

SEMAPHORE

January 2010

The next meeting of LIST will be on **Friday, January 15th** at 8:00pm at the Christ Episcopal Church, South Carl Avenue and Prospect Street, Babylon, New York.

THIS MONTH:

This month, Kevin Katta will present "The Best of 2009", a multi-media presentation of the highlights in railroading for the past year.

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

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

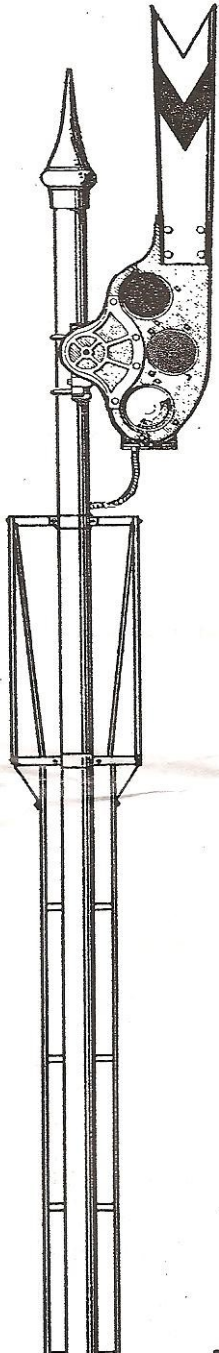
<http://www.nrhs-list.org>

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



LIST Happenings by Stephen Quigley

By now, everyone should have received their membership renewal from National. If you did not, please contact Alan Mark or myself so that we may assist you with your renewal. If you did receive your renewal notice, please send it ASAP to Alan at the address noted on the renewal form so that your membership will be current.

The calendar etc. order form is being included in the Semaphore one last time in its current format. We have very few LIRR calendars remaining while we do have Penn Calendars, Journals and NY Connecting Books in stock. I anticipate that we will have no LIRR calendars left after we attend the Freeport NY train show. We still have Two LIRR 175th Anniversary Adlake Brass Lanterns remaining. The price is still \$135 for members with \$15 S+H and NY Sate sales tax if applicable. This item was successful and I thank Susan McGowan of the LIRR Public Affairs Dept. and Mark Heavey of the MTA Licensing Dept. who greatly assisted in the production of this item.

We are working on some trips for this spring and summer.

John Kilbride is putting together a trip on the NJ River Line to Trenton and Camden N.J. which will trace the old Camden and Amboy RR. More information to follow.

I am also trying to put together a tour of the LIRR's Hillside shop facility and/or a tour of the MTA's Coney Island subway shop facility.

If you are interested in either helping out with these trips or in attending these trips, please let me know.

The Chapter purchased a few copies of "The Keystone," which is the quarterly publication of the Penn. Railroad Technical + Historical Society. In this publication are 2 very interesting articles about LIRR G-5 steam engine #39. The articles were written by Don Fisher and Ron Ziel. The cost is \$14.50 outside of NY State and \$15.75 in NY State. The cost includes S+H and tax if applicable. Please send your order to the Chapters PO Box.

September 8th, 2010 is the 100th Anniversary of the 1st LIRR train departing from Penn Station. If you have ideas on how this date should be celebrated, please let me know. As you are already aware, the Chapter has produced a special calendar and we are planning on producing a commemorative pin. I believe that the NY Transit Museum in Brooklyn will have a special Penn Station exhibit and we hope to participate in other festivities. If you wish to help out or have ideas regarding this celebration, please let me know.

Thanks to John Scala, the "Weekend Chief" for producing the 25th edition of our LIRR calendar.

Thanks to John Turkeli for putting together the Penn Station 100th Anniversary calendar.

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 Three***

Happy New Year and welcome back to our continuing series on the Long Island Rail Road's fleet of P54 steam-type coaches. Last time we stopped at car 389, a class P54F car that was used as club car Nassau and later converted to a coach. There was also car 391, which was club car Oyster Bay and built in 1916 by American Car and Foundry; it, too, was converted to a coach in 1917. Notice how the commuter club cars were originally P54 class cars and they later became larger and longer cars, ultimately landing up as ex-Pullman cars that the LIRR converted to private commuter club cars.

It's also interesting to note that the LIRR abandoned the flat or clerestory roof style on its car when the next group of cars was built in 1921. By this time the arch roof was being used in the construction of cars and this was used on a lot of P54C cars built by the Standard Steel Company. These cars were numbered 392 through 421 and they were later converted to trailers for use in MU train service, keeping their car numbers but having their class changed to T54A.

