

# SEMAPHORE

## February 2010

The next meeting of LIST will be on **Friday, February 19th** 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:**

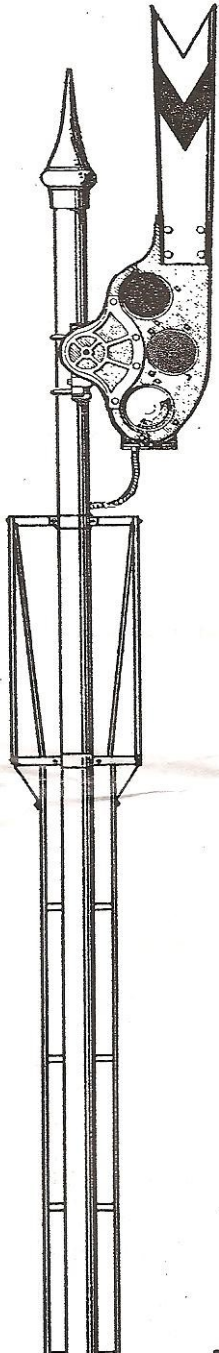
**<http://www.nrhs-list.org>**

**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. If you are not current in your dues, your copy of the Semaphore will have a yellow mark across the front page. Thank you for your co-operation.

We have NO LIRR calendars remaining while we do have Penn Calendars, Journals and NY Connecting Books in stock. We still have Two LIRR 175<sup>th</sup> Anniversary Adlake Brass Lanterns remaining. The price is still \$135 for members with \$15 S+H and NY Sate sales tax if applicable. If you want a LIRR calendar, please send a request to our PO Box with NO money. If any become available, we will let you know.

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. The tentative date for the tour of the Coney Island Shop facility is April 24<sup>th</sup>. A minimal cost of \$15 is anticipated. Shoes or work boots are a must, sneakers are not allowed on the premises. More information to follow. Tickets will be sold prior to the date of the tour.

September 8<sup>th</sup>, 2010 is the 100<sup>th</sup> Anniversary of the 1<sup>st</sup> 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.

As noted on page 5 of this edition of the Semaphore, the Town of Babylon is creating a museum in Old Town Hall in the Village of Babylon. As you will note, the first exhibit is related to 3 of the railroads on Long Island, including our LIRR. Please support this exhibition by loaning some items of LIRR history to this museum. I have been in the building and security will not be a concern.

Newsday, the Long Island newspaper, has reported that due to budgetary constraints, a proposal exists that the LIRR will not be running trains from Ronkonkoma to Greenport on a daily basis. The service "would run only on summer weekends under the latest round of sweeping service cuts proposed by the financially strapped Metropolitan Transportation Authority." Thanks to Adam Diaz in the LIRR Public Affairs Dept., the July 25, 2009 trip from Jamaica to Greenport may have been one of the last times to ride on this historic branch. As more information becomes available regarding this service cut, I will keep you informed.

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

### **LAST CHANCE TO SUBMIT YOUR 2010 DUES RENEWALS!!!**

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 following price list is for LIST members only!

The 2010 LIRR calendars are sold out! If you still want one, please send a request, NO money included and if one becomes available, we will let you know.

We still have some 100<sup>th</sup> Anniversary Pennsylvania Station calendars available. The cost remains at \$7 each plus \$2.50 Shipping and postage.

We have LIRR 175<sup>th</sup> Anniversary Journals as well as our NY Connecting RR book.

A few LIRR 175<sup>th</sup> Anniversary pins remain.

