

SEMAPHORE

March 2010

The next meeting of LIST will be on **Friday, March 19th** at 8:00pm at the Christ Episcopal Church, South Carll Avenue and Prospect Street, Babylon, New York.

THIS MONTH:

This month's presentation will be given by Malcolm Young. It is titled "A Step Back in Time - Northeast Railroading in the 50's & 60's".

IN THIS ISSUE:

| | |
|---------------|-------------------------------|
| Page 2 | LIST Happenings |
| Page 3 | LIST Order Form |
| Page 4 & 5 | Caboose 60 and it's brothers |
| Page 6, 7 & 8 | Stack Talk |
| Page 9 | Long Island Rail Road Modeler |
| Page 10 & 11 | OBRM & RMLI Museum Updates |

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

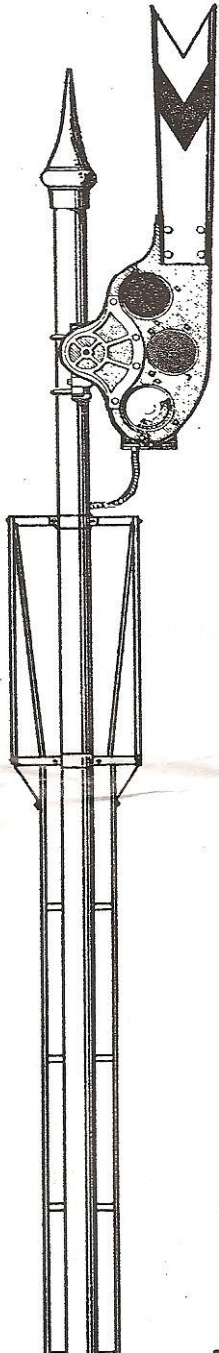
<http://www.nrhs-list.org>

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

Saturday, April 24, 2010, LIST will sponsor a tour of the NYC Subway Coney Island Shop facility and its Tower. The tour will begin at 11:00 AM and will be approximately 3 hours in duration. Retired subway Superintendent Mike Hanna will conduct the tour. A limited number of people will be permitted.

I had previously mentioned in the Feb. Semaphore that the cost will be \$15. The \$15 cost will be for non-members. THE COST WILL BE \$5 [FIVE DOLLARS] FOR MEMBERS! Membership does have its privileges. I do not plan on selling tickets the day of the tour so you MUST buy your tickets in advance. Please send your check for \$5 to our P.O. Box and I will send you a receipt. The tour will be for members and their guests only. The cost for guest, non members will be \$15.

SNEAKERS WILL NOT BE PERMITTED; SHOES OR WORK BOOTS MUST BE WORN. We will meet at the main gate of the Coney Island Shop facility prior to 11:00 AM, parking is on McDonald Avenue. The Shop facility is located at McDonald Avenue and Ave. X in the Coney Island section of Brooklyn. It is visible from the Belt Parkway.

I realize that the NY Transit Museum is sponsoring a 150th Anniversary Staten Island Railway Tour also on April 24th. However, due to scheduling conflicts, this is the only date available for us.

We have been invited to attend the annual picnic at the Long Island Live Steamers in Southaven Park in Shirley on July 31, 2010. For anyone who has not been to this facility, it is approximately 1 mile of track with sidings, stations, signals and a wide variety of rolling stock. The LI Live Steamers have been gracious in inviting us to their annual picnic and everyone who attends is amazed at their railroad. Please let me know if you plan on attending or if you need further information.

Dues Renewal- if you have not sent in your dues for 2010, this is your last call! The annual dues are \$46, if you do not have the renewal notice that National sent out, just send a check for \$46 to our P.O. Box with a note attached and we will take care the rest. Thank you to all who sent in their dues on time.

We have only ONE LIRR Brass Adlake LIRR 175th Anniversary Lantern remaining. This is your last chance to buy a true collectible. We are not making any more of them. The price is still \$135 for members plus tax and shipping where applicable. Do not wait, this is the last one!

A few [3] LIRR calendars surfaced. If you want one, please e mail or call me.

As noted in this edition of the Semaphore, Babylon Town will be opening a Museum on June 2010 in Old Town Hall in Babylon Village. The first exhibit will be the Babylon RR, the Huntington RR and the LIRR. Please call or e mail the people in the notice if you have items to loan. This is a chance to show some of the items in your collection! Credit will be given to the owner of each item loaned in the exhibit.

