



# SEMAPHORE



## May 2011

The next meeting of LIST will be on **Friday, May 20th at 8:00pm** at the Christ Episcopal Church, South Carll Avenue and Prospect Street, Babylon, New York.

### THIS MONTH:

As of press time, it is not yet known who will be presenting for this month's meeting. Consider it a surprise!

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

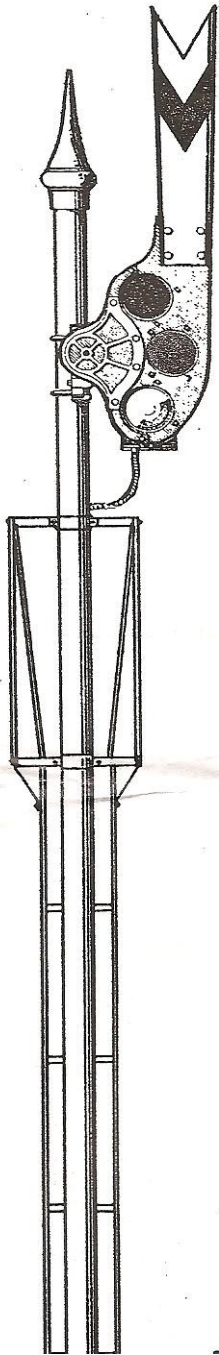
**<http://www.nrhs-list.org>**

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**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 Merchandise

The following price list is for LIST Members ONLY!

# _____	2011 LIRR calendar	@\$8 each	Total _____
# _____	2010 Penn Station 100 <sup>th</sup> Anniv. Calendar	@\$5 each	Total _____
# _____	LIRR 175 <sup>th</sup> Anniversary 60 page book	@\$10 each	Total _____
# _____	NY Connecting RR Book by Robert Sturm and William Thom	@\$27 each	Total _____
# _____	Babylon RR pins [Trolley drawing]	@\$3 each	Total _____
# _____	The Long Island Rail Road, In Color Volume 1 1949-1966 by Art Erdman	@\$48 each	Total _____
# _____	The Long Island Rail Road, In Color Volume 2 1966-1990 by Art Erdman	@\$48 each	Total _____
# _____	Penn Tech Society, "The Keystone" With the Ron Ziel Penn Sta. article	@\$15 each	Total _____

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

Shipping for 2 to 4 calendars, please add a total of \$5.00

For more than 4 calendars, please call or e mail for the shipping cost.

Each additional book, add \$2.50.

Shipping for 1 to 3 pins, \$1.50

[NY State Residents, please add 8.625% tax to the total of the merchandise PLUS the shipping. For example, 1 calendar shipped to an address in NY State would be a total of \$11.40]

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

## List Happenings by Steve Quigley

Elections will be in June for various positions in the Chapter. We have an open board member position. If you are interested in being a LIST board member, please e mail or call me. No pay, no benefits, just a say in how the Chapter is run. With an offer like that, how can you refuse if we ask you!

The Chapter purchased the last available copies of "The Keystone" quarterly. In it is an article by Ron Ziel on the history of Penn Station. When these are gone there are no more available so please place your order now if you wish to purchase it. We have 5 copies remaining at this time.

As you can see in the order form, the Chapter has purchased both volumes of Art Erdman's "LIRR History in Color." We have both in stock right now.

Just a reminder, the only book or periodical that the Chapter has endorsed is The NY Connecting RR book and the LIRR 175<sup>th</sup> Anniversary journal that we produced. We are buying books etc. as a service to our members.

On May 21<sup>st</sup>, we will be touring the NJ Transit Meadowland Maintenance Complex. We are going to try and conduct tours or trips in the Spring and Fall each year. If you have an idea of a Rail Fan trip or a tour of a rail facility that you would like to see, please let me know and I will forward your idea to the Tour/Trip Committee.

As I have mentioned in the past, we are always looking for new members. If you recommend 3 new members who join within 1 year, we will pay for your entire membership cost [\$46] for the next year. So why not recommend some friends and at the same time save money.