I purchased copies of Lorraine Diehl's book, "The Late Great Pennsylvania Station" due to this year being the 100<sup>th</sup> Anniversary of Penn Station. This is an excellent book chronicling the story of this magnificent edifice. 168 pages with many photos. [The list price is \$18.95]

#\_\_\_\_\_ 2010 Penn Station Calendar                      @\$7 each    Total\_\_\_\_\_

#\_\_\_\_\_ LIRR 175<sup>th</sup> Anniversary 60 page book    @\$10 each    Total\_\_\_\_\_

#\_\_\_\_\_ NY Connecting RR Book                      @\$27 each    Total\_\_\_\_\_

#\_\_\_\_\_ LIRR 175<sup>th</sup> Anniversary pins                      @\$3 each    Total\_\_\_\_\_

#\_\_\_\_\_ The Late Great Penn Station book                      @\$16.50 ea    Total\_\_\_\_\_

Shipping for 1 calendar or 1 of the books, \$2.50

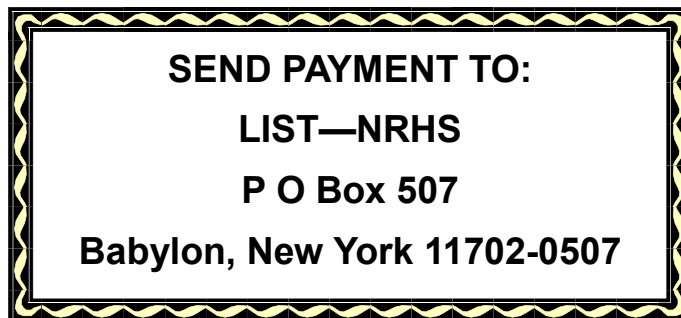
Each additional book, add \$2.50.

Shipping for 2 to 5 calendars, please add a total of \$5.00

Shipping for 1 to 3 pins, \$1

NY State residents, these are the costs if mailed:

Penn station calendar	\$10.50
175 <sup>th</sup> Anniv. Book	\$13.75
NY Connecting	\$32.00
Pin	\$4.35
Penn Sta. book	\$20.75



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 LIRR MODELER by Mike Boland***

### ***THIS MONTH'S FEATURE:***

### ***LIRR P54s and PRR mP54 COACHES BY CON-COR***

#### ***Part Four***

It's time to continue with the LIRR P54 story...that's the flat-roof version, of course. After P54Bs 379 through 387 arrived in 1918—built by the Pressed Steel Car Company—there would be no more flat-roof steel coaches coming to the LIRR for a while. Cars 388 and 389 would be added to the roster; they were ex-club cars that were converted to coaches in 1917. Coach 388 was a class P54B and coach 389 was the sole class P54F car. Car 391 was a P54G class coach, built in 1916 and the only car in this class; it was converted to a coach in 1917. Three larger cars—probably P70s—were now used for the three commuter club cars, Nassau, South Shore and Oyster Bay.

In 1923 there would be one more group of flat-roof cars built for the LIRR. These cars were built by ACF and were numbered 452 through 461; they were classed as P54E. These cars had no deck sash and the roof resembled the Pennsy P54coaches that would come later to replace the P54D coaches 51 through 90 that were converted to MU control motors in 1930. These cars also had 2C1-type trucks, which were also used on the MP54C cars; they were cast steel and not the earlier riveted-type trucks.

All these cars remained in service, along with the 40 cars purchased from the PRR in 1930. These ex-PRR cars were numbered 139 to 179 and along with all other LIRR passenger cars, had a Tuscan Red sides and ends with black roof and underbody with Pennsylvania Railroad-style gold lettering and numbers. No doubt some cars received Futura-style lettering for the short time it was used and in 1949, these cars began to receive the Tichy paint scheme. These cars were also easy to spot; they had the “clean-up” roof with no deck sash, similar to the LIRR's fleet of P54Es and MU Mp54A1 cars (the 1100-series.)

Sometime after World War Two, a different practice began on the LIRR. The flat-roof coaches, called “mainliners” by some, were now mixed with the road's fleet of P54D “pings,” making for lots of interesting consists. Many photos in our collection bear this out. It's possible that these cars had specific branchline assignments and the procedure or practice was modified or cancelled, simplifying things.