Trains magazine has an ad for a new book on the LIRR. The name of the book is "Long Island Rail Road, in color, 1949-1966" by Arthur J Erdman. If I find out any more information, I will let you know.

We are still working on several other items as follows:

A trip on the NJ Transit River Line to Trenton and Camden which will trace the old Camden and Amboy RR. Thank you John Kilbride.

September 8th, 2010 is the 100th Anniversary of the first LIRR train that departed Penn Station. We hope to participate in the Anniversary ceremonies. I hear that the LIRR and Amtrak will be holding an Anniversary celebration on September 8th. We have already produced a calendar; we are working on a pin and possibly a booklet on a brief history of Penn Station. More information to follow.

LIST Happenings...continued by Stephen Quigley

We are always looking for articles on the present and past of the LIRR to publish in the Semaphore. If you want to have something published, please e mail or send me your article or ideas. We can retype it to a Word format if necessary.

If you have any questions or comments, my e mail address is csquigley@optonline.net and my telephone number is 631-487-4766. Thank you!

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 100th Anniversary Pennsylvania Station calendars available. The cost remains at \$7 each plus \$2.50 Shipping and postage.

We have LIRR 175th Anniversary Journals as well as our NY Connecting RR book.

A few LIRR 175th Anniversary pins remain.

I purchased copies of Lorraine Diehl's book, "The Late Great Pennsylvania Station" due to this year being the 100th 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 175th Anniversary 60 page book @ \$10 each Total _____

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

_____ LIRR 175th 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 th Anniv. Book | \$13.75 |
| NY Connecting | \$32.00 |
| Pin | \$4.35 |
| Penn Sta. book | \$20.75 |

SEND PAYMENT TO:

LIST—NRHS

P O Box 507

Babylon, New York 11702-0507

Caboose #60 and its brothers

JJ Earl Conductor LIRR 1957-1995

It was in 1957 that I went to work for the LIRR as a brakeman or trainman in freight service. At that time, most of the cabin cars (as the "parent company" Pennsylvania RR called a caboose) on the LIRR were made of wood. There were two steel hacks, (as the crews called them) that were of PRR design and built in Altoona, PA. The wooden hacks were of the same design as the PRR steel ones and built, (ca. 1925) in the LIRR's Morris Park shops, about two miles west of Jamaica station.



By the mid fifties, the LIRR was in bankruptcy and the PRR had washed its hands of all control of the LIRR. These old wooden hacks were getting more and more fragile as time went by and a fleet of new ones was sorely needed and the receivers, under the direction of LI president, Tom Goodfellow had vowed to erase all appearance of the old PRR ownership.

Wooden hack #12 has been preserved and restored and can be seen at the Oyster Bay RR Museum. Caboose #60 is on loan from the Twin Forks Chapter and is currently on display at the NY Transit Museum in Brooklyn, celebrating the LIRR's 175th anniversary. Both of the PRR steel hacks have been preserved but still have not been restored.

New hacks were ordered and delivered in 1958-61. These hacks were all steel and lacked the familiar cupola that everyone expects to see on that little red caboose behind the train. The color also showed a different glow as hacks #50-61 sported an orange paint job with large blue-gray lettering known as "Goodfellow colors". Eventually, they sported the logo that became so familiar during the 1960's, that of the Dashing Commuter, Dashing Dan.

These first steel hacks were first assigned to east end freight jobs that served places from Hicksville to Port Jefferson, Greenport and Montauk. The oil burner in #60 was capable of cooking a hearty meal for the crew as they waited in the siding while the "Parade" of regularly scheduled commuter trains would high-ball it to their destinations. Today, a crew is only allowed to be on duty for twelve hours before being relieved. In the 1960's, we were allowed to be on duty for sixteen hours. Even though hacks like #60 had a bunk, crews at east end terminals were given bed checks at a local motel.

In 1963, a fleet of bay-window hacks, numbered 62-70, were delivered and they replaced the straight sided #'s 50-61 in east end service. This was done because the trainmaster overseeing operations west of Jamaica felt that the bay window would not clear the walls of the East New York tunnel under Atlantic Avenue, on the Bay Ridge Branch.