We are going to try and include current news of the LIRR in the Semaphore. Naturally, we will focus on articles of the history of the LIRR but as a note of interest, we will include some current information. So here goes:

On March 18th, a ceremony was held in Sunnyside Yard in Queens to dedicate the two tunnel boring machines that will dig four tunnels which will lead to the lower level of the 63<sup>rd</sup> Street Tunnel for the East Side Access Project. Sixth grade students as I.S 204 named these machines Tess and Molina. The machines have a 22' diameter and weigh approx. 642 tons. Completion of the tunnels is expected in October, 2012. When East Side Access is complete, LIRR trains will terminate in Grand Central Terminal as well as the current terminus of Pennsylvania Station.

If you wish to obtain a copy of the annual financial report or have any other questions or comments, please e mail me at [csquigley@optonline.net](mailto:csquigley@optonline.net) or call me on my cell phone at 631-487-4766.

Thank you. Steve Quigley



## Stack Talk by Neil Moran

CHINA-FUXIN: Due to the decline in steam operations at other locations, Fuxin has become one of the most steamiest places left in China with at least 14 engines under steam. Unlike some other railways, operations here are spread out, and can be difficult to track down the working locomotives. Rail fans seem to spend their time around the Wulong Mine area. This is a modern colliery around one mile southwest of Wulong yard, the mine produces coal for the power station east of the Wulong yard. The yards are full of SY Class Mikado's. Sometimes there are five to six 2-8-2's operating. They are busy working the yard, and making up coal trains that will go on the China Rail main lines. The line is not particularly photogenic, as the parallel main CN Rail is electrified, and has many poles alongside the yard of Fuxin. One has to make sure your back is to the main line if you don't want poles in your picture. The crews are friendly to rail fans, and even will invite you up in the cab for a trip to the open pit. Naturally it goes without saying, they are expecting a tip of about 20 yuan. However, the opencast pit is slowly disappearing, and the washery has now been demolished, and many of the lines in and around the pit either lifted or disused. Certainly by mid-summer this oasis in the desert will soon become a memory.

PINGZHUANG: This system has plenty of photographic potential with 100% steam operation on a deep mine system along with very attractive industrial background at the washery, along with some deep mines. The problem here is that trains rarely seem to run with good lighting conditions. So one has to improvise. Another problem is a seemingly imminent departure could turn into a several hours wait. But when you catch a departure, it seems the heavens open up and a giant light shines over head. The startups, as one English bloke said "are jolly good" which means you have died and gone to the big round house in the sky. There is a slight grade in the yard, and as the engine moves forward slowly with lots of slips which is pure heaven for the photographer. Then the engineer opens another notch which produces more slips until she grabs the rail. Sometimes the SY Class Mikados move so slowly, you can walk alongside the engine. These trains are headed toward Wufeng. Once again the yard master is friendly towards rail fans, provided of course, you leave him with the usual amount of goodies, then the place is yours.

KENYA-NAIROBI: Geoff's trains tours in London, England is offering some delicious delights for the adventurous steam aficionado. A special private powered train will embark on a 13 day excursion out of Nairobi to Bulawayo and Zimbabwe. This trip starts Wednesday May 18<sup>th</sup> in Nairobi where you will be staying at a first class hotel. Then the following morning you will board your train powered by a 2-8-4 Tribal Class locomotive #3020 named "Nyaturu" around the Nairobi region. The following day you make a run from Nairobi to Konza where the engine will be turned for the return trip back to Nairobi. This trip will be pulled by a Garratt #5918 a 4-6-4 + 4-6-4. Sat. May 21<sup>st</sup> photograph both #5918 and #2409 both Garratts shunting the yard in Nairobi, after lunch, a round trip with both Garratts to Mackara. After supper visit the yards at Nairobi for more yard moves, and a night photo session. Day five fly to Johannesburg, and on the following day, fly to Victoria Falls. Tues. May 24<sup>th</sup> Victoria Falls to Livingston in Zimbabwe. Behind a Class 15A 4-6-4 + 4-6-4 Garratt. Multiple run bys over Victoria Falls, and at the Maramba River, and the Livingston station. Return to Victoria Falls for a magnificent sunset cruise on the Zambizi River, with wildlife galore. Wed. 25<sup>th</sup> Thomson Junction to Victoria Falls behind a Class 15A 4-6-4 + 4-6-4 with special period coaches. Thurs. May 26<sup>th</sup> Victoria Falls to Thomson Junctions and return behind a Garratt 15A Class. This trip includes a trip to Hwange Colliery to see additional Garratts in operation Fri. May 27<sup>th</sup> Thomson Jct. to Dente only. Sat. May 28<sup>th</sup> Dente to Bulawayo with a Class 15A and a 16A 2-8-2 + 2-8-2 Garratt. Sun. May 28<sup>th</sup> Bulawayo to Cement with many runbys at Bulawayo Station. After lunch a Garratt 14<sup>th</sup> class 2-6-2 + 2-6-2 will make a round trip to Cement, and the end of the trip with night photo session at the Bulawayo Station. Fly to Johannesburg the following morning for connections home and totally exhausted!! But wait there's another trip right after that. Read next month's column. By the way, all trips from point a to point b will have multiple runbys. Please contact [geoffs-trains.com/south-africa](http://geoffs-trains.com/south-africa).