In 1955-56 most of the PRR P54 coaches and a number of the earlier flat-roof cars were withdrawn from service. This coincided with the arrival of the Pullman-Standard P72 fleet and the modernization program, which saw about 500 cars rebuilt. Those cars remaining in service were painted in the dark smoke gray paint scheme with dark green (Brunswick?) locomotive enamel used on the roof. Off-white condensed gothic lettering with red numbers were used against an off-white number board with rounded ends. In the late fifties Dashing Dan heralds began to be added to the cars' sides.

Certain classes of the older cars were not allowed to be used as “end” cars due to thin collision posts as well as not having marker lights. These cars were class P54A and P54B cars so they were used in mid-train service.

## *THE LIRR MODELER...continued*

As for the cars that remained in service, the October 1, 1965 roster reveals seven P54As, one P54F, seven P54Bs, one P54G and ten P54F cars in operation.

Several years later, with the great purging of the LIRR's steel fleet of cars, all of the flat roof cars were gone.

The Con-Cor model is an excellent model and very accurate. Nonetheless, there needs to be some tweaking done to make the car more closely resemble the LIRR prototype. Out of the box the car can be immediately run behind a LIRR steam, diesel or even a DD1 electric but we want to make these cars shine more brightly so we'll be working on them in the next few months and we'll explain what we did to give them that LIRR appearance. We'll break it down by roof, car body and ends, and underbody to make the process easy. We also hope to offer a timeline in regards to how the cars looked over the years and we plan on offering some tips on train consists and how LIRR passenger trains looked over the years, including their motive power.

That's next time in the LIRR Modeler. Until then, happy modeling!



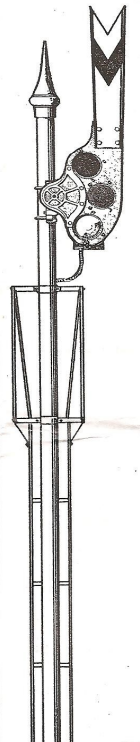
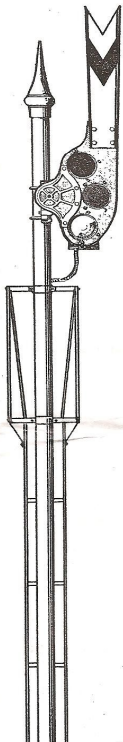
### Town of Babylon History Museum—Coming June 2010

The Town of Babylon is scheduled to open a Town History Museum, June 2010, highlighting the history of the Town of Babylon and its hamlets and villages, Town police history, and other local history exhibits.

To commemorate the 100th Anniversary of the Babylon Railroad Co. and the importance of the Long Island Railroad in the history of the Town of Babylon, the Town of Babylon, Office of Historic Services is preparing a special exhibit of railroad and trolley memorabilia and information, for the Grand Opening of the museum.

If you are interested in exhibiting your railroad/trolley artifacts, photographs and/or memorabilia in this special exhibit, or if you have questions, please contact us.

Contact person:  
 Thomas B. Smith, Town Historian  
 Mary Cascone, Historical Archivist  
 Phone: (631) 893-2119  
 Town of Babylon,  
 Office of Historic Services  
 E-mail: [mcascone@townofbabylon.com](mailto:mcascone@townofbabylon.com)





## Stack Talk by Neil Moran

CHINA: SANDAOLING: Incredible as it seems this is still one location you can go to, and shoot 100% steam locomotives. Presently, the line from Liushuquan to Nanzhan is very busy with steam hauled coal trains running every 2 hours. They also vary in power. Trains with up to 35 coal cars are pulled by a single SY Class Mikado. Anything over 35 cars are double headed. Up at the open pit area at Xibolizhan there is a train coming up from the mines loaded with coal and other debris every 10 minutes. This mine that is extremely busy to the point loaded coal trains are moving out every hour from the Xibolizha area. At this moment in time 30 of the SY Class engines are kept very busy hauling these coal trains. As for photography, access to the mine is OK for now. The guards will check your papers very carefully, and you must get an authorization form at the security office and fill it out before you can get out and photograph the action. The yards are full of locomotives moving around making up trains, and switching coal cars. If you have a car or rent a taxi (which is the best way of getting around in China) the best action is up at the mines. As stated before there is endless action with about 10 – 12 SY Class continuously working 12 hour shifts (no union here). Unfortunately, the latest news is the company operating the Nawzhan Liushuquan line will purchase four diesels, and they are already starting to train their engineers in operating these diesels that will last into April. Well, there goes the neighborhood!!

