The Oyster Bay Railroad Museum is honored to have Bill Withuhn give this presentation in our Hamlet", said Ben Jankowski, Chairman. "His prominence on the national stage of transportation preservation is highly respected, and his unique ties to preserving and rehabilitating Locomotive #35 add a local flavor to the evening."

Since 1983, Mr. Withuhn has managed or been curator on more than twenty Smithsonian exhibitions large and small. Among his publications is the critically praised *Rails Across America: A History of Railroads in North America (1993)*. He regularly consults for the Federal Railroad Administration on Locomotive Safety Issues, and is an appointed member of two standing committees of the National Academy of Sciences. Mr. Withuhn has been a railroad executive, a Congressional aide, and a veteran of U.S. Air Force Special Operations (two Distinguished Flying Crosses and the Presidential Unit Citation).

The mission of the Oyster Bay Railroad Museum is to preserve and communicate to the public the historical experience of Long Island's rail transportation history. Contact the Museum at 516-558-7036, or online at www.obrm.org

In other news, much progress continues to be made at our Oyster Bay site. The Ping Pong has been delivered and looks great! The World's Fair Cab is now painted into the very attractive 1964 gray and orange scheme it wore during the World's Fair. Work continues on the site plan and layout for the museum grounds, as well as on the turntable and of course, Locomotive #35. Finally, in the coming days, the LIRR will delivering to us "Dinky" locomotives #397 and #398. One will be cosmetically restored while the other, with brand new compressor, motor/generator and body cabinets will eventually be made operational. These were recently featured in the LIRR "Name the Locomotive" contest in Newsday.

Great news, great progress and forward momentum!



THE LIRR MODELER by Mike Boland***THIS MONTH'S FEATURE: FINE-TUNING THE ATLAS HO SCALE
C420 LIRR DIESEL IN ORANGE AND GRAY WITH SOME SPECIAL DETAILS***

Well, we're back and we hope everyone had a great summer. We normally start with a new feature when we return from the summer and appear in the September issue of THE SEMAPHORE but we have to return to the Atlas C420 model that we wrote about last spring. There were several things that needed to be done that we didn't finish and there were a couple of items we overlooked. So let's take one last look at our beloved C420 and let's also mention a fact we overlooked during the series: the LIRR did NOT own its fleet of 22 C420 Phase I units. A company called Rail Traction Corporation owned the locomotives and they were leased to the LIRR. In fact, we heard from one source that these locomotives were not entirely built of new parts, but that's another story for another day.

First item: we mentioned that these units on the LIRR did not have drop-steps. Some prototype units on other railroads did and all of the Atlas models had drop steps. We also stated how to fill the "notch" in the end sill. We briefly mentioned that the end railing had to be reworked but now we can elaborate on it. The molded chain has to be cut off and replaced with either a brass or styrene rod, just like the prototype. The two middle handrail stantions—the ones connected the chain—which we removed with a knife, have to have their height adjusted (in this case lowered) so they match the two outer stantions. This can be done with a simple cut by a hobby knife. In fact, it might be better—and easier—to mount these handrails, glue them and then work on them when they are on the model.

If you are mounting the horn on the side of the hood in the pre-drilled holes, you may notice that the horn sits too low; it touches the orange sweep pattern on the side of the hood but in reality, it is too low. Raise the horn by drilling new holes higher on the hood and filling the existing holes with putty. Sand them smooth and then touch them up with orange paint. You'll have to match the paint by eyeball but this shouldn't be too difficult.

We mentioned a snowplow on the prototype but there really is no 100% accurate one like the one used on the LIRR C420 that came out in brass about a decade ago by Overland. This was a superb model. For our Atlas model, we suggest using a commercial plow and several are available; they're close to the prototype, if you want to install it. Don't forget to "rough up" the bottom to make it look more like the prototype. The plows originally wore LIRR dark gray paint but they weathered badly because of their location so use lots of grime, dust, mud, dirt and rust.

As for the fuel tanks, we thought we needed to really cut up the fuel tank underbody since it is one piece of molded plastic—but after we wrote the article, we discovered—in our eyes, at least—a much easier way to make the fuel/water tanks look more like the prototype. The curved sides of the fuel tank snap off easily so this ingenious feature really helps.