The railroad elected to purchase a small group of steam-type cars in 1923 along with a number of trailers. Strangely enough, the trailers all had an arch roof but the steam cars returned to the clerestory roof with a twist. The deck sash along the sides of the roof was eliminated and had three utility vents take their place. This made the cars look very similar to the PRR mP54 cars and the LIRR MP54A1c 1100-series cars (later renumbered into the 4100-series). The LIRR would purchase a group of 40 cars in the P54 class a few years later but we are getting ahead of ourselves. These cars were numbered 452 through 461, were classed as P54E and rode on type 2C3 trucks; the builder was ACF. They were built in October 1923. These cars were interesting in that they did not have the riveted truck used on earlier cars, both steam and MU, but a later cast model used on LIRR arch roof MUs.

That would be all for flat-roof P54s until 1930 when the railroad decided to converted a number of P54D arch-roof "pings" to MU service as control motors. These cars, 51 through 90, became class MP54D1c (1944 through 1983) and the railroad needed replacements for them so it turned to the PRR and bought 40 cars. These are believed to be class P54—that's how they are listed in Ed Koehler's LIRR roster—and that is how we will list them. The cars were numbered between 21 and 739 due to the PRR's practice policy of using different blocks of numbers to use for passenger cars. The LIRR numbered their "new" cars from 139 to 179 and these cars are easy to identify with their three box vents on the roof and cast trucks, rather than the riveted style. The riveted style was referred to as 2C1.

The PRR continued to build these cars into the 1930s and also sold these cars to a number of railroads in addition to the LIRR. Other railroads that purchased these cars were the Norfolk and Western, Boston and Maine, Erie, Susquehanna and surprisingly enough, the Santa Fe. The Santa Fe! Yes, we did say Santa Fe! The ATSF used two of the ex-PRR P54 coaches behind a couple of doodlebugs used for service in Texas.

The LIRR P54A cars had seats for 69 passengers with reversible 2/2 plush seating. Each car had a toilet, water cooler, baggage racks, window screens for use in summer and double sliding doors leading to the vestibule. Later cars—these were class P54B and numbered 371 through 388—had seats for 68, two toilets at the diagonally opposite ends of the car and used truck type 2C6. The last group of flat-roof cars, known as class P54E had seats for 72 passengers.

THE LIRR MODELER...continued

Collision posts for the cars got wider as later classes were built. The P54A cars had 5-inch collision posts and the posts eventually were made 9 inches in thickness. The thin 5-inch collision posts got the P54A cars banned from the ends of trains after the 1950 Kew Gardens crash and the cars were all scrapped in 1952 and 1956.

Class P54B cars lasted in service until 1956 although several cars went on and operated until 1969; one car, 379, lasted until 1970. Cars 374 and 376 were on the roster until 1969. In the last group of cars, two P54E coaches were modernized with 3/2 vinyl seating installed. These two cars, 455 and 456 were renumbered to 7455 and 7456. Car 455 was modernized in June 1955 and car 456 was modernized in December 1957. Their seating capacity was increased from 72 to 88 passengers. The cars also received recessed ceiling lighting, five electric fans, electric marker lights and modified heating.

Now let's get back to the PRR mP54. This was the original flat-roof suburban car for the Pennsylvania Railroad. The mP54s were made surplus by the electrification of the PRR Philadelphia area trackage. The PRR cars had hinged side doors and sat 68 commuters in 2/2 seating with many of the features similar to the LIRR cars, including baseboard and underseat heating.

The Con-Cor model is an extremely nice model and a very beautiful one but it doesn't quite represent the LIRR's own fleet of P54A and P54B cars, or even the P54E series (the trucks and vents are incorrect). The Con-Cor car does resemble the PRR mP54 class of cars but with some small modifications, you can more closely replicate the LIRR model. That's what we hope to do with the remainder of this feature series on these cars. We'll have to overlook the riveted truck, which Con-Cor did, too. (Maybe we can get Railworks to make a run of these...not a bad idea. Let's see...)