UNITED KINGDOM-YORK: Work continues at the DB Meiningen shop on repairs to Tornando's firebox. All replacement staybolts are in place with over half of the final welding required now completed. The replacement firebox side plate work has been drilled and fitted. Focus has now turned to the four foundations ring corners. When this is completed a hydraulic

## Stack Talk...continued by Neil Moran

test will be done to see if all the above repairs are o.k. During the past three months, planned winter maintenance was on schedule to the frame, wheels, cylinders and other movable parts. The repaint of Tornados into BR Brunswick Green is almost completed along with the exterior of the tender. Very soon the locomotive wheels, frame, cab and boiler cladding will be finished. Once Tornado's boiler has been reunited with it's frame that will be quickly followed by an in the frame steam test, and the rapid re-assembly of the locomotive. The engine will then conduct both light engine and loaded test runs early in May. As of now the first full excursions should take place Thursday May 26<sup>th</sup> with the Cathedral Express from Steam Dreams Tours from London to Bath and Bristol. This will be followed by trips to Edinburgh, Plymouth, and Carlisle to Canterbury.

CANADA-SQUAMISH: The former Canadian Pacific Royal Hudson #2860 4-6-4 owned by the Province of British Columbia is undergoing an extensive inspection. Chief Mechanical Officer Russ Grycan will inspect the flexible stay bolts while the boiler jacket and lagging are removed. Further interior work will be done at this time as needed. The 1940 built 4-6-4 ran excursions out of North Vancouver to Squamish from 1974 to 1999. And then retired with serious problems. She was returned to steam back in 2006.

UNITED STATES-WASHINGTON, MT. RAINIER RAMBLER: This pike is pleased to announce a special charter excursion on Sat. May 21<sup>st</sup> they will be operating a triple header out of Elbe, Washington starting at 11am across the Nisqually River Bridge at Mineral Lake for a catered BBQ lunch. After lunch, the triple header will then head down to the large wooden trestle at Divide where several photo runbys will take place. The engines used are Rayonier #2 a Willamette Geared Shay which was recently restored in 2099, the Westfork logging 3-truck Heisler, and Palson #70 a ex Baldwin 2-8-2 Mikado, Many photo stops will be taken throughout the day. For further information call 503 292-5055 or 1-800-717-0108.

COLORADO-GEORGETOWN LOOP RAILROAD: Former Colorado & Southern 2-6-0 #9 has been placed on static display in a park in Breckenridge Colorado. The engine was built back in 1884 by the Cooke Company, and was in service at the Georgetown Loop Railroad in 2006 after a complete overhaul paid for by the Colorado Historical Society. Unfortunately the mechanics at the Georgetown Loop RR discovered serious problems while inspecting #9. She had developed a very bad crack in her cylinder casting. This forced her removal from service for the remainder of that year, and has been sidelined ever since. Hence the move to display her at Breckenridge.

UTAH-HEEBER VALLEY RAILROAD: This operation for years has been having serious financial problems. It seems now that has all come to a head, and as of right now it doesn't look like this steam line will open the 2011 season. The Heeber Valley RR has carried thousands of riders for decades on this scenic line. With our country in a recession for some time now, reality has reared it's ugly head. Executive Director Mr. Craig Lacey said "that while the railroad isn't technically loosing money, increasing maintenance costs are continually putting our railroad into the red, the drop of customers hasn't helped either". Adding to the woes of the railroad is that ex Union Pacific #618 2-8-0 has been a problem for years. Restoring the locomotive isn't cheap, and it's costing them a tidy sum to run again. The railroad first operated there in 1899, taking passengers to various locations in the valley. Today this is a wonderful trip through the beautiful Wasatch mountains and past Deer Creek Lake into Vivian Park. Let us all think good thoughts that this Historic Railroad can chug on for this year!!