Yes, Atlas knew that the LIRR tank was different but according to Rob Pisani, it would cost too much money to do a correctly-shaped LIRR tank. We're grateful that Atlas did this model so we're not going to be fussy.

THE LIRR MODELER...continued

Leave the tanks this way and fill in the two holes and you have the early look of units 200 through 204 before the tanks were modified. Sand them smooth when they dry.

Now you can cut the curved tank section into two parts but the molded plastic piece is pretty thick so we decided to use styrene tubing made by Evergreen to replicate the prototype's tanks. We used Evergreen #226 7/16" tubing for the fuel/water tanks.

We are a little suspect of the airtanks that sit just above the fuel and water tanks. They seem a trifle undersized, or so we think...at least to our eyes here. You may want to replace the airtank just above it with a larger piece of styrene that you can fashion from Evergreen. Evergreen #226 3/16" tubing just might do the trick here. Don't forget that this airtank has to have rounded ends and has two traps (you can use styrene strips here to hold it in place.) Use modeler's putty to round off the ends of the air tank. Or, place a screw in the end, glue it and cover the cut in its head with modeler's putty. Your call here, of course.

As for the fuel/water tank, cut two lengths, one 8 ½ scale feet long and one 4 ¼ scale feet long. The shorter sections go to the front of the locomotive; the longer pieces to the rear. Then split the tubing so you have four pieces to do both sides of the locomotive.

Place the longer tank, the one that is closer to the locomotive cab one scale foot from the end of the squared underbody tank; place the short other tank three (3) scale feet from the other end (the front) of the squared underbody tank. This will make the "notch" between the two less than a foot or 9 inches.

Don't forget to use a piece of .010 or .020 sheet styrene to enclose the half-moon ends of your "new" tanks. Use the tubing for tracing the piece, cut and glue it, and then sand the piece so it fits over the ends snugly with no overlap. You can trace the outline to make the cut and make sure you sand all the edges of the cut tubing so the parts will adhere to the "original" fuel tank attached to the locomotive underbody.

Unfortunately, the only bad thing about using styrene to make our own fuel and water tanks is that you lose the stenciling on the original snap-on tank supplied by Atlas with the model. You may want to cut this molded plastic piece into two separate parts to retain the very realistic stenciling that begins with "RAIL TRACTION CORPORATION, Owner and Leasor" in white lettering that was applied to the tank and faithfully reproduced by Atlas thanks to the fine effort of our own John Scala. Thanks, John!

These super-detail items should make your Atlas C420 look just like the prototype.

Until next time, happy modeling!



Stack Talk by Neil Moran

It's good to be back after a much needed period of rest and relaxation. Not too much excitement has happened during the two months I was off. But there is still Steam News from various parts of the world to write about. So lets get to it.

CHINA: Liuzhou: The Taiyangcun Cement Works still have two SY class Mikados in daily use, No. 1573 and 1623 still work the yards getting trains ready to go in the cement factory. After making up their respective freights, they power them over to the mainline (China National Railroad) to the other side of Liuzhou about four miles away. However, the guards at the cement factory are not very friendly towards photographers, so if you go there be careful.

BA YI RAILWAY: Near Fenguang Calso known as Fenguang Manganese Works is nearing the end of steam. Three SY class Mikados work here, but Diesels are already on the property, last report stated the Mikes will be gone by the end of September, to bad, this was a friendly place for rail fans to visit. With the guards cooperating with rail fans.

BEITAI STEELMILLS: Falsly there was a rumor going around that steam had disappeared. This is not so. There are ten or eleven SY class Mikados working the steel mine, in fact six or seven engines were recently overhauled at the shops in Tiefa. While access to the steel mill is off limits to all rail fans, you can still shoot photos as the train leave the gate and following it down the CNR tracks to the western part of Beitai. The track and the road parallel each other for about ten miles and you can get all the shots you want. Its like shooting apples in a barrel. Plus the crews are friendly to chasers, they will throw up smoke for you and blow the whistle. Some rail fans will hold up packages of cigarettes or bottles of beer. This brings an immediate response from the engineer by stopping the train, as your handing up the "goodies" to him or the fireman. After that, the train is yours.

Off the mainline from Shenyang to Dalian, there is still SY class locomotives running between Huazi and North Huazi, they use four Makados hauling freight trains. This section of the railway is very scenic with tunnels, "S" curves and rolling hills. Traffic is not too frequent, so when a train leaves one of the towns you should follow it to the end of the line. Schedules are easy to obtain from the dispatcher.