We're very thankful that Con-Cor brought these cars out but as Dr. Bruce Smith, well-known modeler and a PRRTS member who worked with them to bring out this car in an accurate manner, told us: when the two cars differed, Con-Cor went with the PRR feature. So that's why we're here and we'll work on making an outstanding LIRR model in all classes. We also are planning to make MU versions with these cars, much as the prototype roads did. We'll finally be able to make a great express train of headend MU mail cars but more about that later...we're just thankful we took lots of photos and measurements of that MBM62 at Riverhead before it was cut up.

So here are some of our early observations about the cars:

Both sets of cars on the LIRR had diaphragms, which the Con-Cor models lack. The vertical grabirons have to be removed to put the diaphragms on. The side doors on the car need some work, depending on what style of door you want to model. LIRR cars did not have end doors so they will need to be removed, along with the safety chains that go across the opening. The Con-Cor car has a double battery box on each side of the car; LIRR cars only had them on one side. The position of the seats—in the middle of the car window—seem to be off. As for portholes, very early photos show that the portholes were of glass, no doubt used by LIRR crews as were portholes in T54 MU cars. Sometime later, the portholes were plated over, painted over or replaced with steel inserts. For a short time, too, the LIRR removed the entire porthole and replaced it with sheets of steel. This practice was done only to a few cars—pings too—before it was stopped. And most importantly, some of the car numbers are incorrect. (We did provide the correct information to Dr. Smith, who sent it to Con-Cor; it must have got lost between here and China, where the cars are made. Hopefully Con-Cor will correct the numbers in the next run.)

So now that we've covered the cars and provided as much information as we could, let's go through a timeline of these cars through the years and how to model them for specific time frames and eras. We'll put the cars into two groups, the LIRR cars and the ex-PRR cars...and that's how we will refer to them when we continue our feature with part 4.

Until then, we're off to West Springfield, Mass. for the Amherst Train Show. We'll give a full report soon. Happy modeling!

Stack Talk by Neil Moran

Happy New Year to everyone. Hope you all had a great holiday season, and received all, well some of what you wished for. Some interesting news to relate to you so lets get on with it.

CHINA: GOING CAPITALISTIC: With the curtain slowly coming down on steam activities within this country, the Chinese are now beginning to take full advantage of the situation. Several mining operations are now charging a hefty sum to go into their areas and take photos. Such an example is Diaobineshan. Here when you enter their property you are met by a guard who demands to see your permit, and then he wants 20 to 30 Yuan for the privilege of taking photos. At this location there is also an overhead foot bridge used by the general public. Unfortunately, that falls under the ruling of payment, you may have a better chance of not paying at all by possibly going alone. But if you go on a tour such as a Bernd Seiler "Far Rail Tours", you are going to pay for a permit, and there's no way around it. Going by yourself can be a problem, as the guards can give you a hard time if they wish. Plus finding your way around, and not knowing where to go, and not go, can cause trouble. So it's best to travel with a group, who's leader will take care of most of the problems. Other industrial railroads who have jumped onto the bandwagon of charging fees are Beipiao, Sandaoling, Yinchao (just recently closed), and Zhalai Nuoer. Mining railroads that are not charging a fee so far are a narrow gauge line in Sichuan and Yingaho. But be careful at these locations, several Brits were forced to pay a visitors fee. Now where this fee wound up is a question not easily answered. The Brits and Japanese are still going to China in large quantities, they are very serious about getting as many pictures as possible. In fact Far Rail Tours has several tours lined up for this year. Some of the British are crying "foul" and are very upset with this new ruling by the Chinese. Many are saying that it is a form of extortion. But, whatever you want to call it, it's their ball park and you play by their rules!! There was a story in one of the English papers that said the only pure communist in China now, is the Cuban Ambassador!!

SOUTH AFRICA: Steam safari's in this country have steadily gone down hill since 2003. This all came about when the Transnet Museum started to curtail steam excursions without much notice. This action sent many steam tour operators into a frenzy trying to contact people not only in South Africa, but in distant countries. It has only gotten worse as Transnet Museum has sidelined the famous Union Limited, and has retreated to solely managing their assets at the Voorbaai Loco Depot, the Outeniqua Railway Museum, and George-Knysna Railway which is now defunct due to serious washouts. It has also left many operable steam locomotives to slowly decay into much needed attention if they are to run again. These engines at that time back in 2000-01 were in fine shape and were kept in good running condition by excellent workers. These too have gone. Some of the classes of engines were 25NC, and 23 class both 4-8-4s, 15F and E class 4-8-2s, 16D, 16DA, and 16E all 4-6-2s, along with 19D 4-8-2s. Tour operators like Steam Loco Safari Tours (SLST), and Steam & Safaris are very anxious to get excursions back on the Bloemfontein-Bethlehem and Bloemfontein-Kimberly operating again. Unfortunately, the above locomotives are not in running condition, as they have received no maintenance, and local crews are no longer available. Another hot spot for tourism was the line between Witbank and Warmbaths. A big loss for the tourists years ago was the George-Knysna operation and steam over Montagu Pass, or into the Little Karoo. All profitable lines which people flocked to, being anxious to ride behind steam. Today, South Africa has very small pockets of steam left, and has a declining number of mainline serviceable steam locomotives available.