The bay windows were also roomier for crew comfort. The crews set about outfitting their new hacks with all the comforts of home, including a kitchen locker, pantry and a Coleman camp stove to cook their meals. On one two day trip to Montauk, our regular hack was in the shop and we were given a hack like # 60. We were not too happy but the conductor was able to make a meat loaf on the oil burner. It was a good thing that this was in late October because the burner would have been on anyway. The oil burner heated water on a water tank so we could wash our dishes, etc.

These hacks were all wired for 110v. So when it was dark at supper time, a heavy duty extension cord we called a "Snake," could be pulled under the tracks to an outlet nearby so we would not have to have supper in the dark. Refrigerator, we had no refrigerator. We had a shop built ice box to keep our food cold. Ice was picked up on the way out

Caboose #60 and its brothers...continued

JJ Earl Conductor LIRR 1957-1995

The railroad rules mandated that lighted markers would designate the rear of the train. Before these steel hacks came, the flagman was required to carry two ten pound kerosene markers the length of the train. They were hung on the rear of the hack. The steel hacks also have the retainers that can carry a portable marker, but they all had the built in battery powered marker, activated by a light switch inside the door. You can imagine the poor flagman who forgot to turn off the light and the next flagman would find dead batteries.

As time went by, the caboose was used less and less as portable markers were introduced that could be attached to the rear freight car.

Since 1997, another company has been operating all freight operations over the LIRR. The New York and Atlantic RR has only one hack, #62, bay window hack painted green in NY&A colors. When they go out to deliver the freight, there are two locomotives, one on each end. This allows the crews to reverse directions without having to shove the train.

During my final years with the railroad, I worked out of Holban Yard in Hollis Queens. My crew made up work trains for road crews to take out the next morning. We had five hacks in the pool to put onto these trains. Work trains needed these on the rear of the train because a work train was many times required to shove the train while doing their work. On the rear platform, you will see a pipe that runs up from under the car. This pipe is connected to the air brake system and the brake can be applied by the conductor during a shoving operation. There is also a whistle attached to this brake handle so a warning can be sounded to workers along the track.

The hacks that remain are no longer the "personal property" of any one conductor or crew. They are not cared for like in the days when crews would be away from home for 16 hours or for two days. By the time I retired in 1995, we felt lucky to have oil in the tank to get the heat up, but it was out of the wind while making a shoving move.

I miss seeing a caboose at the end of a freight train.

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

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.

Stack Talk by Neil Moran

Anyone coming down with claustrophobia? Don't worry you are not alone. Cabin fever takes its toll on a lot of people. By reading this months column, hopefully that feeling will go away.

CHINA: PINDINGSHAN: There are a dozen SY class Mikado's still operating at this steel mill. Even though a number of diesels have entered the property. This steel works northwest of Kuming has kept their locomotives in good condition externally and technically. Even those stored are well kept and cleaned. But the builders plates have been removed. By any chance should these engines be called back to service sometime down the line they will redo the builders plates. If you can go there, the line has plenty to offer with some street running (very unusual for China), and when coming out of Pindingshan the trains runs right past the markets and other stores. In fact when a train comes through, the merchants have to move their goods from the track so the train gets by. The steel works are much bigger than others. Here, there are large buildings housing raw materials for the blast furnaces, by the blast furnaces you will find the steam locomotives shunting raw iron trains and slag trains, a very busy place. These slag trains are handed over to the diesels just before the slag dump. The slag dump is operated by another company, and not accessible with the steel work permit so don't go there.

Quite a few good spots to take pictures around the blast furnaces. Between the two complexes is a pedestrian bridge spanning the switching area. This is basically the best place to be to get the best shots. The guards here don't bother you, but its always helpful to bring cigarettes and beer. With this in mind the guards will be very helpful to you. That was the good news from China, now heres the bad news. The Ji Tong Steam Festival was cut back to December 27 – 29 only. I was originally scheduled for one week. Ji Tong refused an offer of 600,000 yuans from Bernd Seilor of Far Rail Tours who wanted to run steam over the pass. For the three days festival, they charged 1.5 million yauns, and only freight trains, no passenger trains.

ZHALAI NUOER: Now finished, just five SY class engines used for switching.

XINGYANG: Closed until April.

YAMANSU: No daily steam trains anymore, just diesels – finished.

LIUJAXIA: All gone just diesels.

YINCHO: Still serviceable SY class engines, but track in very poor condition – hence no charter trains anymore.