UNITED KINGDOM: Tornado at full throttle. Would you believe, that the "Tornado", Britain's first new steam locomotive built for the mainline running in over 50 years has travelled over 10,000 miles already in excursion operations. This was accomplished while running the "Torbay Express" through Taunton on Sunday July 12th. This was the first of six excursions slated for the 10 wheeler out of Bristol to Paignton and Kingswear over the Paignton & Dartmouth Steam Railway. T.V. commercials announced "it is the perfect way to experience the true majesty and romance of steam", whisking its passengers across the flat Somerset levels of Tauton, charging through the Blackdown hills, and down the Exe Valley near Exeter. Then along side the seawall from Dawlish Warren to Teichmouth and finally through the delightful wooded estate once owned by Agatha Christie, and down into the terminus station at Kingswear. And a jolly good run don't you think!!

Not only has the "Tornado" been widely advertised on British T.V., there is a new series on the BBC called "Top Gear" that started on Sunday June 21st, this show had the engine racing a Jaguar XK12 car and a motorcycle from London up to Edinburgh at designated locations. How this was arranged is unknown to me. Frequently headlines appearin the national and international press, T.V. and radio. No. 0163 Tornado was also the subject of a BBC documentary called "Absolutely Chuffed" "The Men who build Steam Engines". This show has been presented several times on the BBC2. Can you imagine anything like this happening in your wildest dreams in this country?? Balderdash the English would say!!

SOUTH AFRICA: After cosmetic restoration at the Umgeni Steam Railway in Kwa Zula Natal, the North British Locomotive Preservation Dubbs Class "A" tank engine # 196 is almost ready to return to the U.K.. Some £ 15,000 is needed to cover final repainting and shipping costs to bring this historic 109 year old, Glasgow steam locomotive to its new home at the Mizens Railway near Woking. She started life as Natal Government Railways #133, later she became SAR #196 in 1910 and spent many years slogging it out on 3% grades in the mountain of Natal. In other words, the same museum has rebuilt a Class 3 BR 4-8-2 #1486 built in 1912. She was put back in steam last May. The locomotive has undergone a three month repair to it's boiler. A couple of months ago a 19D Class 4 -8-2 #2685 was pulled out of service due to a bad axle box, and leaking boiler staybolts.

Stack Talk by Neil Moran

Now for some really bad news! The Outeniqua Choo-TJoe ran its last Shedvale steam train on the George to Mossel Bay route, due to heavy flooding and continued landslides. The line has been called the "Garden Route in the Western Cape". This is South Africa's most stunning railline with magnificent views of the Indian Ocean, Mountain scenery, steep grades, many curves and tunnels. The operation uses several British made steam locomotives to help attract British rail fans, along with other steam fans from other countries. The rising cost of maintenance along this 42 mile route has simply overwhelmed the O.C.J. Transnet has helped pay for the upkeep, but bowed out in July. Chris Janison of the Heritage Rail Association of South Africa said "its tragic for steam fans, and tragic for tourism". With this extremely scenic line, thousands of dollars will be lost. The line operates on a daily basis during the summer and a shortened schedule in winter. It used to carry over 115,000 tourists a year. Alan Wade, from the Provincial government, has been trying to secure private funding to keep the steam train running. He remains optimistic. The steam engines used were 2-8-4 Berkshires and some 4-8-2s. The Stone Arch Bridge that crossed an inlet just a few miles out of George was an exceptional location, something to die for. We wish them all the luck in their funding. I had the privilege of chasing this line back in 1991. Spectacular is the only word that can be used.

Canada: Winnipeg Manitoba, The Prairie Dog Central is currently celebrating the return of the 4-4-0 steam locomotive #3, this engine has recently undergone a complete overhaul, including the manufacturing of a boiler. She was built in 1882 by Dubs & Company in Glasgow, Scotland for the Canadian Pacific Railway. It is one of the oldest steam locomotives running in North America. It has served the C.P.R. faithfully in Northwest Ontario, Manitoba, and British Columbia until November 1918, when she was sold to the Winnipeg River Railway. No 3 ran between Lac Du Bonnet and Pointe Du Bois, Manitoba until retired in 1961. The operation has already sponsored two steam events last June 6-7th, they will continue operations till September. For further information call 204-253-2787.