ZIMBABWE: BULAWAYO: Rumors still persist that it is hoped to have ten Garratt locomotives operational for World Cup Soccer event in South Africa in 2010. NRZ has announced through their public relations department that it has already refurbished museum coaches that would be used to take passengers to the games later on this year. However in recent breaking news NRZ G.M Mike Karakadzai was quoted saying that the railway system had lost more than 360KM of copper cables that would cost almost two million dollars in US currency to replace due to theft. Also the Victoria Falls Steam Train

Company has been undertaking a major rebuilding on its former NRZ Class 14A 2-6-2 & 2-6-2 Garratt #152. They hope to have it running condition later this year.

Stack Talk...continued by Neil Moran

DAMPF SPEKTAKEL – EIFEL – MOSEL AND SAAR - GERMANY: It is billed as a major spectacle for old and young railway fans alike. This extravaganza will take place during the first week in April with over 200 special trains being pulled by steam engines and historical diesels, along with rail cars and electric vintage locomotives. They invite you to come and ride along, and marvel at this very special celebration of Germany's 175th Anniversary of Railroading. Many Dampf (steam) locomotives will be on hand to ride and get a closeup look at them. Lots of people today do not know what a steam locomotive looks like, or how it operates.

This all came about when the Ministers of Transport of the State of Rhineland – Palatinate, Hendrik Hering launched a campaign to have a Dampfest” signifying Germany's 175th birthday of railroading. On the agenda is the famous legendary Trans Europe Rheingold Express with vintage cars powered by steam and electric engines. There will be around 15 to 25 steam engines coming in from various parts of Germany. They will pull many trains with either a single engine , or doublehead. Also several stations along the line are planning “station parties” to help enjoy the festivities. So after you stop filming at anytime of the day, you can stop in and enjoy a nice bratwurst sandwich along with a glass of homemade beer, and watch the trains go by. Could it get any better than this? When your not chasing or riding trains, you will be able to visit the beautiful and unique volcanic landscape of Vulaneifel with the famous crater lakes of the Maare, also enjoy the wine culture and scenery along the Mosel River, plus visit Trier one of the most beautiful cities in Germany. Don't forget the dates, April 2nd to the 6th. For further information go to W.W.W Mose11 and Touristik. De and W.W.W Eifel info.

UNITED STATES – GREEN BAY WISCONSIN: By now many of you have read and digested all that is going on with Chief Operating Officer Steve Sandberg and the National Museum in Green Bay. No doubt you have formed an opinion of this dispute. As of a few days ago (the end of November) it was finally decided that Steve Sandberg would return the #261 back to the Green Bay Railroad Museum. This came about when Steve Sandburg and the Museum failed to reach an understanding after nearly four years of negotiations. “The friends of the 261” had been operating the engine under an agreement with the museum, which owns it. They asked Mr Sandberg for a large increase in rent money to continue operating the engine. A request Mr Sandberg could not agree to, but negotiations continued on. But as of today, Mr Sandberg said “at this point, our organization has lost too much time on the overhaul of the locomotive plus almost four years of fruitless discussions”. The mechanical requirements of the #261 and the risk associated with running the main line steam are too high at this time to consider such an investment. Michael Telzrow, the museums executive director said “that the museum wishes to see #261 continue to operate in future excursions”. He continued the locomotive is a living piece of America's Railroad Heritage, and offers a unique perspective of the bygone era”. For these reasons the museum is exploring options that involve continued operations, and eventual exhibit at their museum.

