

# SEMAPHORE

## April 2010

The next meeting of LIST will be on **Friday, April 16th** 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 Marc Pitanza. His presentation is titled "Staten Island Railroads".

### NEXT MONTH

The May presenter will be Neil Moran with a movie on the SP Daylight.

### IN THIS ISSUE:

Page 2	LIST Happenings
Page 3	LIST Order Form
Page 4	Another Special Offer from RMLI
Page 5	Notes from an Old Timetable
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:**

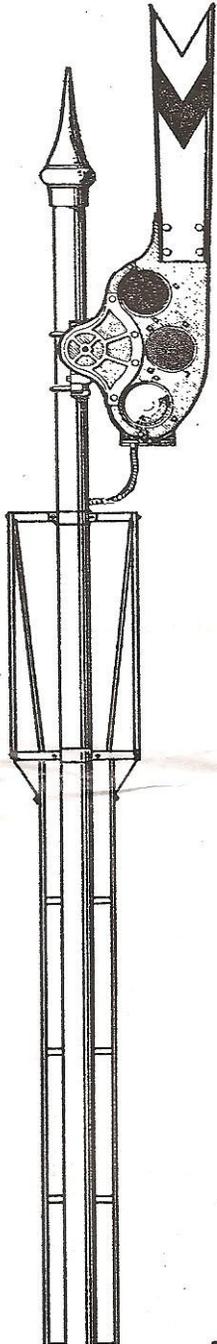
**<http://www.nrhs-list.org>**

**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

ALL ABOARD FOR THE CONEY ISLAND SHOP TOUR – LAST CALL!!!! Mike Hanna is the conductor for this tour and the train [tour] will be leaving at 11:00 AM on April 24<sup>th</sup>. As previously noted, the cost is \$5 for LIST members and \$15 for non-member guests. Please buy your tickets in advance ASAP by mailing your check to our P.O Box.

Directions – From LI, Belt Parkway West to Exit 7A [Shell Road/Coney Island] drive parallel to the parkway to McDonald Avenue. Right on McDonald Ave to Avenue X. Go approx. 1,000' make a U turn and park in front of the shop. Meet at 11:00 AM at the front entrance to the shop. Please be on time as we will start the tour promptly at 11:00. NO SNEAKERS allowed, please wear work boots or shoes.

The Chapter purchased copies of Art Erdman's new LIRR book. It is "Long Island Rail Road, in color, 1949-1966." The list price is \$59.99. The cost for LIST members is \$48. Please refer to the LIST order form in this edition of the Semaphore. I have copies in stock for immediate shipping.

Babylon Town will be opening a new Museum of June 11<sup>th</sup> in the Old Town Hall in Babylon Village. As I mentioned in prior editions of the Semaphore, items are needed for the premiere exhibition. Categories such as LIRR tickets, timetables and tools will be featured. Lanterns, locks and keys will be another category. Models of LIRR rolling stock will also be featured. All of the items noted above will be in locked display cases with security cameras monitoring the room. Please contact Mary Cascone at the Town of Babylon as noted in this edition of the Semaphore. The people loaning the items will be duly recognized. Please help so that this exhibition will be noted as a memorable one.

We are initiating a new member drive. We have found that referrals are the best source of new members. Starting now until the end of 2010, any current member who refers THREE [3] new candidates for membership in our Chapter will have their ENTIRE DUES [\$46] paid for next year, 2011. The new candidates must be paid up members by the end of 2010. Any category of membership will qualify. If you need application forms, please call or e mail me and I will send or e mail them to you.

At the March meeting, we sold the last LIRR 175<sup>th</sup> Anniversary commemorative lantern. All 80 are now sold. This is truly a collector's piece. Thanks to Mark Heavy at the MTA Licensing Dept who assisted in the production of this item.

If you are interested in a trip on the NJ Transit River Line to Camden and the shops there, please let me know so I can inform John Kilbride so we have an idea as to how many people might attend. Please let me know ASAP! We would like to have the tour in June.

If you wish to contact me regarding any of the above noted items, my telephone number is 631-487-4766 and my e mail address is [csquigley@optonline.net](mailto:csquigley@optonline.net).

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 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.