United States: Daylight #4449: As all of you know the S.P. Daylight engine is running out of Portland Oregon east towards Chicago, and eventually wound up at the Big Train Festival in Owosso, Michigan. After that monumental journey there was a proposal by the National Railway Historical Society to the friends of 4449 to make an appearance at the Society's National Convention at Duluth, Minnesota on August 11-16. Since this article was written, previously to that date, it is unknown if the friends of the 4449 accepted the invitation. This would have certainly been a added bonus for the NRHS Convention. This was a special train operated by the Steam Railroading Institute, friends of the 4449, and the friends of the 261, the train traveled over 5,000 miles across this country and returned back to Portland. I later discovered the train had to take an alternate route between Chicago and Owosso, Michigan owing to a clearance problem at Englewood Interlocking on that cities south side.

Mount Ranier Railroad, Elbe Washington: Last month this line celebrated the return of Rainier #2 a Three Truck Shay. This locomotive was built back in 1929 by the Willamina Iron & Steel Works for the J.Neils Lumber Company #6. This engine has been under repairs since 2006, and has not been under steam since its retirement in 1962, to celebrate her return a five hour special excursion was held with two other locomotives they were Alco 2-8-2 T and Hillcrest Climax #10. After that the Ranier #2 traveled to Morton for further photo opportunities on the trestle. She was the last engine Willamette Co. built. It is a big 75 ton Three Truck Shay.

YREKA, CALIFORNIA: Hard hit by the economy and dwindling freight revenues, the Yreka Western canceled its tourist train for summer of 2009. The future of the railroads tourist operation is unclear. The Railroad is located in northern California, and operates nice miles of track between Yreka and Montague. The most famous locomotive on the line is Baldwin 2-8-2 #19, which has been featured in many movies such as "Emperor of the North" which starred Ernest Borgnine and Lee Marvin, and "Stand by me". McCloud #25 was also used for the famous Bridge scene.

MINNEAPOLIS, MINNESOTA: This autumn the "Friends of the 261", in cooperation with the "Friends of the SP 4449" along with Amtrak and Canadian Pacific Railway will operate fall color steam excursions with SP Daylight engine #4449. This famous engine is making its first journey to the Midwest since it powered the American Freedom Train over this route in 1975. On Saturday Oct 10th and Sunday Oct 11th will head from Minneapolis to Winona, Minn. After arrival in Winona, a local trip will operate to La Crescent, Minn to turn the engine. This will be a 278 mile round trip each day. All trips include coach, first class, and premium class services, premium class will be a seat in former Milwaukee Road Skytop Observation "Cedar Rapids", and Super Dome car #53. The Steam excursion will depart Harrison Street Shop on Harrison and Hennepin Ave in Northeast Minneapolis each day at 8:30 am, and will arrive back around 6:30 pm. Tickets are available over the INTERNET by visiting WWW261.com.

Stack Talk...continued by Neil Moran

HAMBURG, MICHIGAN: Mention the Pere Marquette #1225 will not ring a bell in peoples mind. But, mention the "Polar Express" and the animated movie starring the voice of Tom Hanks, and ears will perk up, and minds will go into overdrive. The Berkshire type engine will make its way to Hamburg, Michigan on Sept 12th for the Hamburg Festival and Railroad Days. The excursions out of Hamburg will run to Ann Arbor said T.J. Gaffney, the institutes executive director. Unlike past years, the socitey won't have to pay to bring a steam engine to town for excursion rides. The 1225 was built in Lima, Ohio in 1941 for the Pere Marquette Railway about three weeks before the attack on Pearl Harbor. The engine pulled troops, guns, tanks and other war material during WW II. For further information go to www.mstrp.com.