SOUTH AFRICA - SANDSTONE: This museum is getting ready to run a narrow guage steam festival at the Sandstone estates in the eastern free state between April 19 - 25<sup>th</sup> 2010. Already this steam bash has attracted many rail fans. Sadly at this time the South African Government has done nothing to help celebrate 150 years of railways in South Africa. So people are frustrated, and will embrace the idea of having some kind of festival to help celebrate this event.

REEF STEAMERS - GERMISTON: The group is looking for large funding from outsiders, Class 15F #3052 needs 25 boiler tubes replaced, at a cost of R40,000. The big 4-8-2 has run many excursions, and should be returned to the rails as soon as possible. Class 15CA #2056 a 4-8-2 needs all 30 tubes replaced, and faces a bill of R200,000. Also, former 15F #3135 another 4-8-2 has been moved to the

Reef Steamers depot, and she needs serious attention.

ZIMBABWE: Geoff's Cooke, UK operator is scheduling a steam safari in Zimbabwe NRZ Garratts of three different classes (14A, 15, and 16A) are being requested. Hopefully these engines will head the train on the Bulawayo – Cement and Bulawayo – Plumtree lines. The Class 15A 4-6-4 + 4-6-4 will on the headend over to Victoria Falls. When arriving at Victoria Falls station the plan is to have another Garratt meet them operated by the "Victoria Falls Safari Express". This Garratt is a Class 14A 2-6-2 + 2-6-2. So the possibility of two Garratts side by side may exist. Hopefully the new Government of National Unity in Zimbabwe will ensure sufficient political stability to encourage rail fans to book this outstanding tour. Goeffs Trains is also trying to schedule an eleven day South African tour of various guages in May. The tour starts along the Cullinan Branch with Friends of the Rail. Reef Steamers also plans to get in on this steam safari by running a GMAM Garratt #4079 to Magaliesburg, and also operate two engines in the Eastern free state. There is also an optional tour extension until June 5<sup>th</sup> with steam trips with the Eastern Cape's Apple Express up the Langkloof and the Patensie branches. This operation will probably use NG Class locomotives NG #15 and #19 and #124 all 4-6-4 + 4-6-4s. Also planned, the trains will run in two sections for double runbys at each selected location. These trips will run over 4 days. What a show this will be if it comes off!!

UNITED KINGDOM - YORK: After a very successful late fall excursions on the Settle to Carlisle Line, and also on the Severn Valley Railway, Tornado has returned back to York and ran two trips with the "Cathedrals Express" on the 26-27<sup>th</sup> of November. It is the route she was designed for, fast running between London and York. Thanks to the patronage of the English rail fans, and from other countries, the trust has paid of its funding for the boiler. As of December 1<sup>st</sup> the £500,000 bond issue is completely paid in full. It really wasn't due to December 2016. An outstanding achievement.

## Stack Talk...continued by Neil Moran

The trust still owes £700,000 on the loans taken out to complete the locomotive. There was another "Cathedral Express" excursion on the 21<sup>st</sup> of December, also sold out. Upcoming trips this month will be on February 14<sup>th</sup> with another "Cathedral Express", between Hants and Kent, March 1<sup>st</sup> London Paddington to Seansen and return March 5<sup>th</sup>. The Spring Gala at the Mid-Hants Railway, March 17<sup>th</sup> to April 5<sup>th</sup> at the Great Central Railway Gala on display. May 8<sup>th</sup>, another "Cathedral Express" London King Cross to York and return. June 16<sup>th</sup> "The Purbeck Tornado" London Victoria to Swa-nage and return, and culminating another great year a celebration of the 50<sup>th</sup> anniversary at the Bluebell Railway festival from July 29<sup>th</sup> to August 10<sup>th</sup>. Other trips are in the planning stage and will be announced at a later date.