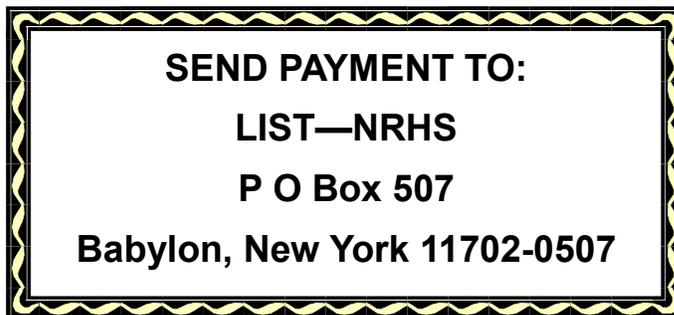
Shipping for 2 to 5 calendars, please add a total of \$5.00  
Shipping for 1 to 3 pins, \$1

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



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

## RAILROAD MUSEUM of LONG ISLAND RIVERHEAD VISITOR'S CENTER 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 operating; maintenance; and repair of the former Lionel Visitor's Center Layout now located at the Railroad Museum of Long Island.

The Lionel Corp. maintained a showroom at 15 E. 26<sup>th</sup> Street in New York until it's 1964 shutdown. The layout was then disassembled and stored in pieces on top of another in a warehouse somewhere in New Jersey, whereby it eventually disintegrated to the point that it was impractical to repair, and was eventually trashed. In 1991, a group of Lionel LTI employees built, on a volunteer basis at the Mount Clemens, Michigan corporate offices, a display that evoked the classic 1949 design of the original layout. It featured a 14-foot by 40-foot layout with seven running trains and 37 operating accessories. It officially opened to the public on Feb. 19, 1992 and was closed on June 20, 2008.

"The Magic Lives On..." In February of 2009, volunteers from the RMLI went to the closed LVC to review how to disassemble and move this layout to Long Island. On April 7, 2009, RMLI received an official letter from Lionel LLC donating the Visitor's Center Layout to the RMLI for the purpose of its continued display to the public by the Museum. It was decided to purchase a 40-foot container, install 68 eight-foot 2 x 4s for shelving and have it loaded on a truck to bring the layout back to Riverhead N.Y. in fifteen pieces. In early May 2009 a group of RMLI volunteers went back to Michigan and accomplished this task, which took about a week. The total weight of the layout was a little over seven thousand pounds.

To commemorate the Grand Opening of the former Lionel Visitor's Center at its new location in Riverhead, N.Y., the RMLI has created this Lionel factory produced 6464 style boxcar (6-52571) in "O" Gauge. It features die-cast metal sprung trucks and will come in a **unique blue box**, the same as our recently released 175<sup>th</sup> Anniversary LIRR 6464 boxcar (52548)

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

**Orders must be received by August 1, 2010.** Anticipated delivery is expected to be April 2011. Cost of the car is \$60.00 "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**

I would like to order \_\_\_\_\_ Riverhead Visitor's Center boxcar(s) at \$60.00 each (Price includes shipping) \$ \_\_\_\_\_

New York State Residents Only Add Sales Tax of \$5.18 per car purchase \$ \_\_\_\_\_

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

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

Name \_\_\_\_\_ Phone No. \_\_\_\_\_

Address \_\_\_\_\_

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

Email address: \_\_\_\_\_

## Notes from an Old Timetable by Bob Sturm

### NOTES FROM AN OLD PUBLIC TIMETABLE    No. 51 June 27, 1895    OYSTER BAY AND PORT JEFFERSON BRANCHES

This pocket timetable, printed by the American Banknote Company at the height of the Austin Corbin era, provides a snapshot of LIRR operations in the time immediately prior to the PRR takeover in 1900. Corbin had invested heavily in track, signal and rolling stock improvements and traffic was expanding. The railroad industry in general and the LIRR were rapidly approaching the "Golden Age".

The two branches represented in this handy publication indicate that Oyster Bay service scheduled 19 weekday (Monday through Saturday) trains, while only 6 were carded to Wading River and 4 to "old" Northport. (The latter station was an early terminal of the branch and was situated in town.)

Train numbering in 1895 appears somewhat idiosyncratic in that there is no apparent system of assigning blocks of numbers to a specific branch, and westbound trains are assigned even numbers, which is contrary to the current convention of "even-east".