DURANGO AND SILVERTON, DURANGO COLORODO: A fall photographers special will be run on Sept 26-27 on this very scenic narrow guage line. Photo opportunities await you, especially if you have never been out to this part of Colorado. Aspen trees will have turned in a bright yellow by this time, and along with the train running alongside of the Animus River, photography will be outstanding. The first day Sept 26th, the train departs at 7 am, and on Sept. 27th at 7:30, heading up to Silverton. Arrival time back at Durango will be around 6:30 PM. Many photo stops, and runbys are planned. Tickets are \$119.00 per trip, and if you ride both days there is a 20% discount. Call

1- 888train07 and their website is www.durangotrain.com

CHAMA, NEW MEXICO: The Cumbres & Toltec Railway is having a photo special on Oct 24, 2009 with three steam locomotives hauling a freight train lettered in the Rio Grande logo. They promised to pull all the stops out by running up to Cumbre Pass with three locomotives, then they'll take one engine off, and run the other two Mikado's over to Osier, after lunch, both engines will be turned at the wye for the return trip to Chama. They promise a full day of many run-bys, and alot of smoke. Price for the day is \$500.00. But come out on Friday the 23rd, and you can visit the shops and other activities in the Chama Yards. Contact the railroad at www.charmasteam.com or call 505-929-2678.

Now it's time to thank all the people who sent me most of the information you have just read. John Biehn (Dayton RR Society), John Batwell (SAR South Africa), John Reilly (RRE-NY), Rich Taylor (NRHS-NJ), and from your most humble servant in steam.

UNTIL OUR TRACKS CROSS AGAIN

Railroad Garage Sale

A tripartite garage sale will be held on Saturday, October 17 at 28 Azalea Court, Plainview between 10:00am and 2:00pm. Robert Myers, Carl Dimino and Dave Morrison will be selling their "excess" railroad related items, i.e. books, magazines, postcards, models, railroad hardware, etc. There will be a rain date of Sunday, October 18. ABSOLUTELY NO EARLY BIRDS. Please don't show up prior to 10:00am. Early birds will NOT be entertained. There will be lots of railroad stuff here. Don't miss out on the great bargains. Questions concerning directions or rain postponement may be directed to Dave at daverail999@gmail.com or 516-935-3145. Please don't ask about items that are being sold. Come out and LOOK! See you on October 17th in Plainview.

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

Notes from an Old (Public) Timetable by Bob Sturm

Flushing, Bayside, Great Neck, Port Washington, and Intermediate Stations (Form F)

June 21, 1959

Schedules on the Port Washington Branch during the Mid-Goodfellow era suggest an attempt during off-peak midday hours to offer a combination of patterned express and local train service. This was in keeping with the President's desire to provide attractive, rapid, suburban service with new and rehabilitated coaches. Peak commuter hours, however, show a mélange of schedules that seem to be custom-tailored to solve the perennial problem of filling all seats without causing the phenomenon of standees. Hence, there is no coherent stopping pattern during peak hours.

A total of 46 west and 45 eastward trains are shown for weekday service, with all trains stopping at Great Neck. Most trains stopped at Flushing (Main St.) and Bayside. At the other end of the spectrum, only 1 east and 1 westward train stopped at Corona. Weekend service showed every train making all local stops with the exception of Corona, which had no service whatsoever, (obviously the plan was to (Dry-Up the station).

The issue of checked baggage was well covered in the public timetables of 1959. Information was provided that defined the term and discussed the process of forwarding, limiting and handling baggage. A total of 8 weekday and 6 weekend trains were designed to handle checked baggage. Passengers were encouraged to ship the items on a prior train to assure its availability upon arrival at their destination.

A comparison of schedules between 1959 and 2009 indicates that running times are generally the same. It is well to remember, however, that today's M-3 and M-7 cars are high performance vehicles with faster acceleration and braking, have quarter-point doors that facilitate passenger movements, and the signal system has been totally replaced.

Oh well.....

Membership Information

2010 LIRR Calendar

The 2009 LIRR Calendar was a complete sellout! At the present time, we are in the beginning stages of compiling photos for the 2010 Calendar. If you have photos of LIRR buildings, engines, rolling stock or other pictures, please submit them to myself or John Scala. We want to have the calendar available in September of this year, so please submit them as soon as possible. Early LIRR photos would be welcomed even if they are in Black & White. All photos will be returned if requested.

Other Publications

We have available the New York Connecting Railroad book. The price is still just \$27.00 for members plus S & H and tax where applicable.

A limited quantity of the 2005 calendar and the 2008 New York and Atlantic Railway calendar. The prices are \$6.00 including S & H and tax where applicable.

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

ATTENDING MEETING AT CHRIST CHURCH BABYLON



**LONG ISLAND-
SUNRISE TRAIL
CHAPTER**



NATIONAL RAILWAY HISTORICAL SOCIETY