BAIYIN: All gone.

UNITED KINGDOM, THE CATHEDRAL EXPRESS NEWS: As the great freeze grips Britain, Steam Dreams Tours is warming up passenger hearts with hot news about this group. They will not raise prices in 2010 for excursion behind locomotive A. 60163 Tornado. The brits are breathing a sigh of relief!! There is even better news, as excursions to Bath Bristol, Cheltenham, and Worcester. The prices will be lower than in 2009 this commitment goes right through till December 2010. They kicked off the season on Valentines Day with a run to Wales with Tornado leading the way. This train left Paddington station at 10 am with a stop at Slough and Reading, then down the mainline to Swindon before traversing the hills and valleys heading into Vale of the White Horse via Newbury and Savernake where the engine was serviced before the return to Paddington via the South Western mainline through Andover and Basingstoke. On Monday March first, the Cathedral Express will be breaking new ground as it departs again from Victoria Station at 9 am, and heads to Slough, Reading, then on to Cardiff, and then to Swanson. From what I just read, both trips were sold out. Later on this month the Cathedral express takes to the rails again, but this time behind the "Battle of Britain Class" 34067 "Tangmere" a Pacific type. It will leave Victoria Station at 9:45 am and travel along the Brighton mainline, picking up additional passengers at East Croydon and Redhill before running across the beautiful Surrey Hills line and again picking up passengers at Shalford Station. Then on to Reading for a final pickup, and a sprint down the Great Western mainline to both Bath and Bristol.

Stack Talk...continued by Neil Moran

This trip is again scheduled for March 21st. There will be further excursions slated for the next month, as this is only the tip of the iceberg!!

SOUTH AFRICA – APPLE EXPRESS: This operation is working on restoring engine “Kalahari” a NG15 class 4-6-4 + 4-6-4 #124 to working order. Rusted boiler tubes have been removed, and inspection of the inside walls of the boiler revealed that it's in fairly good condition, with no signs of rust on the inside walls. With the 100th year anniversary of Garretts operating in South Africa in 2010, the last running Garrett on this Eastern Cape narrow gauge system was a class NG 16 A 2-8-2 + 2-8-2 #131 “Oom Ray”. This machine is next in line for restoration with expected financial help from sponsors, donors and interested parties.

FRIENDS OF THE RAIL – PRETORIA: This group has done some expensive repairs on class 24 A 2-8-4 to her drivers. The larger bushes on the coupling rods were in need of being replaced, At a cost of R 3500, these parts were purchased, and now will replace the old rods and bushings. Class 19 D a 4-8-2 #2650 has been recently been returned to service on the Tshwane Xplorer runs. Also, presently class 15 F a 4-8-2 #3117 known as the “Diamond Express” continues to operate from Pretoria to Cullinan.

UMGENI STEAM RAILWAYS: This KwaZulu Natal organization is currently working on steam locomotives. Back in 2007 when David Rodgers tour went bad on Garretts 4-8-2 & 2-8-4, due to stay caps leaking the group started to work on her. Costing them R3.4 million to get it back to full restoration. The other locomotive UTR is repairing is a DUBS A #134 NG. This former 4-8-2 tank worked on the former Natal Government Railways (NGR).

KENYA: Although steam safari's in Kenya came to an abrupt halt in 2006 when the railway was sold to Rift Valley Railways. Several locomotives survived, and are now safely housed under cover at the main work shed in Hairobi. The engines are Garrott class 59 A 4-8-2 + 2-8-4 #5918, class 30 A 2-8-4 + 2-8-4 #3070, and class A 4-8-0 #2409. This trio, is hopefully being preserved for running sometime in the future.

CANADA – VANCOUVER B.C.: West Coast Railway Association has announced that Canadian Pacific “Royal Hudson” #2860 has traveled via BNSF Railway from Vancouver down to White Rock B.C. On February 8th, overnighted and returned the following day back to Vancouver. The #2860 last steamed down to White Rock in 2007. Tickets were \$125.00 each way. This classy looking 4-6-4 was built at the Montreal shops in 1940 as part of CF's last order for the “Royal Hudson” class locomotives. In her days in the sun she spent most of her career working between Revelstoke and Vancouver B.C. This engine came out of retirement, and ran successful excursions out of Vancouver up to Squamish five days a week. She now resides in Squamish B.C. For further information go to www.wcra.org.