MARYLAND-CUMBELAND: To keep bringing tourists and money into the country the Western Maryland Scenic Railroad has to keep putting money into it's track and also maintain steam locomotive former Baldwin built 2-8-0 #734, the locomotive is also called "Mountain Thunder", and for those who have ridden behind her, you know why she is called that. Ridership was up substantially in the 2010 calendar year. A total of 38,000 passengers rode in 2010. Among the costs

## Stack Talk...continued by Neil Moran

facing the railroad are a regular program of maintenance of the #734. One big item facing MSRR will be the federal inspections that is mandatory and that will come in 2015. This work will run close to \$40,000. Hopefully grant funding will help a lot. Tie replacement is a never ending process and each year the railroad must replace a portion of 40,000 ties on the line. This year alone they have replaced 800 ties, and saved money using CSX rejected ties. These ties are still good and cost \$34 a piece, that saves more than \$9 per tie off the price of a new tie. As a special fund raiser the Western Maryland has added two photo specials Sat. April 30<sup>th</sup> and May 1<sup>st</sup>. The star performer will be ex Baldwin built 2-8-0 #734, also known as "Mountain Thunder". She will be pulling a consist of vintage freight equipment. There will be many many photo runbys during these days of course the most photogenic spots are Helmstetter Horse Shoe Curve, and the turntable shot up in Frostburg. For ticket prices , and further information contact Carl Franz at [CMFRR@aol.com](mailto:CMFRR@aol.com).

MICHIGAN-OWOSSO: Here is a progress report on Pere Marquette #1225 a 2-8-4 Berkshire that was built by Lima Locomotive Works, the locomotive was in service from 1941 until the railroad merged with C&O in 1947. She remained in service on C&O's Michigan line until 1951. Slated for scrapping , the #1225 was acquired by the Michigan State University in 1957 and placed on static display. In 1978 the Michigan State University Railroad Club formed the Michigan State Trust for Railroad Club Project #1225. Then in 1983 the engine was moved to the Ann Arbor Railroad Shop at Owosso. The locomotive moved under its own power in November 1985 for the first time since it's retirement in 1951. She is currently being prepared for future operations at the shop in Owosso. At the end of March much work has been done , the firebox stripped and contents stored in the tender. The tender has been moved into the shops alongside the Berkshire . All the super heaters have been removed and tubes have been removed. A good portion of the firebox will have to be replaced, while doing the ultrasound tests, crews took apart the cab by removing all the seats, controls, plumbing and brackets in the cab. Then work will begin on the running gear, but thats another story.

WEST VIRGINIA-ELKINS: This museum acquired two Baldwin 2-8-0's in 2005. For the past three years they have been in the process of restoring West Virginia #9 that was built in 1906. The West Virginia Railroad was a short line that ran from Kingwood to Tunnelton in Preston County W.V. It hauled coal for 105 years. The original plan was to restore the locomotive to operating condition, and to do major restoration. Later however, during the restoration process a number of problems were found that require serious repairs. To date museums volunteers have dismantled the engine, the cab and tender tank. These two items have been sent out to a factory for sand blasting, painting and repairs done on the tender frame. The running gear (wheels, axles and side rods) were taken to the Allegheny welding shop in Dakand, Maryland. They will also turn the wheels and axles, main axle bearings have been rebuilt or replaced as needed, and all side rods have been replaced. The boiler was taken to Sistersville Tank Works to repair the firebox or replace if everything goes according to plan the boiler was to be finished by March. The group hopes to have the #9 operational this spring. We wish them good fortune on the project.

TENNESSEE-CHATANOOGA: The Tennessee Valley Railroad Museum has announced that their rebuilding has come to a completion on the former Southern #630. As of the last week in March she has gone through serious testing with everything working well. Right now it's hauling passengers trains on the TVRM. It has been given a new paint job, the smokebox has been done in a Grey graphite color, while the engine and tender are painted solid black, and she really gleams in the sunlight. The next project for the TVRM is the former Southern Engine #4501 a 2-8-2 Mikado. Both these steam locomotives will join in the celebration of the return to steam on the Norfolk & Southern along with US Army #610. Its always nice to end the column on a high note isn't it.