Sandberg' s group has run the engine as one of the most successful excursion steam engines in the country. Through the years, it pulled employee trains for BNSF, movie trains, along with private excursions with AMTRAK, and the energizer steam bunny train commercial. The failure of future excursions of the #261 does mean the end of the Minneapolis based friend organization. The group is hoping to bring another “guest” engine for main line trips sometime this year. Mr Sandberg eying former CB&Q #3007 at the Illinois Railroad Museum along with the #165 another 4-8-4 Milwaukee Road locomotive. Neither engine has run since the mid 1950s.

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

Stack Talk...continued by Neil Moran

PORTLAND, OREGAN: As promised here is an update on the three engines stored at the Brooklyn Roundhouse. They will get a new home. Yes, finally it has come to pass. By 2012, the steam beasts should be on display in a new roundhouse near the Oregon Museum of Science and Industry, eventually an interpretive center will be build there too. The Portland City Council lent a big helping hand in the transaction. The council agreed to allow the Parks and Recreation Bureau to lend the Oregon Rail Heritage Foundation up to \$1 million to secure a piece of the property with the understanding that a loan will be paid back with interest. Money for the new roundhouse is estimated to be \$3.5 million in cost. This will be raised by private donations. Doyle McGormack, President of the nonprofit foundation, said the Union Pacific's need for space in the Portland rail yard necessitated the move. He also said "now that people can get close to the engines, and hear them breath when under steam". The transit agency and the foundation worked out a straight deal. The foundation will have a larger piece of property, and will have about a year after the deals done this year to move the locomotives. Portland's three steam locomotives consist of Oregon Railroad & #197, Spokane, Portland & Seattle #700, and Southern Pacific #4449.

ALBUQUERQUE, NEW MEXICO: Back in the mid 1990s, a group of train enthusiasts formed the New Mexico Steam Locomotive & Railroad Historical Society for the express purpose of restoring the former Santa Fe locomotive #2925 to running condition. The groups goal is to get the large 4-8-4 ready to join the celebration on New Mexico's 100th birthday. The society has plans for this engine to run over most of New Mexico so that everyone can enjoy her return to the rails. You can help put #2926 back where it belongs by sponsoring a flue. Yes you read it right. Large flues are \$300, small flues are \$200, this baby has 220 flues and 54 tubes. Donor names will be added to the society's honor role. Don't let this opportunity slip by. Please help!! All donations will be used for the restoration of the #2926, and are tax deductible. The website address is www.wmsirhs.org/pages/howtohelp.html

JAMESTOWN CALIFORNIA: We jump back to the far west for two important items former Sierra #3 a 1981 Rogers built 4-6-0 also known as "The Movie Star Engine", has finally returned to Railtown 1897 at Jamestown. The ten wheeler recently had a full restoration spending several months at the California State Railroad Museum in Sacramento. The locomotive and vintage cars have appeared in multiple films over many years. Tuolumne County Film Director Jerry Day hopes it will be featured in many more films in the future. In fact two new films are now on tap, and should be released after April. In 2006, the Sonora Area Foundation raised over \$300,000 to help with the restoration effort. A matching amount of funds were provided by the California Cultural & Historical endowment. Once Sierra #3 gets some final "tweaking" done on her, it will be one of a few 19th century steam engines still in operation.

NEVADA NORTHERN RAILWAY – ELY NEVADA: Last November this railroad started something new. Their own rendition of a Polar Bear Express. You could ride behind the #93 up to the high line division or as they call it their North Pole Express. Hot chocolate and cookies were served to all passengers big or small. When the train got to a certain destination, Santa boarded the train to greet all. As a memento of this trip Santa and his elves presented a silver bell to all the passengers. Nice touch from a professionally run railroad.

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), John Batwell (SAR South Africa), Rich Taylor (NRHS-NJ), John Reilly (RRE – NY) and from your most humble servant in steam.

UNTIL OUR TRACKS CROSS AGAIN

Upcoming Book Signing

. LORRAINE DIEHL

Thursday, January 28th, 7pm

New York historian **LORRAINE DIEHL** will speak about and sign her new book, ***Over Here!: New York City During World War II***.

In **OVER HERE!: New York City During World War II**, author Lorraine B. Diehl provides a wonderfully nostalgic and inspiring look at the center of the American home front during World War II – New York City.