MOOSE JAW, SASKATCHEWAN: The Western Development Museum houses the only operating steam engine a Vulcan 0-4-0 that was delivered as #2265 for the Hillcrest Collieries, in Hillcrest, Alberta. She's a product of the Vulcan Locomotive Works at Wilkes Barre PA. It was built in 1914. Unable to run last year as the engine needed a new boiler, fund raising is now going on. They need \$30,000 to restore her back to running condition. The overall plan is to raise \$70,000 to have the locomotive and rolling stock up and running again

UNITED STATES – LOS ANGELES: The Central Coast Railway and the Pacific Locomotive Association announced the “San Diego Steam Special II” will be powered by former Santa Fe 4-8-4 #3751. The train will depart Los Angeles Union Terminal (LAUS) mid morning Saturday May 1st and arrive in San Diego mid afternoon on Sunday May 2nd, the train leaves San Diego mid morning and arrives back to LAUS mid afternoon. This is the first time this group is running an excursion with an overnite stay in San Diego. Passengers can ride from L.A. To San Diego with an option of returning on a scheduled Surfliner that same day, or stay over and ride behind the #3751 the next day.

Stack Talk...continued by Neil Moran

The consist will have two dome cars, AMTRAK coaches, and a open door baggage car. A photo stop has been requested in each direction. Ticket prices are coach one way \$99, coach roundtrip \$198, Dome one way \$159, Dome round trip \$398, Dome premium one way \$249, Dome premium round trip \$498. Tickets can be purchased at www.Shop.centralcoastnrhs.com. Here's a chance to ride behind big powered steam on a main line, plus getting spectacular views of the Pacific Ocean. Opportunities like this don't come along often, so grab it while you can!

NEVADA, CARSON CITY: The Virginia & Truckee Railway Reconstruction Commission voted to spend \$610,000 for marketing, construction of the Virginia City Depot, and to cover bond payments. Carson City Finance Director Nick Provident asked for \$200,000 from the commission to also cover the shortfall in sales tax revenue needed to make the \$1.1 million yearly bond payments. These bonds were sold to finance construction of the historic railway between Carson City and Virginia City. The commission also voted to appropriate \$160,000 to the CCCVB to market this summers schedule of 96 V & T excursion train rides between Comstock and the Capitol. This will help to complete a TV commercial and setup a web site to centralize ticket sales.

NEW MEXICO – CHAMA: The organization that sets standards for the engineering community plans to develop a criteria for the building of new steam locomotives. Because more new steam locomotive boilers are being built, the American Society of Mechanical Engineers has asked the mechanical department of the C&T to help with their knowledge of constructing new boilers. Since this railroad has recently re-built four locomotives, it's input would be deeply appreciated. In other good news, the state of Colorado has approved \$1 million in federal funds for rail improvements on this historic line. In addition, another windfall, the state of New Mexico will match Colorado's funding for track work also.

(I tell you when it rains it pours) This has been a long time coming from the state of New Mexico. Rep. Buffie McFadyen stated "The Cumbre & Toltec track needed improvement for years, but something else always got in the way. Because the stimulus dollars were earmarked for this project by Gov. Bill Ritter, work on the track could begin before the season kicks in in May. The money will pay for adding ballast, leveling the track, and making improvements to tunnels, bridges, and the entire roadbed of 69 miles. According to a capitol construction request submitted years ago, track conditions have deteriorated during the past 35 years due to erosion, and inadequate funding to perform ongoing maintenance which poses a risk of derailment, accidents and delays.

OHIO – AGE OF STEAM ROUNDHOUSE: The Age of Steam Roundhouse is the new name for the former steam locomotive and passenger train restoration and operating unit on the Ohio Central Railroad. This new roundhouse will seek to preserve steam locomotives, historic diesels, passenger cars, and other railroad relics in the collection of Mr Jerry Jacobson. There will also be a full scale 15 stall operating roundhouse and turntable. Included is a back shop to overhaul, repair, and maintain the rolling stock. Also, to fire up and operate steam locomotives on non-passenger carrying freight trains. Display and interpret the railroad heritage for the enlightenment and entertainment of future generations of Americans. All this is being funded by Mr Jacobson. It is expected that the roundhouse and back shops will be completed in late 2010, with other buildings being completed at a later date. At various times of the year, steam locomotives will be used to power freight trains across the rails of neighboring railroads.