Running times between Jamaica and Oyster Bay are +or- 56 min., although most do not stop at Greenvale. Jamaica to Port Jefferson is shown to take +or- 2hrs. Connections are shown for infrequent trains to and from Bushwick and for no fewer than three ferry terminals in Manhattan; 34<sup>th</sup> St., Chambers St. and Pier 18. The Sunday night westbound train from "old" Northport is designated as a milk train, with plenty of running time to allow for it.

What is not shown on this pocket timetable are the locations of "meets" on what was to a great extent single-track right of way. That information would be contained in the employee's operating timetable. What is shown is the following note:

### NOTES FROM AN OLD [BUT ELABORATE] PUBLIC TIMETABLE

MAY 21, 1917

FORM 1

Form 1 was the designation for the LIRR system wide public timetable and contained schedules for all branches. Accordingly, it consisted, in this case, of no fewer than 36 pages and an elaborate cover featuring a color map of Long Island superimposed with all the branch lines and a rising blazing sun. The amount of information contained within the document is nothing less than staggering. The only schedules omitted are those for the rapid transit services between Flatbush Avenue and Queens [Village].

Some of the information supplied with the typical schedule data are the following items:

A map of Manhattan showing subway, elevated, Hudson Tubes [PATH] and trolley lines.

Schedules of ferry boats.        Stage [coach], boat and trolley connections.

An index of ALL stations referring to eastward and westward train schedule pages.

A center-fold system map showing all branches, stations and the route of the Huntington Electric [trolley] Railroad between Amityville and Huntington/Melville via what is today Route 110.

Trolley service via Northport Traction Co., Nassau County Railway Co. [Sea Cliff] and the Glen Cove Railroad Co.

Connecting train service between Rockaway and Long Beach via Valley Stream.        Train connections at Woodside.

Quotations from books, letters and speeches from Woodrow Wilson, William Howard Taft and Theodore Roosevelt regarding railroad regulation by the Federal government rather than the individual states.

Absent from this document is any representation of the familiar Keystone herald, in spite of the fact that the PRR had controlled the LIRR for 17 years. On the other hand, it is used as a vehicle for the promotion of Long Island as both a place to live and a vacation destination. The LIRR is described as "The Tunnel Route to the Suburbs" and as the "Tunnel Route to the Seashore." The climate is "... noted for its freedom from miasmatic influences ..." and "... the absence of malaria..."

The preparation of this document must have employed an army of clerks and proofreaders and a major printing and

## Stack Talk by Neil Moran

Well hasn't this been the winter of our discontent. Be patient good people, I promise you, Spring is just around the corner!!

CHINA: PINDINGSHAN: Just last month I wrote about this location still using a dozen SY Class Mikados. Well, you can kiss those engines " Goodbye". In less than a month, the owner of the steel mill converted to diesels. So now all that remains of the Mikados is two, and these are kept in reserve should any of the new "boxes" break down. An English group discovered this as their chartered van moved past the gates, and saw no steam engines. They inquired at the main office, and were told that all the steam ended two days prior to their visit. Upon hearing this the head of the group said "were leaving, we don't shoot bloody boxes".

SANDAOLING: This coal mine operation still has one of the largest amount of locomotives left in China. Presently, there are four SY Class Mikados running, plus 18 JS Mikados under steam. What keeps this power going is that the mine company does major overhauls in their own shop near Nanzhan, and wash out the boilers including small maintenance tasks every four weeks. Four crews per engine, all working three weeks at a time in twelve hour shift. Week four is free time. (try that over here). The operation heading west to Xibolizhan has seven tracks hauling stone to stone dumps. The wonderful thing about this railway is that there are close to 200 trains (yes thats right) per day, 24 hours a day. There are eight trains hauling stone, and they make four runs up and down during their twelve hour shift. They also have two daily worker trains as 8:40 and 12:40 from Dongbolizhan to Xibolizhan. Last year they provided 2.4 million tons of coal, and have a staff of 3,244. It is predicted that the mine will stay open until 2020. But the steam engines will be gone by the end of this year. This is a "paradise lost" for the steam fan. The guards are friendly, as long as you show them proper identification. And, oh yes don't come in empty handed.