When America entered the war, New York City emerged as a hub of wartime activity. Soldiers and sailors departing for action in Europe and the Pacific streamed in and out of Grand Central Terminal and Pennsylvania Station. The Brooklyn Navy Yard refitted ships, and the nightclubs of Times Square opened their doors to servicemen, providing entertainment during their stays in the city. Additionally, German U-boats launched attacks in New York harbor, eventually leading to an imposed city-wide dim-out and necessitating other adaptations, such as a black-out boutique at Macy's, regular emergency drills, and "twi-night" baseball games before sunset.

Diehl brilliantly captures the spirit and energy of New York City during a trying, but hopeful time in our nation's history. Filled with striking photographs from the era and reminiscences from a variety of New Yorkers, including Walter Cronkite, Barbara Walters, and Angela Lansbury, **OVER HERE!** offers a delightful and engaging look back at the frontlines of the home front during World War.

Born and raised in New York City, Lorraine B. Diehl is the author of *The Late, Great Pennsylvania Station; Subways: The Tracks that Built New York City*; and *The Automat: The History, Recipes, and Allure of Horn & Hardart's Masterpiece*. She has contributed to *New York* magazine, the *New York Times*, *Travel & Leisure*, *American Heritage*, and the *New York Daily News*, where her weekly feature, *Secret City* appeared.

BOOK REVUE

313 NEW YORK AVE
HUNTINGTON, NY 11743
phone: 631.271.1442

EDITOR'S NOTE:

Lorraine Diehl is also the noted author of several historical railroad related books, such as *Subways: The Tracks that built New York City* and *The Late Great Pennsylvania Station*. You are invited to bring your copies of these fine books to the book signing where Lorraine will be more than happy to autograph your copies.



The Oyster Bay Railroad Museum by Steven Torborg

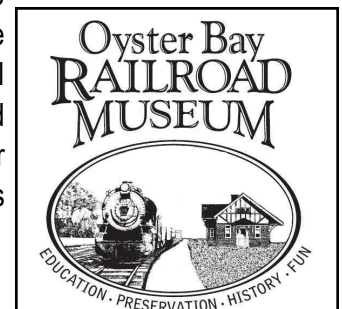
A new year, a new decade and the beginning of a new year of progress at the Oyster Bay Railroad Museum!

As 2010 dawns, so does the planning for this year's projects. The turntable will see the reinstallation of new decking, wiring and the rebuilt motor and controls, ultimately resulting in a fully operational turntable. The Ping Pong coach will see an intensive program to make necessary repairs and ultimately have it restored to its LIRR paint scheme. The Dinky's will undergo a complete mechanical evaluation and will receive some much needed TLC. The World's Fair Cab will see some finishing touches on its interior as well as the final coat of paint. Our site will see continued improvement as we prepare to receive our first full season of having it open to the public. This will only be enhanced by the newly completed miniature station and restored crossing shanty. Our Preview Center only gets better with new interactive displays, programs for young and old to enjoy and special events that are in the planning. Progress continues at a feverish pace with regard to the station restoration and we hope to see some physical progress within the next year. And finally, never to be forgotten, our crown jewel "Locomotive #35" will see the beginning of her restoration process.

All this work does not get done by itself and make no mistake, it is by no means easy. Work sessions at the site, research and documentation, interviews and consultations and seemingly endless meetings are all a part of the process. We at the Oyster Bay Railroad Museum consider ourselves extremely fortunate in that we have a very dedicated work force of volunteers who regularly attend work sessions and maintain our rolling stock as well as our facilities and equipment. We also have a very talented Board of Directors who come from all walks of life and have dedicated themselves to seeing the Museum flourish as an attraction as well as a historical site. Representing professional trades ranging from attorney to insurance sales and coming from the public and private sectors, it seems that we have someone who is an expert in just about every field. We are also very fortunate in that we enjoy a very cooperative relationship with the Town of Oyster Bay and the County of Nassau with whom we are in constant communications and who have supported us at every juncture of our effort. We also work hand in hand with local organizations such as the Chamber of Commerce and Main Street Association to foster relationships that benefit the community as a whole rather than just individual groups. Finally, we are fortunate in that we enjoy a tremendous amount of political support on all levels. All this cooperative effort has brought us from being a struggling group of volunteers attempting a seemingly impossible task to where we are today. We are an integral part of the Oyster Bay community and are viewed by most as a serious museum effort. We have received numerous grants and large donations for which we are extremely grateful and we will continue to solicit more. At long last we are on the verge of realizing all of our dreams.....having a respected regional museum with historically accurate restored equipment that tells the story of the LIRR in an interesting and sensible manner; a museum that is educational and interactive for children as much as it is informative and enjoyable for adults; a museum that we can all be proud to call our own!