UNITED STATES – ELY NEVADA: Winter photo shoots Feb 5<sup>th</sup>-7<sup>th</sup> and 12<sup>th</sup> -14<sup>th</sup> "When steam moved mountains", this is the theme for this years "Winter steam spectacular" at the Nevada Northern Railway Railroad. Plans are to have both steam locomotives running with the #93 a 2-8-0 built in 1909, and #40 a 4-6-0 built in 1910. Both engines will be pulling vintage freight and passenger cars that are original to the railroad. Weather conditions can range from blizzard to cobalt blue skies. Temperatures can vary between 40 to zero. All rail fans will ride in a caboose when the photo freights are running, with a coal burning pot belly stove, and coal stoves will be heating the passenger cars when they are out on the line. Locomotive 93 just underwent a complete overhaul, and surely will operate. While #40 is currently undergoing running gear repairs, and hopefully will be under steam. For those who have never been out to this railroad, a treat awaits you. The vintage rolling stock along with the two locomotives is worth the price alone. Plus the spectacular scenery, special effects that the engines put out when it freezing cold cannot be put into words. You will have to see for yourself. Steam in the snow, an unbeatable combination! Please call 1-800-407-8326 for a memorable weekend!!

CHAMA - NEW MEXICO: Cumbres & Tolter Railroad K27 Class #463's boiler has been shipped to Bob Yuills Historic Machinery Services in Alabama for rebuild. C&T G.M. Soni Honegear said in an interview several weeks ago during the annual meeting of the Tourist Railroad Association. The famous "Mudhen" 2-8-2 is undergoing an extensive rebuild. Boiler work is expected to take until April with reassembly continuing until the end of this year.

DURANGO - CALIFORNIA: Cascade Canyon Winter train schedule is in full bloom. For those wishing to visit this state for either skiing or other activities why not stop in for a glorious steam train ride up to the Cascade Canyon along the Animas River. This railroad is rated one of the scenic wonders of our country. Here is their schedule, Feb 12<sup>th</sup> to 17<sup>th</sup> Thurs – Sat Departs Durango at 10 am returns at 3pm. Feb 18<sup>th</sup> to March 13<sup>th</sup> departs Durango at 10am returns at 3 pm. Thursday to Sat March 14<sup>th</sup> to April 3<sup>rd</sup> Departs Durango at 10 am, returns at 3pm on a daily basis. Fares are \$49 adult, and \$29 for children. Call 888 872-4607 or [www.durangotrain.com/ride-us](http://www.durangotrain.com/ride-us).

OWOSSO MICHIGAN: Perce Marquette 2-8-4 #1225, which blew a boiler tube during the train festival 2009 last July and got emergency repairs to put the Lima Berkshire back on the rails again for the Polar Express trips in December. Unfortunately it has been side lined again with the same problem. The engine suffered another leaking tube on her first trip out of Owosso. Sadly upon inspection of the engine chief mechanical officer Greg Udolph pulled the engine out of service. The crew dejectedly agreed in the interest of the future of the locomotive. The #1225 is a seventy year old piece of machinery that was built on an assembly line in 1940 just like automobiles were built. This year starts a major rebuild so that she can run like she used to . The estimated cost of the complete overhaul will run around \$500,000. State grants are now being sought, but any financial help would be appreciated. This Berkshire belongs back on the rails, and you can help call 517-725-9464.



## Stack Talk...continued by Neil Moran

MONTICELLO, ILLINOIS: It has been the dream of the museums Chairman of the Board John Sciutto and other B.O.D. Members of the Monticello Railway Museum to operate a steam locomotive to bring back the glory days of railroading. One of their first purchases was Southern Railway #401, a 2-8-0 built in 1907, for \$3,200. In its days in the sun, the Consol could pull forty car freight trains between Princeton, Indiana and St. Louis Missouri. So far the group of about eight volunteers has a new custom made boiler attached, which passed the mandated inspection. Now they face welding the boiler and other parts of the locomotive. Then work on the running gear will follow. One of their goals is to get younger folks to learn about steam locomotives so they can assist them in finalizing this major project: Good Luck to them!!