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



THE LIRR MODELER by Mike Boland

THIS MONTH'S FEATURE:

Con-Cor PB54 LIRR Flat-roof Combines

Part 6

Just before we had to submit our article for the March issue of THE SEMAPHORE, we were fortunate to find that Con-Cor has released the second car in their series of mP54 passenger cars decorated in the Tuscan Red with black roof and LONG ISLAND lettering in gold.

Of course, we're talking about the PB54 passenger-baggage combine and the car is now available in two-car sets, being packaged with an mP54 coach. So, we were able to examine this car and we will provide an overall view of the car, its history and what needs to be done to make this car more prototypical in order to replicate LIRR's #619 through 631.

First, a quick note about the prototype. The Long Island had 13 flat-roof passenger-baggage cars, called combines and all built by ACF. 619 through 623 were built in 1911, 624 through 627 were built in 1914 and 628 through 631 were built in 1927. The cars were all-steel in construction, had 2/2 seating, portholes in the end sheets and a diaphragm only at the coach end.

We compared the car made by Con-Cor to photos in our collection and came to the conclusion that the car is extremely accurate but some tweaking needs to be done.

The main item that needs to be done is to extend the height of the baggage door halfway through the letterboard and to reposition the window near the baggage end of the car so that it is raised above the belt rail along the side of the car. This window is NOT the same height as the windows in the passenger or coach portion of the car and it really is an easy adjustment. Both of these modifications, when done, will make your combine look much more prototypical.

In addition to this, there are other minor modifications and "tweaking" that need to be done on ANY car in this series to make it appear more like the LIRR prototype. More about this in future installments in our series on LIRR P54s.

"Bravo!" to Con-Cor for getting the correct numbers on the combine, something that has been spotty with the LIRR coaches that have been brought out so far. We did give Dr. Bruce Smith of the PRRT&HS the correct numbers but they must have gotten lost somewhere between here and China.

Con-Cor has done another fine job in modeling the combine and we can't wait to see their model of the BM62, which is due to come out very soon. Until next time, when we resume work on the P54 coach, happy modeling!



The Long Island Sunrise Trail Chapter of the National Railway Historical Society is a non-profit 501c3 Educational Organization. The Chapter was founded in 1966 to serve the Long Island area. The SEMAPHORE is the official publication of the Chapter. Articles appearing herein do not necessarily express the attitude of the Chapter or the NRHS. Please address all correspondence and membership inquiries to: LIST-NRHS, PO Box 507, Babylon, New York 11702-0507

Stephen F. Quigley, President

Steven R. Torborg, Editor

The Oyster Bay Railroad Museum by Steven Torborg

While the cold of winter lures most of us away from railfanning and gets us back into our modeling, it also means that the volunteers at our museums get a much needed break from the back breaking tasks that never seem to end. For those of us at the Oyster Bay Railroad Museum, it is also a time to reflect on the projects we have completed during the past season.

One of the many projects completed at our museum this year is recanted in the following article borrowed from our own newsletter, "**Oyster Bay Express**". It is written by OBRM Board Member and LIST Chapter Member Gary Farkash.

Sweet Crossings

One of our newest volunteers, Mark Godoy, has been hard at work restoring an historic LIRR Crossing shanty. His expertise in woodworking and construction was a reason for me asking him to take on this project as the supervisor.

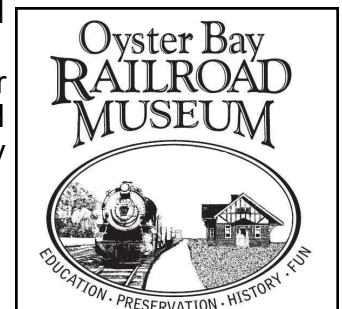
For those a bit too young to know, in the days before the automatic grade crossing signals, the LIRR employed hundreds of men to man the grade crossings where their job was to crank down the crossing gates. This was a tedious & manual job that had to be done 24 hours a day 7 days a week, rain, snow or shine!

The shanty is a small building that gave the men a small measure of protection from the elements and contained a pot belly stove for heat during the cold months.

OUR shanty was donated by Ms. Patricia McCormick of Massapequa, NY in memory of her husband a veteran LIRR employee who acquired this shanty upon his retirement from the LIRR. It had been in her backyard for many years and when approached by us, through a mutual friend, was more than happy to donate it to our museum. When we first received this unit, it was stored in the home of our president John Specce for almost 5 years where it sat directly on the ground.