Now its time to thank the people who took the time to send me most of the steam news you just read aboute. John Biehn (Dayton RR Society), Mike Eagleson (Glenridge-NJ), John Reilly (NRHS-NY), Rich Taylor (NRHS-NJ) and from your most humble servant in Steam.

UNTIL OUR TRACKS CROSS AGAIN

## ***THE LIRR MODELER by Mike Boland***

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

### ***PART 3 OF MODELING MP70B DOUBLE-DECKERS IN O SCALE***

Let's finish our O-scale resin-cast double-decker made by Joe of Island Modelworks (Model #4024) so we can get our MP70Bc—that's how the LIRR classed our model—into commuter service.

At the time of this writing, we're still not sure as to whether we will use scale or tinplate wheels on our model. We many want to use it as a static or stationary display; in this case, we would use scale wheels, available from Northwest Shortline.

If we decide to run our double-decker with our Lionel and MTH MP54s in O-gauge tinplate, then obviously, we will use tinplate rather than scale wheels.

Nonetheless, let's discuss what we need to add to our model to make it look more like the prototype. Some of these details are on the HO brass double-decker that was imported by NJ International almost four decades ago and some are not. Many of these items are in the super-detail category so let's start. (Since the double-decker is offered in HO scale resin, HO modelers can add the same items to make their model look more realistic; it's just a matter of working in a different scale. In fact, the HO scale models are very impressive-looking.)

On the roof of our double-decker, we sanded the curve of the roof to improve its appearance. As cast, it's a little too squarish. Also, the headlight housing must have its cover or flash removed from its opening so a piece of clear plastic can be inserted.

We also removed the two vents on the roof with a hobby knife and file since they appeared to be the incorrect size. Replace them with scratch-built vents made from scarp styrene. Use prototype photos here for measurements and specifications.

There are seams along the balloon roof that can be modeled.

The sides and ends of the car need to have these items added: red marker lights made from red jewels mounted in small styrene tubing; whistles painted bronze and formed from styrene rod; two vertical grabirons by the storm door; three safety chains across the storm door, if it is in a closed position, other-wise they can be overlooked; two horizontal grabs mounted at the bottom of the end sills; windshield wipers on the engineman's porthole after adding clear window material; passenger handrails on both sides of all four doors formed by brass piping; window guards at the bottom of each window along the upper tier of windows (make these from brass piping, too) and widening the buffer plate at the bottom of the storm door with styrene—the mold-ed buffer is too short and should be as wide as the width of the door above it.

We'll paint and letter our model next time.

Until then, happy modeling!



## ***THE HOLBAN HUMP...part 2 by J. J. Earl***

Well, the shanty that I wrote about last month did not burn down and the rest of the boys were playing cards in the crew room so I didn't get any shut-eye that night.

It wasn't long before the "Night Freight" was reported with sixty cars.

The night freight was officially the MA-22. MA was short for Metropolitan area.

This area stretched from Long Island City to Holban and on the Montauk Branch to Valley.. Any job with the MA prefix could only work these west end jobs. Outside of those limits, freight was worked with jobs with an "L" prefix.

The conductor on the MA 22 rode the hack to the hump where he "pulled the air" so that the hack was on the downward side of the hump. The hump engine was waiting in the track alongside of the Track where the train came in and the brakeman would uncouple the hack and bleed the air allowing the car to coast downhill and when it was clear of the switch ahead, the engine followed it down and coupled to it and took it back up the hump to put on the rear, or east end of the westbound train waiting for the '22' to run them back to Yard A.

To clarify these moves let me explain the layout of the yard. The hump had nine tracks that curved around from Hollis (east end) to Liberty ave. bridge at the top of the hump. Tracks three through nine were used for placing inbound trains. The first train of the day shoved their train onto number nine taking the rear car all the way to the bridge. Three to eight were filled up as the day went on. Track two remained clear so that any moves being made between Holban and Hillside had a clear track to move through. Track one was a single end track that was used for the storage of cars that would be used only occasionally, such as snow fighting equipment and cars slated for scrap.