KNOXVILLE, TENNESSEE: This museum is currently repairing #154 A 2-8-0 Consol that worked for the Southern Railway until it was donated to the city of Knoxville in 1953. Just finished was work on the firebox side sheet, and frame repairs. Each of the four driving wheels are being readied to be put back under the engine. Work also continues on the hubliners, and driving boxes. Cleanup work on the #154 side rods is nearing completion. Also repairs on the pony trucks is underway, while the sand dome and new air compressor mounting brackets have been installed. New pins and bushings have been machined and installed for the engines spring rigging. Additional labor is now beginning on the installation of the water glass valves. Then in preparation for putting the wheels back under the #154, a center line has been aligned through the cylinder which allows the restoration crew to check the alignment of the frame along with the break shoes and wedges. As you have already noted, there is a tremendous amount of work that goes into repairing a locomotive back into running condition. The plan is to debut the #154 on July 4<sup>th</sup> 2010 a day of celebration and fireworks for sure!!

BARTLESVILLE, OKLA: Atchison, Topeka & Santa Fe 2-10-2 No. 940 completed its journey to a new home next to the Bartlesville depot Wednesday for display. The locomotive was built in 1903 by the Baldwin Company. The retired engine, the last surviving member of its class, moved four blocks from Johnson Park on a 64-tire lowboy truck trailer. Volunteers who raised money to move the engine blew its whistle before and after the move, marking the first time it has sounded in more than 50 ears. Plans are being made to cosmetically restore the engine, at its new position on the depot's north side, No. 940 is now accessible to the public. The 200-foot display track is long enough that rail cars could be added to the display in the future. For more information on the No. 940 visit [www.bartlesvillelocomotive.org](http://www.bartlesvillelocomotive.org)

ST. JOSEPH, MISSOURI: BNSF Railway has recently donated \$10,000 to fix the roof at the Patee House Museum of Transportation. This museum houses retired Chicago, Burlington & Quincy equipment. BNSF officials personally delivered the check. The roof had to be leaking quite badly, so the museum applied for a grant through the Burlington Northern Santa Fe Foundation via its web site. The collection inside includes a CB&Q steam engine and tender, post office car, and a station. BNSF is a successor to CB&Q, and its predecessor in the area was the Hannibal & St. Joseph, the first railroad to serve St. Joseph starting in 1859.

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



## RAILROAD MUSEUM of LONG ISLAND ENTENMANN'S® OPERATING BOXCAR

Computer Generated Prototype.  
Graphics may differ slightly from photo---(track not included)



The Railroad Museum of Long Island (RMLI) is producing a Lionel commemorative car. Production of this car will be extremely limited to only those who purchase this car in advance. Funds raised from the profits of the sale of this car will go toward the installation of the former Lionel Visitor's Center Layout now located at the Railroad Museum of Long Island.

In 1898, William Entenmann opened a bakery in Brooklyn, New York. Traveling by horse-drawn buggy, he delivered bread, cakes and other baked goods door to door. In the early 1900's the family moved to Bay Shore, Long Island. Today, over 100 years later, Entenmann's still bakes their famous fresh and delicious sweet baked goods and delivers daily to stores across the US.

To commemorate Entenmann's ties to Long Island, the RMLI has created this Lionel factory produced car (6-52557) in "O" Gauge. It features die-cast metal sprung trucks and is an Operating boxcar (door opens and figure tosses a package out) and will come in a unique white box with blue trim .