It's been a long and difficult road getting to this point and we are certainly no where near the end. However, if the momentum of the past couple of years is any indication of the future, we can expect many more great things for 2010 and the upcoming decade. In fact, it is our full intention that in the next few years we will have a fully restored station, accurately restored rolling stock and an operating steam locomotive on premises. We are fully confident in our abilities and will remain dedicated to seeing them to fruition. A rolling stone gathers no moss and we are certain rolling along at a fantastic pace!

Until next time...keep the faith and watch us forge ahead! Happy New Year to all!!!



The Railroad Museum of Long Island by Don Fisher

Happy New Year and a heart felt thank you to all Long Island Sunrise Trail Chapter Members! On December 19, 2009 Chapter President Steve Quigley presented the RMLI with a generous donation of \$500.00 to support our ongoing efforts to preserve Long Island Rail Road History. The Chapter's continuing interest and support of the Museum is appreciated by all of our members and your gift goes a long way to keep the Museum alive and well, thank you!

I'm pleased to report that 2009 was a fairly good year for the Railroad Museum of Long Island. With Riverhead open on Sundays this season, we saw an increase in visitors and estimate a \$5,000.00 gain over 2008. The LIRR 175th Anniversary train excursion in July also helped to increase our patronage in 2009. The anticipated addition of the LIONEL Visitor's Center train layout in 2010 should prove to be another family attraction to the RMLI and further increase patronage in the years to come.

For another year I am happy to report that financially the RMLI is in the black and carries no debt. The Museum's Trustees have worked diligently this year to reduce costs and still perform maintenance to the Museum and its collections. Three rail cars were painted in 2009 and the brick work of the Riverhead Visitor's Center was sealed and coated with stucco and silicone. This fall our backshops are receiving serious attention to exterior woodwork, priming and painting. The Riverhead handicap ramp was rebuilt and brought into ADA compliance and new emergency lighting was installed at Riverhead and Greenport. All of our Certificates of Occupancy have been satisfied and are on record as well as all NY State Education Department reports

Some Museum goals for 2010 include: attracting two qualified community members to fill positions on a new five-person Museum Board of Trustees with the current Museum Board becoming the Operating Management Team; restoration of the Freeman Building to house the LIONEL visitor's center layout and continued work toward a 2012 steam-up and exhibition of Defiance Porter Engine #1; the cosmetic restoration of BEDT Porter Engine #16 and continued funding of the restoration of LIRR Steam Locomotive #39. Greenport RMLI will host an exhibit from the New York Transit Museum in 2010 and plans for a Riverhead exhibit are in the planning stages.

These are ambitious goals along with keeping open and operating our two Museum locations. We are a 100% volunteer organization and we can always use a few more good men and women, young and adult alike, to help out. 2009 saw an incredible turnout of new and seasoned volunteers! We're hoping for the same in 2010 along with the prospect of growing our ranks. If you know someone, please ask them to join us in keeping Long Island Rail Road history alive.

At the January LIST Chapter meeting I will have with me a volunteer's worksheet for the 2010 season. Please consider coming out this year to volunteer for a day or more at the RMLI. It's easy, fill out the volunteer worksheet and circle the days you would like to volunteer. Return the page that night or mail it to me and we will schedule you into the Museum on the days of your choice.

In closing, I'd like to announce that the Martha Clara Vineyard at 6025 Sound Avenue in Jamesport, NY is graciously hosting the RMLI, rail historical groups and model railroad clubs and vendors at a "Train Show" from 12 noon to 5 PM every Saturday and Sunday in January. The clubs have set up train layouts and tables to sell merchandise from and we invite everyone who is interested in railroading and model trains to stop by and visit us. I can tell you there is a preponderance of Long Island rolling stock running on those layouts! We'll be running trains on January 16, 17, 23, 24, 30 and 31.

"All Aboard! Clear Block Ahead! Highball!"



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.

The pages are packed with historical articles, accompanied by numerous photographs and illustrations.

Already got a copy? Buy another and give it as a gift to someone who enjoys history.

The Journals sell for \$10.00 to Chapter members and \$14.99 to others. If you order by mail, please include an additional \$4.50 for postage.

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



Long Island Sunrise Trail Chapter
National Railway Historical Society