UNITED KINGDOM – SHILDON: "Locomotion" The National Railway Museum in Shildon and the A1 steam locomotive trusts "Tornado" will visit this museum in April. The dates are April 24 to April 30. Members of this peppercorn Class A1 Pacific #60163 will talk about the history of this engine. After the lectures, people will be allowed up in the cab to view all the controls and talk to the crew. The following day at an evening dinner, trust director of engineering, David Elliott will give a talk covering the epic story of how a conversation in a pub turned into a long struggle to build the "Tornado". On Saturday May 1<sup>st</sup>, Sunday May 2<sup>nd</sup>, and Monday May 3<sup>rd</sup>, the Pacific will be the star of the fabulous "North Eastern Giants of Steam" gala event on locomotion, along with "Tornado" on display will be a K1 Class #62005 "Lord of the Isles", Furness Railway #20 built in 1863, England's oldest working standard guage locomotive in operation. Then there is #60023 "Joem" built in Darlington, and just restored to a working locomotive. All of these engines will make light moves around the museums property, and in some instances run excursions to neighboring towns. Serious rail fans will also have the opportunity to take photographs of each engine before sunrise to get early morning glint shots, then climb into the cab before the driver runs around the museums track. Something a little different.

POLAND – WOLSZTYN: This city is planning an extravaganza that will knock your socks off if you are a lover of steam. Nineteen standard guage steam locomotives around Europe are expected to appear for this years "Wolsztyn Steam Parade" held on May 1<sup>st</sup> 2010. The city is located about 100 miles east of the Polish/German border and only a four to five hour ride from Berlin. The day long steam parade actually will start on May 1, but if you can get there a day or two before the parade, you can catch most of the locomotives coming into Wolsztyn on various railroads. On that day too you can see them all being serviced to be ready for the big day. The day long steam parade includes short 30 to 45 minute excursions, along with a two hour parade of steam using two mainline tracks through the city, with locomotives running single, doubleheaded, and quadrupled sequences, as well as "race" sequences that will use both tracks simultaneously. Rail fans can combine a visit to this gala, with opportunities to run or fire a Polish engines pulling regularly scheduled trains at speeds up to 63 mph as part of an eight day package offered by Steam Dream Tours. Engines planned to participate in this parade are five locomotives based in Wolsztyn include a pair of 2-6-2s, and 4-6-2 "Beautiful Helena", three engines from southern Poland (including a 2-10-0, and a 2-8-2), five engines from Germany including three 4-6-2's, one with 86 drivers, as well as a 2-10-0, plus two engines a piece from Hungary, Slovakia, and the Czech Republic. The event figures to draw about 10,000 people. The line forms on the right for the kielbasi, pirogies, and cabbage soup, and oh yes don't forget that Polish beer.

## Stack Talk...continued by Neil Moran

**SOUTH AFRICAN – SANDSTONE:** This museum has 22 operational steam locomotives to choose from. They have seven narrow guage steam engines including a ex SAR N66 16 Class 2-8-2 + 2-8-2 to ex – Sena Sugar industrial locomotives from Mozambique. Also on the property are NGG16 Class #113 and 133, NG15 and a 17th Class 4-6-4 + 4-6-4s, along with NG4 Class 4-8-2 “Falcon”, also there is a BR 7 Class 4-6-2 #14. When tours from Japan and Europe come to Sandstone, it is mostly the Garratt engines that head the excursions. The English have a great fondness for Garratts.

**UMGENI STEAM RAILWAY – KWA ZULU NATAL:** After months of hard work trying to replace all the missing parts of stolen pipe work, and other mechanical units, the workers have achieved their goal of getting Class 3BR #1486 a 4-8-2 back to running condition. She has recently received her boiler certificate. The museums 14R Class #1576 a 4-8-2 has been moved to Kloof, and hopefully will be repaired.

**UNITED STATES – CALIFORNIA, SUNOL:** Just last month the Niles Canyon Railway conducted a steam fest with Quincy Railroad #2 Robert Dollars #3, Granite Rock #10, and Mason County Logging #7 during the three day steam festival. These smaller engines performed well and the large crowd that attending gave the railway high marks for putting on a great show then on March 27-28 the NCR had ex S.P. 4-6-2 #2472 run for two days. The theme was “Spring – Steam in the Canyon”

**WYOMING – CHEYENNE:** Union Pacific kicks off its season with a steam special down to Harlingen, Texas titled “The Pioneer”. This trip starts April 2<sup>nd</sup> out of Cheyenne, and returns on April 29<sup>th</sup>. Details of this trip, and what engine is pulling the train has not been announced by U.P. Both Challenger #3985 and #844 are both fit and ready for duty.