\*\*\*animated action requires remote control track section, not included\*\*\*

For Museum information visit our website [www.RMLI.org](http://www.RMLI.org)

**Orders must be received by May 10, 2010.** Anticipated delivery is expected to be December 2010. Cost of the car is \$70.00 **"shipping and restricted membership included"**. Canadian and foreign orders must add \$10.00 extra for shipping. Please make all checks or money orders **payable in U.S. funds**. Checks to be made out to LITTLE (Long Island Toy Train Locomotive Engineers) which is the Museum's Project for Toy Trains and mail to:

LITTLE P.O. Box 1124 Southold, N.Y.11971

**Your cancelled check will be your only receipt Please return the lower portion of this form with payment**

I would like to order \_\_\_\_\_ Entenmann's® Operating Boxcar's at \$70.00 each (Price includes shipping) \$ \_\_\_\_\_

New York State Residents Only Add Sales Tax of \$6.04 per car purchase \$ \_\_\_\_\_

Canadian and foreign orders add \$10.00. \$ \_\_\_\_\_

**Check #** \_\_\_\_\_ **Total \$** \_\_\_\_\_

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Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip Code \_\_\_\_\_

Email address: \_\_\_\_\_ (IN)

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## The Oyster Bay Railroad Museum by Steven Torborg

On Monday, January 11th, the Board of Trustees of the Oyster Bay Railroad Museum met with Mr. Scott Lindsay, President of Steam Operations Corporation. Scott is one of the premier steam locomotive restoration specialists in the country and comes very highly recommended. The Purpose of this meeting was to discuss the restoration of Steam Locomotive #35 with the over one half million dollars recently made available through the acquisition of grant monies.

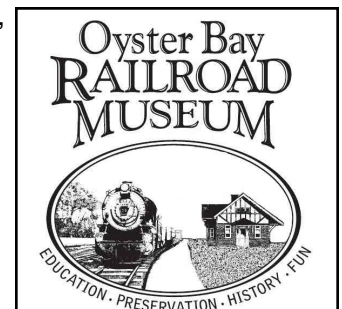
This was not actually the first time our organization has met with Scott. Over the past two years, we have been in constant contact with Mr. Lindsay in preparation for this event. Scott had previously performed a complete Ultrasonic test of the boiler and firebox as well as an evaluation of all related parts. He has also advised us on numerous courses of action with regard to preserving and protecting the locomotive from the elements as well as parts inventory and acquisition of various prints and plans. In fact, prior to meeting with OBRM Trustees on this date, Scott had met with officials from the Town of Oyster Bay and Nassau County to discuss the process of restoring Locomotive #35. These meetings were an eye opening experience for all involved as discussions ensued on everything from funding to operations. Scott was very informative, and at the same time, very realistic in painting a broad picture of what lies ahead rather than just painting a rosy picture and telling everyone what they wanted to hear. At the end of the day, everyone came away with a very eye opening view of just how much work remains to be done.

The first steps in this process were completed over the past summer with the acquisition of numerous builders drawings of the locomotive and tender. At the same time, all of the parts, currently stored in two 40 foot trailers, were removed, catalogued and photographed so Scott would know exactly what we have, what kind of shape it is in and what remains to be done. Over the course of the next several months, more drawings will be obtained, numerous parts will be prepped and restored (to the extent possible in our crude shop facilities in Oyster Bay) and larger parts will be readied for shipment to Scott's shop in Alabama. Meanwhile, other work will be scoped out and plans made for the cab and possibly the tender restoration to be performed through a teaching program at BOCES. This will provide us with the skilled labor required free of charge while simultaneously offering the technical students the opportunity to learn about heavy welding, hot riveting and a variety of other skills that simply cannot be learned in a traditional classroom setting.

This restoration of Steam Locomotive #35 will continue to be a very intensive and time consuming process that, while frustrating to some, will continue to provide an exciting and educational experience for all involved. The Oyster Bay Railroad Museum remains dedicated to seeing the project through to fruition, no matter what the timeline may be. It should also be noted that large scale donations, grants or other special arrangements can and do occur that can radically change the course of such projects and dramatically speed up the restoration process. As we emerge from this difficult recession, we know that much better times lie ahead and with better times come deeper pockets more willing to support such projects.