Mark and many of our volunteers stripped all of the roofing and removed all of the rotted wood in order to replace everything straight from the ground up. An entirely new foundation, floor and lower wall assemblies were installed, caulked, primed and finally painted. Mark even had to recreate all of the shutters and an entire window. All that is left for now is a second coat of exterior paint and the installation of a steel floor plate onto which a pot belly stove will be hooked up.

Now, it sits at the front of our display yard across from our World's Fair Cab and we even have an old time crossing diamond display sign that would have been at home at almost any grade crossing.



The Railroad Museum of Long Island by Don Fisher

LAST CALL! For RMLI's fourth annual Education Forum, to take place the day after the L.I.S.T. Chapter meeting, Saturday, March 20, 2010 at 1:30 PM at the Suffolk County Historical Society, 300 West Main Street, Riverhead.

RMLI is pleased to present as our guest speaker, L.I.S.T. Member, Mr. Sam Berliner III. Sam will give a profusely illustrated presentation on the Long Island Rail Road's first diesel locomotives, focusing on the first #401 of 1925, the world's first road switcher, as well as on the first and second #402 and Mike and Ike, the #403A and B. He will also give an overview of all the earliest diesels (oil-electrics) and their progeny. Please join us for an enlightening presentation of the Long Island Rail Road's first steps toward dieselization, admission is free.

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 20th, our snow date is the following Saturday, March 27 at 1:30 PM.

Railcars in the RMLI collection have once again been featured in a student film/video project. Courtney Taylor and his fellow cinematographers from Long Island University, Brookville Campus, came to the Museum to use our LIRR M-1 passenger cars as a stage for a scene in their movie, "Still Life." The video is about an aspiring college bound teenage photographer trying to rekindle her relationship with her unreliable father. Unlike the October 2009 movie production of "D," that shot outside the 2900 coach and baggage-mail car, this shooting took place exclusively inside the M-1s. We look forward to viewing the DVD's when they are released, (maybe we will feature them at a L.I.S.T. meeting), and welcome all student productions to the Museum, it's great exposure for the RMLI.

In a related vein, released in February 2010 is a ninety-seven minute DVD with scenes shot around the Museum and at the Vail Levitt Music Hall during RMLI's 2007 Hobo Homecoming and Twin Forks Folk Music Festival. Produced by "Banjo" Fred Starner and Directed by Bill McIntyre, "That's the Ticket Road Hog, The Hobo's Song" is a documentary outlining the connections between folk music and "King's of the Road," the American Hobo. RMLI will have the DVD's for sale in the Museum Gift Shops during our 2010 season.

Speaking of which, Riverhead RMLI opens on Saturdays beginning April 10, 2010. We will be accepting visitors from 10 AM to 4 PM and the LIRR World's Fair Park Train will be making the rounds, weather permitting. Greenport and Riverhead Museums will both open on Saturdays and Sundays beginning on May 22, 2010.

On June 12th RMLI will host an East End book launch and book signing by Ms. Heather Worthington. Heather's soon to be released children's book, "Miles of Smiles, the story of Roxey, the Long Island Rail Road Dog" will be featured from 11AM – 3PM. Plans for the day include a ride to Greenport on the LIRR Scoot while the book is being read to all the passengers by young adults dressed in period "news butcher" costumes. Appearances on the train by "The Parasol Lady" and President Theodore Roosevelt will bring the book to life. At Greenport, everyone will be invited to visit the Museum and have their book signed by Heather. Once returned to Riverhead on the Scoot, everyone will enjoy a tour of the Riverhead site and a ride on the World's Fair Park Train. Ticket and pricing information will be announced later in the spring, rain date will be Sunday, June 13.

Wintertime maintenance work is in full swing at both Museums. New display cabinets have been set up and some much needed door repair has been underway at Riverhead and the bathrooms at Greenport are undergoing renovation and painting. Dick Horn is doing inventory and preparing a list of new merchandise for the Museum gift shops. It has been an ongoing struggle to keep our aging snowplow running and we're hoping the last of the snow has been seen on the East End!



With all eyes on Spring, March 21st, "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.

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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.

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Long Island Rail Road
April 24, 2009**



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