**OREGON – SUMPTER:** Thanks to an anonymous donor the Sumpter Valley Railroad is now overhauling its 2-8-2 #19 built in 1920. The \$50,000 donation will go towards its restoration, and the cost could exceed \$250,000 after disassembly and fully inspected. Originally, this 3-Foot guage engine was rebuilt at the Brooklyn Shops in Portland, and returned to service in 1960. The current overhaul will be done at the Sumpter Valley Shops at McEwen. Heisler # 3, a rare woodburning geared steam locomotive will be the main operating engine for this Spring 2010. Both #19 and #3 are original logging locomotives that operated between Baker City and Prairie City.

**WEST VIRGINIA – ROMNEY:** The Potomac Eagle Scenic Railroad is planning a three day weekend featuring rides behind vintage steam and diesel locomotives, model train layouts, and vendors. “One Hundred Years of Rails”, thats what it is called and it celebrates the Centennial of the B&O Railroad coming to Petersburg W. Va. The dates are June 25-27<sup>th</sup> 2010, on the 52 mile of track state owned South Branch Valley Railroad. The long weekend will include day long trips on Friday and Sunday between Romney and Petersburg hauled by Western Maryland Scenic Railroad #734 a 2-8-0 Consol out of Cumberland, Maryland. On Saturday there is hourly trips between Petersburg and Moorefield powered by New Hope Valley Railway a 0-4-0 T #17 and a 20 minute ride which passengers can run the privately owned ex-FLA66 Coal Co. 0-4-0 T #75 all three days. Festivities include night photo shoots on Fri. and Sat., cab tours and rides on a 1/8<sup>th</sup> scale miniature train, tickets can be ordered at [www.wvrails2010.com](http://www.wvrails2010.com), or by mail from Potomac Valley Railway, 2306 35<sup>th</sup> St, Parkersburg, W. Va. 26104. Yo all come down for a good time, and hear some fiddle music Ya Hear!

**WEST VIRGINIA – CASS:** On your way to Romney come down to Cass a few days earlier, because the Cass Railfan Weekend will take place from May 21-23<sup>rd</sup>. Thats three days of mountain railroading. They will feature, photo runbys, night photo sessions and good hospitality. Fri May 21<sup>st</sup> a steam powered passenger train will leave for Whittaker, Camp. Several runbys will be staged at the Whittaker Camp siding, after returning to Cass, a night photo session will be held. Sat May 22, leave Cass and meet a log train at Old Spruce Junction for photo runbys. More runbys at Oats Creek, after engines take water. Then up to Bald Knob where more photo runbys will be held, and also on the return back to Cass. Sunday May 23, a triple header runby will be held, plus a race with all three locomotives involved, then its on to Gum Field for many more runbys. Certainly a steam filled weekend with lots of smoke, whistle blowing, and thunder on the mountain. Call 800-225-5982. Ticket price is \$200. for all three days. A Bargain !!

## Stack Talk...continued by Neil Moran

**TENNESSEE – CHATTANOOGA:** Restoration work continues at the Tennessee Valley Railroad and Museum on steam locomotive #630 a 2-8-0. Last January the Consol was rolled out of the shop to allow her new tender to be spotted behind the cab for evaluation. Especially since #630s tender tank has deteriorated. The tender was leaking when last used in 1989. The museum has decided to build a new tank and place it on #4501 tender frame. This was not the tender that #4501 was using most recently. That tender is from a larger Central of Georgia Locomotive which was outfitted for #4501 in the early seventies. A new welded tank was provided by the Norfolk Southern excursion program in the mid eighties. Estimates for this new tender came to around \$100,000 to \$200,000. TVRM may elect to order a customized "kit" and fabricate it on property. This will take a substantial investment in time and money.