If our past years success with OBRM are any indication of our future success with Locomotive #35, no one should be too surprised if the old girl is up and running before anyone expects, even our own members! We'll be sure to keep you posted.

Till then, keep your eye on the prize...Locomotive #35 in steam!



## The Railroad Museum of Long Island by Don Fisher

The Railroad Museum of Long Island is pleased to announce our fourth annual Education Forum, to take place on Saturday, March 20, 2010 at 1:30 PM at the Suffolk County Historical Society, 300 West Main Street, Riverhead. We are honored to have as our guest speaker this year, L.I.S.T. Member, Railroad Historian and Web Master, Mr. Sam Berliner III. Sam will present on the very first boxcab diesel locomotives the Long Island Rail Road put into service. These locomotives, #401 and #402 were Alco-General Electric-Ingersoll Rand designed machines and were put in service in 1926 and 1928 respectively. Please plan to join us for an enlightening presentation of the Long Island's first steps toward dieselization. The Suffolk County Historical Society is located across the street from the Riverhead Public Library and there is ample public parking behind the Society on Court Street. If it snows badly on the 20<sup>th</sup>, our snow date is the following Saturday, March 27 at 1:30 PM.

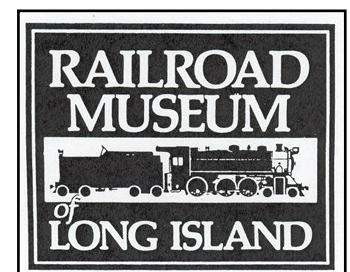
While you are there, please take a few minutes to view the wonderful exhibits the Society Museum has on display. The Society's focus and mission is to save and present the history of all of Suffolk County and they do an outstanding job. The Society has for many years recognized the important part the railroads, and particularly the Long Island Rail Road, has played in our expansion and development eastward through Suffolk County. The Society is the depository and conservator of Long Island Rail Road Agent Hal Fullerton's extensive collection of glass negatives and photographs. The hoped for acquisition of Mile-A-Minute Murphy's bicycle by the Society will make a fitting addition to Fullerton's legacy and highlight his relationship with Charles Murphy to promote the Long Island Rail Road.

The Railroad Museum had a wonderful experience each weekend in January bringing our model train outreach program to the Martha Clara Vineyards in Jamesport. Martha Clara was host to a toy train show that attracted many families with children and train aficionados to see model trains running on many tracks. Members of the Central Operating Lines brought their new modular layout to the show and demonstrated how to hand-lay ballast along the newly installed "O" gauge track. RMLI had two layouts operating along with a sizable gift shop presence. Other presenters included folk musicians Ken Noonan and Rocky DiVello, caboose artist George Wybenga and the Twin Forks Chapter NRHS. Plans are already afoot for an even bigger show in January 2011.

The Museum would like to announce that the RMLI Collector's Club Car Committee, Long Island Toy Train Engineers, has released its 2010 collector's car for sale. It is a LIONEL action boxcar decorated in an Entenmann's Bakery livery. The man inside will throw out a box of Entenmann's baked goods to you. The sale of these collectable cars goes to support the work of the Museum. Please take a look this years offering at [www.rml.org](http://www.rml.org) and please consider purchasing a car.

Around the Museum sites we are anxiously awaiting warmer weather to get back onto the equipment. Finish painting on LIRR caboose C-68 will begin once it is warm enough to paint and installation of sheet metal on LIRR diesel switcher #399 is planned for the spring. RMLI was happy to be a recipient of a grant from the Amherst Railway Society for the continued restoration and care of Engine #399. Track work on the World's Fair LIRR G-16 park train will commence once the frost is out of the ground and the soil is dry. Please consider volunteering in 2010 to help with these important projects.

With all eyes on a busy springtime, "All Aboard! Clear Block Ahead! Highball!"



Long Island Sunrise Trail Chapter  
National Railway Historical Society  
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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**



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