The new train was rolled much like the previous lines of cars and soon they would finish. By that time, the L-42 was reported. They brought more cars from Yard A or Fresh Pond but their primary job was to pick up refrigerator cars (Reefers) to add to their own meat cars. In switching the hump, many reefers were sent along to be picked up later. The L-42 then proceeded to deliver to several meat houses along the main line as far as Mineola and back

Just about 6:00am, the hump crew was just about finished [many times they were not and worked into overtime] At that time, an engine and crew were on two hump with about five or six hacks. This was the Hillside job waiting for a chance to go down through the yard to the St Albans end of the yard. (since the yard ran between HOLLIS and st.aLBANs, the yard was named--well--look close.

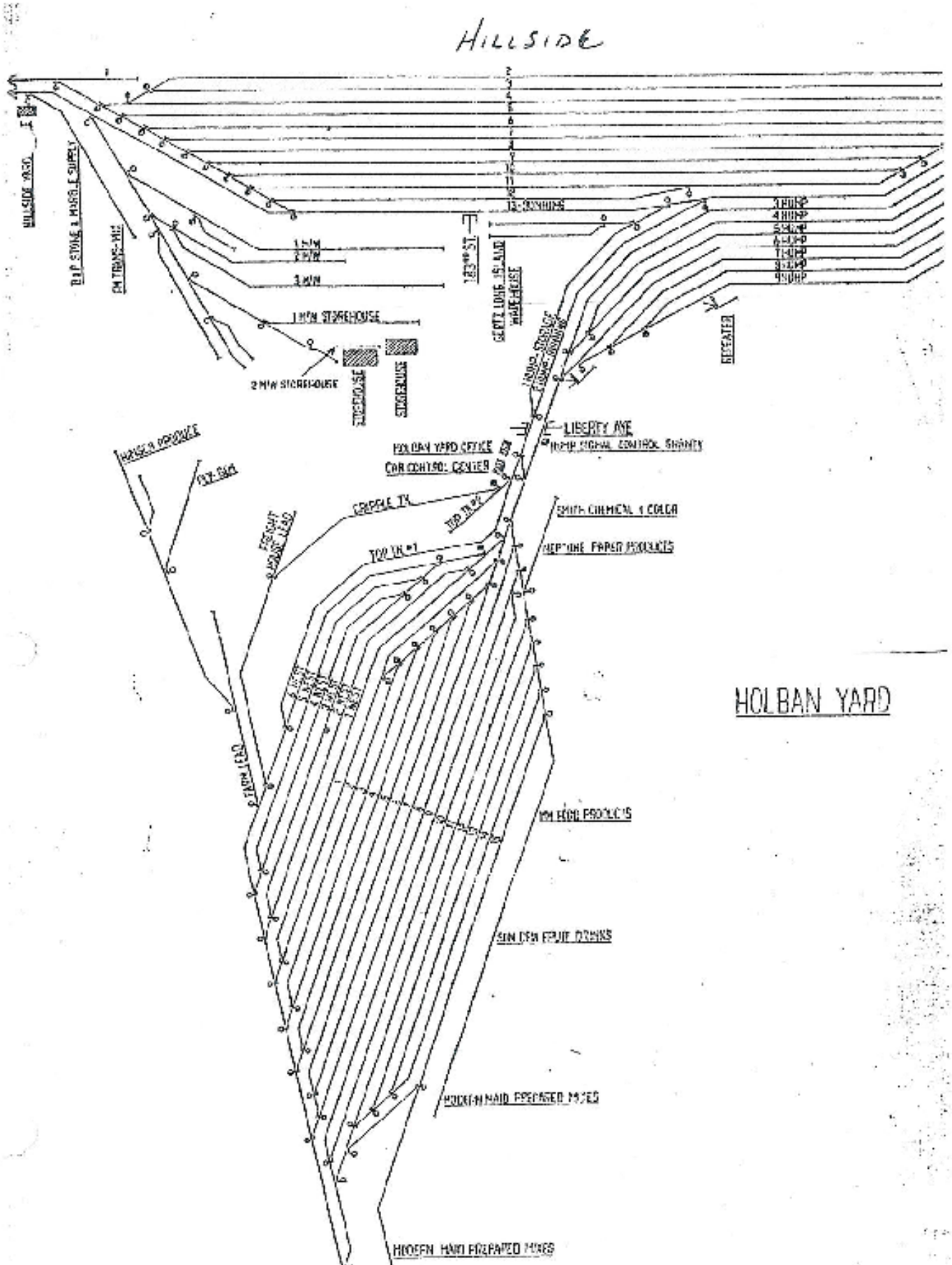
The Hillside job coupled the rear of freights for the morning and added the proper cabin cars (PRR designation) to the right trains. Mostly, cars being switched at the St Albans end were let go on the fly. In 1960 a young conductor on the Hillside job let fly for the far end of the yard with one of the brand new steel hacks when he was horrified to see the cars in the track next to the track he was aiming at was rolling back and the new hack received a long gash in it's brand new side.