**TENNESSEE – HAMPTON:** The Dog River Gorge is a Christian youth camp that runs trains on a former three foot gauge (original Tweetsie) line near Hampton. Presently, they are restoring a Vulcan 0-4-0 T, which is now being converted to a 2-4-2 T, the line is very scenic with 4% grades, rock walls, tunnels, and bridges. It reminds one of an east coast version of the Durango and Silverton highline. After the railroad abandoned the line in 1950, about two miles of track was restored through the gorge in the late 60's. Unfortunately, that didn't last to long. The Doe River Gorge Camp eventually acquired the property, and started running trains for their youth camp in the late 90's. They are slowly rehabilitating the railroad from 2000 to 2003, they had a steam engine "Rachel" from Opryland in operation. That engine is now stored in Grapevine, Texas. The Doe River Gorge opens the camp to the public several days throughout the year for rides.

**OKLAHOMA – BARTLESVILLE:** Atchison, Topeka & Santa Fe 2-10-2 steam engine No 940 will be moved to a new display location at Bartlesville's historic Santa Fe station. The locomotive is currently displayed in a local park, and preservationists are hoping to raise money to cosmetically restore the engine. The city bought #940 in 1956 for \$1 to save it from scrap, and it sat in Johnstone Park ever since. The 106 year old engine was moved over a four day period starting Dec 7<sup>th</sup>. For more information, visit <http://bartlesvillelocomotive.org>.

**WISCONSIN – WAUKESHA:** TRAINS magazine has awarded its 2009 Preservation Award of \$10,000 to the Pacific Locomotive Association for its restoration of a 1924-built Clover Valley Lumber Co. The 2-6-6-2T No. 4 for operation on the Niles Canyon Railway in the Bay Area of California. The engine was selected from more than 75 applications that were received from across North America. No. 4 was one of 36 logging Mallets Baldwin built, and this engine was one of the first split tank versions that would become the most popular model. The engine is the only remaining tank Mallet built for service in California. One similar engine operates in the U.S. The No. 110 at South Dakota's Black Hills Central. The locomotive operated out of Loyalton, Calif., near Portola. Feather River Lumber Co., which purchased the logging company in the late 1950's, kept the railroad in operation until late 1957, closed the line, and sent No. 4 to Reno, Nev., for stationary boiler service. The Pacific Locomotive Association acquired the engine in 1973 and after repairs, went into service at the association's operation at Castro Point in 1978. The engine last ran in 1985. The Clover Valley engine meets the association's goal of preserving California short line history, and has a record of being a crowd-pleaser in the preservation era. Work started in 2007 and the TRAINS grant will speed the day when this fine locomotive is teaching another generation about the magnificent locomotives that moved the nation's commerce.

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 7***

We spoke about the Long Island's flat-roof PB54 passenger-baggage combines last time since it just came out so we decided to work on this car this month since we want to spend a lot of time working on the P54 coach before the last car in this series—the BM62—appears. So, let's get to work.

The two major modifications that need to be made are: 1.) raising the single window in the baggage compartment to match the prototype and 2.) increase the height of the baggage door by cutting into the letterboard from the bottom. Both of these tasks can be done with a file and a hobby knife with some Evergreen styrene. You'll have to touch up your work with some paint but that's a little later.

Much like some of their MU counterparts (at least 1371 through 1399 as they were originally numbered), these cars had a higher window than the row of windows located in the passenger section of the car; these windows rested on the bottom of the window belt. This was probably for the comfort of the engineman so we don't know why the steam version of this car has the same feature, except to believe that there was always the possibility that these cars could be converted to MU service after being motorized. So that's our guess as to why these cars have this feature; it is a little unusual since all other head cars in both MU and steam versions have their side end windows along the belt rail. It's very strange, especially when a small number of the earlier MU MPB54 combines also had a low engineman's window.

So you will have to remove the roof and lighting section in order to remove the transparent window material to work on this window. At the bottom of the window, you will have to add a small piece of styrene to "raise" the window. Use a thick piece of styrene and cut to fit, making sure it is as flush to the rest of the car side and belt rail as possible. You'll paint the piece later. (We couldn't find our HO scale ruler in time to use in conjunction with this article but we'll pass along the measurement when we can. Just remember the window keeps its original measurements; it's just sliding up the side of the car a little.

After this is done, we have some cutting to do. Use a hobby knife and notch the top of the window by going a little higher and then cut across. This cut runs just below the rivet line and keeps the window the same shape but raising it by a few inches. You may have to use a new piece of see-through or transparent plastic to use here as window material. Don't forget to add the drip-strip from thin styrene.

Next is the extension of the baggage door height within the baggage compartment. The height has to be made higher, so extend it higher by cutting with a hobby knife. You may have to sand or file the cut. You may also have to extend the baggage door to cover the gap; do this with styrene. You can make the cut by scoring it again and again; use strip styrene or hobby putty to fill in any gaps. Remember, the height of the door—as shown in LIRR equipment drawings—is an even 6 feet.

This door modification will take some time but make the car look more realistic.

Next time we'll work on the ends, underbody and roof of the car. We can't wait for the BM62 to arrive since we've got a special project for this car: making one of our favorite headend MU cars, MBM62s 1209 and 1210.

That's it for now. We hope to give you the specific measurements next time, when we either find our ruler or buy a new one. Until next time, happy modeling. And thank you Con-Cor, for making another very realistic model. Keep 'em coming!

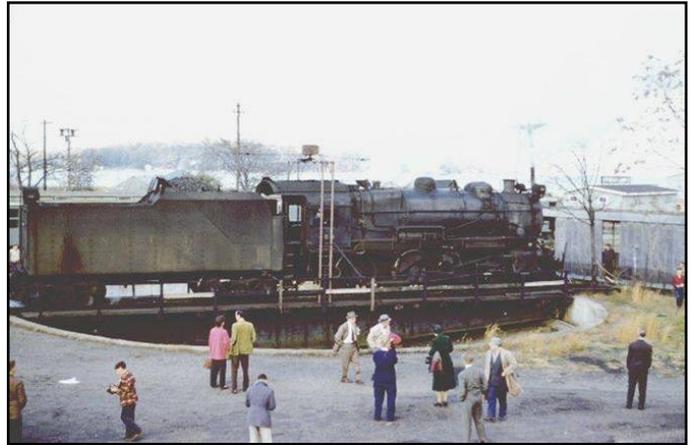


## The Oyster Bay Railroad Museum by Gary Farkash

### The Oyster Bay Turntable

When the Friends of Locomotive #35 (FOL#35) first proposed a museum in Oyster Bay, a site needed to be found. Through a local businessman, we found out that the Town of Oyster Bay (TOB) & the LIRR had already drawn up a plan for the relocation of the station platform and a renovation of the yard which would have allowed for an "historic train" display.

Fortunately, as we were beginning our research, we were able to get a meeting with the current (then) president of the LIRR who was gracious enough to show us the plans for the redevelopment of the Oyster Bay train yard which was being finalized.



*G-5s on Oyster Bay Turntable, 1955*

As was planned years ago, the LIRR was being forced to comply with federal and state regulations to have only high level platforms (ada compliance). Maintenance on the Oyster Bay station building was being deferred so it could be knocked down for more commuter parking and the relocation of the old yards tracks allowed for the demolition of the turntable.

Working with the TOB, we were able to have the LIRR separate a section of the yard according to their plans and have the town lease the land and at the same time, start the process to save the "old" station and donate it to the town.

The turntable was decommissioned after 1980 and the rails were removed and piled up on the outside of the pit in preparation for its destruction.

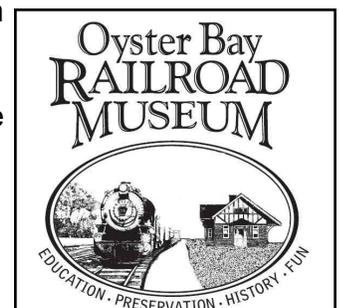
In 2005, the turntable and the train station were federally registered on the National Registry of Historic Places so they could not be destroyed.

In 2006, the former group, FOL#35, now reorganized as the Oyster Bay Railroad Museum, started the long process of preparing a request for proposal and with the help of one of our members, Sam Berliner, a contractor was found who could re-build our turntable's electrical system. We contracted out the removal and replacement of the concrete and ties and the sandblasting and repainting of the bridge. With help from a Museum supporter, Lou D'arpa, the bridge ties were removed intact and at the time of this writing, we are awaiting delivery on a new batch of ties for the bridge.