Needless to say, the trainmaster was furious., however, the hack lasted another forty years and so did the young conductor.

I'll tell you more about Hillside next time







## Railroad Museum of Long Island by Don Fisher, President

April 9, 2011 has come and gone! Oh what a day! Sharon Freeman cut the ceremonial ribbon to RMLI's new "Freeman North Exhibit Hall" and close to two hundred-fifty patrons streamed inside to see the wonder of our permanent exhibit, "The Historic Lionel Visitors' Center Train Layout!"

This grand opening ceremony, complete with congratulations and a proclamation from Suffolk County Legislator Ed Romaine, best wishes from Riverhead Supervisor Sean Walter and the Town Board, outstanding spring weather and delicious cake and coffee, was a grand culmination of two years of hard, dedicated work by RMLI members. Lead by Vice President George Faeth, these volunteers have created a first class exhibit and attraction at the Museum. If you haven't seen it yet, do make plans to stop by during the 2011 season!

The Riverhead RMLI site is open on Saturdays only through May 21. Beginning Memorial Day Weekend, 28-29 May, both Greenport and Riverhead will be open every Saturday and Sunday through October 9, Columbus Day Weekend. Riverhead hours are 10 AM to 4 PM and Greenport is open from 11 AM to 4 PM. The Museum is not open on holidays. After Columbus Day, Riverhead will remain open on Saturdays through November 19.

The Spring RMLI Membership Meeting will be held at Greenport on Saturday, May 21 beginning at 1:30 PM. You are invited to hear reports from committee chairmen. See our 2011 exhibit, "Celebration of the Steam Locomotive," featuring the builders' photo collection of Mr. Alexander "Sandy" Bainbridge of East Hampton, NY.

View the work performed at the Greenport RMLI during the winter by our Wednesday night volunteers. You will find the gift shop has been completely remodeled and rearranged for more efficient operation. Thanks go to members George Summers, Jim Werner, Bob White, Steve Susic and Joe Capuano for a first rate job!

Back at Riverhead RMLI, we thank the members of the Long Island Garden Railway Society for their many hours of work donated to restoring and maintaining the "Freeman Garden Railway." Lead by LIGRS President, Dan Saporito and Past President, Ed Assaf, a hearty troop of volunteers trimmed the shrubs to look like trees, cultivated the ground, repaired the track and the bulkhead timbers, rebuilt the river and bridges and put buildings back together after the harsh winter of 2011! The Freeman Garden Railway will run in high style this coming summer!

During May, Ratsey Construction Company of Greenport, NY will re-shingle the second floor of the Riverhead RMLI Visitors' Center and replace the plate glass window on the south side of the building with a more historically accurate pair of double hung windows. This work is being completed with a NYS Governor's Initiative grant of \$7960.00. The first floor board and batten siding will be painted to match the Freeman North Exhibit Hall with an eye to the future to shingle the first floor.

This restoration work and color scheme has been approved by the Riverhead Town Landmarks Preservation Committee and the New York State Department of Parks, Recreation and Historic Preservation and is our attempt to keep our property historically accurate with past practices of the LIRR.

The RMLI Backshop received a new roll-up garage door in April. This completed the restoration and maintenance work on the Backshop by Lou Caruso, Scott McCarthy, Greg Kruszkeski and Anthony DeBellis. Lou will be leading the paint party on the RMLI Visitors' Center once the Ratsey crew has finished the second floor.