In 2010, less than a year after we replaced the ring rails in the pit, we will be re-installing the motor frame assembly, ties and rails and replacing the electrical system on the turntable in preparation for its grand reopening!

The Oyster Bay Railroad

Museum...Preserving the Past for the Future!



## The Railroad Museum of Long Island by Don Fisher

At the RMLI 2010 Educational Forum on March 20, Sam Berliner III did an outstanding job of detailing the history of the Long Island Rail Road's earliest efforts at dieselization. The fascinating story of these early Alco, General Electric, Ingersoll Rand (AGEIR) machines and one other by Baldwin/Westinghouse was an eye opener for this writer. Sam's presentation gave me a start when I realized I had actually been inside the sister machine to the LIRR #401 and #402 at the B&O Museum in Baltimore. Little did I know of the heritage of that diesel electric and its relationship to Long Island's railroading history. Next time I visit the B&O I will gaze upon that engine with renewed wonder and respect. Thank you to Sam for a wonderful program.

By the time you read this article in the Semaphore gentle reader, the RMLI will have opened for the 2010 visitor's season at Riverhead. Leading up to this, the Museum has been a beehive of activity. With sunny days of Spring upon us, Museum Volunteers have been busy!

The World's Fair Train Committee serviced the Alan Herschel G-16 locomotive early in the morning of March 20<sup>th</sup> before Sam's talk. The following weekend they were on their knees and their backs adjusting and calibrating air brake cylinders, setting the travel necessary to properly operate the brake shoes. In the afternoon a hardy group of volunteers were out on the mainline replacing rotted railroad ties. A "Tip O' The Hat" to Greg Kruszkeski, Steve Sucic, Anthony DeBellis, John Thompson and Rich Gordard for a job well done!

Rob and Dave Viscardi volunteered to replace the ailing steering column in our Ford F-350 pickup snowplow. We have had trouble with the twenty-five year old column since last summer, not wanting to shift and causing all sorts of electrical grief with an arthritic wiring harness inside. Those issues are behind us now and with some maintenance on the carburetor, new points, plugs and wires, the old girl, (historic in her own right), is running like a top!

Bonnie Cornett and her assistant George have been hard at work on the RMLI Gardens. It's this time of year when the "gardener's touch" Springs Eternal and Bonnie's "green thumb" is forever present in the RMLI plantings and flower urns all about the property. When you visit RMLI this year, please notice the garden alongside the World's Fair Train Station and pause to enjoy the view!

With clearing weather, Lou Caruso and Scott McCarthy have once again started work on our backshops. In the Fall these volunteers scraped and sanded the building's exterior and replaced rotted window sills and decorative trim all around. With warmer temperatures, fresh paint has been applied and the backshops are looking better than ever!

The new body work on BEDT #16 has been etched, primed and painted. Crane estimates have been received and the plan is to remount the engine on her drive wheels in early July. In the mean time, the wheel sets and journal bearings will be brought forward from their resting place alongside the south fence and they will be cleaned, polished, lubricated and painted in preparation for assembly onto the locomotive. Thank you to the L.I.S.T Chapter NRHS for supporting this cosmetic restoration with a \$1,000.00 grant. Your assistance goes a long way toward stabilizing and preserving this historic engine for years to come.

If you have ever applied for a building permit to renovate or add on to your home or business, you can relate to the challenges and need for patience that comes with that exercise. The RMLI is no different. Our plans to renovate our north Freeman Building for the LIONEL Visitor's Center train layout have slowly been proceeding through the Riverhead Town Building Department and the various planning and review boards within Town Government. To that end, I had a most pleasant experience meeting with the Riverhead Town Landmarks Preservation Commission Chairman, Mr. Richard Wines. We had no idea the Museum property was within Riverhead Town's Historic District but we are very happy that we are. We have now asked to be included in the Commission's plans to designate Griffing Avenue as a New York State Historic District and further be added to the National Registry of Historic Places. All this on the path to a wonderful new model train attraction at the RMLI!

Do plan to spend some time with us this summer, maybe at the Riverhead Railroad Festival on August 28 and 29 or during the book launch for "Miles of Smiles, Roxey the Long Island Rail Road Dog" on June 12. Whenever you come to RMLI we'll be happy to see you!



Until then, "All Aboard -  
Clear Block Ahead!"



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

---

### 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)