I am pleased to report that Suffolk County Legislator Ed Romaine was successful in securing a \$5,000.00 Suffolk County Ombudsman grant for the RMLI. These funds will be used to replace as much of the old security fence around the Museum as possible. It is the RMLI Board's plan to have that work completed by August, in time for the Riverhead Railroad Festival.

In closing I would like to invite you, member of the Long Island Sunrise Trail Chapter - NRHS, to join us and volunteer some time at the RMLI this summer. We would be very thankful for your help and you will be happy having a great time volunteering!

## Oyster Bay Railroad Museum by John Specce, President

The Oyster Bay Railroad Museum will present a Classic Railroad Memorabilia Sale on Sunday, May 15<sup>th</sup> from 10AM to 4PM at the historic railroad station on Railroad Plaza, Audrey Ave in Oyster Bay. Items offered for sale will include Railroad video tapes of regional railroads, steam, diesel and electric locomotives, traction, and boxed sets.

Over 1,000 magazines including Trains, CTC Board, Locomotive and Railway Preservation, Railfan and Railroad, Railpace and Classic Toy Trains. A large variety of HO rolling stock, many in original boxes, tracks and accessories memorabilia, framed photographs, artifacts and much more! All items will be priced to sell and all sales final.

For more information contact John Specce at 516 922-1693. This event is being held in conjunction with a "Classics Day in Oyster Bay". This relaxing day will feature classic boats, cars, motorcycles courtesy of Billy Joel's 20<sup>th</sup> Century Cycles and of course OBRM's rolling stock and turntable So come on down!

The M-1 has landed!

The morning of April 12<sup>th</sup> was marked by the long awaited announcement as to the final resting place of the four retired space shuttles. In Oyster Bay, we had bigger fish to fry as the Museum was taking delivery of another retired piece of technology, an M-1 Electric Cab Simulator. Under the supervision of Gary Farkash and Ben Jankowski, the crew of Fifth Industrial Corp did a superb job of gently positioning this important piece of railroad history in place at the display yard. The Simulator will afford the public (and especially youngsters) the opportunity to experience the cab of a modern passenger train – a wonderful experience!

Work continues on the turntable – on Saturday, April 9<sup>th</sup>, the shop crew along with donated machinery from bob Hotine of CD Crane hoisted the "arch" and secured it to the structure of the table. Work will continue in running electric lines, control stand and track with an anticipated completion sometime in late spring early summer 2011.

The "Spend A Day in Oyster Bay" program tourism initiative kicks off on May 31<sup>st</sup>, Memorial Day and will run through Labor Day on Fridays, Saturdays and Sundays from 10AM to 4PM. The LIRR will promote the program in their travel brochure with electronic displays at Penn, Flatbush and Jamaica stations. The program will provide tourists with a complimentary travel bag along with maps, brochures and discount coupons for local eating establishments, historical site, attractions and retail stores. Self guided tours are also part of the package.

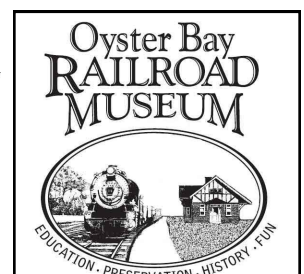
That's all for now and enjoy the wonderful spring weather!.



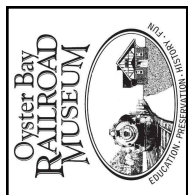
LONG ISLAND-  
SUNRISE TRAIL  
CHAPTER



NATIONAL RAILWAY HISTORICAL SOCIETY



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



## OYSTER BAY RAILROAD MUSEUM PRESENTS CLASSIC RAILROAD MEMORABILIA SALE

*Open to the General Public*

Sunday, May 15, from 10:00 a.m. to 4:00 p.m.  
Historic Oyster Bay Railroad Station  
Railroad Plaza, Audrey Ave., Oyster Bay, NY

### **Items for sale will include:**

Over 1,000 magazines including *Trains*, *CTC Board*, *Locomotive and Railway Preservation*, *Railfan & Railroad*, *Railpace*, *Classic Toy Trains*

Video tapes including regional rail lines, electric and traction, special boxed sets

Large variety of Ho equipment, many in original boxes  
Locomotives, passenger cars, track and accessories  
Memorabilia, artifacts and much more!

**ALL ITEMS PRICED TO SELL AND ALL SALES FINAL.**  
**For more info, call the Museum at (516) 558-7036.**