

SEMAPHORE

May 2010

The next meeting of LIST will be on **Friday, May 21st** at 8:00pm at the Christ Episcopal Church, South Carll Avenue and Prospect Street, Babylon, New York.

THIS MONTH:

Unfortunately, Neil Moran had to cancel his planned presentation for May.

This month's presentation will be given by Allan Roberts who will be showing some of his LIRR movie footage as well as some of his outstanding rail pictures from fallen flag RR's in the northeast from the last century.

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

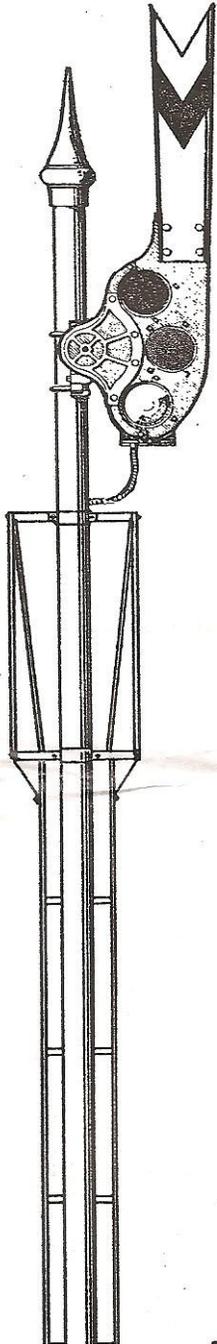
<http://www.nrhs-list.org>

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LIST—NRHS

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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

On Saturday, April 24th, Chapter members and guests spent several enjoyable hours touring the N.Y.C.T. Coney Island Rapid Transit Car Overhaul Shop. This is the facility that you can see while stuck in traffic on the Belt Parkway. The tour was conducted by Chapter member, Mike Hanna who worked at the facility for many years and retired as Superintendent. We toured many areas of this immense facility including the yard tower and gained a perspective on this, this largest subway yard in the world. Mike related many fascinating stories as well as information about this facility and what is done there. All of the attendees thank Mike for a very enjoyable and informative time.

The Chapter has purchased additional copies of Art Erdman's new LIRR book. Please see the order form on the next page of this edition of the Semaphore for ordering information.

I have noted in past editions of the Semaphore that Babylon Town will be opening a new museum on June 11th. As a result, we are changing the location of the June meeting to this new Museum. The Museum is two blocks from the Church where we have been holding our meetings. It is on Montauk Highway/Main Street in Babylon Village; more detailed directions will follow. We are holding the meeting at the Museum so that we can all view the items on display as well as have our regular monthly presentation. The June presenter will be Mary Cascone, who is the Historical Archivist with the Town of Babylon and she will present a show on the Huntington RR and the Babylon RR.

The trip on the NJ Transit River Line to Camden and the tour of the shop is being postponed until this fall. If you are still interested in attending, please call me or send me an e mail so that we have an idea of how many people are interested.

As I noted in last months Semaphore, any LIST member in good standing who refers 3 new candidates for membership in our Chapter will have their entire dues [\$46] paid for the following year. Our new membership forms have a line on the bottom for referral names so we can keep track of the person referring a candidate.

The Long Island Live Steamers have graciously invited LIST Chapter members to their annual picnic on Saturday, July 31st. The location is Southaven Park inn Shirley which is on the North side of Sunrise Highway. We have been invited in the past and adults and children alike have a very enjoyable day. A snack stand is located on the premises. More information and directions will follow next month.

It seems that the Semaphore leaves my hands in good condition and then as it travels down the block or many miles away, it get damaged, destroyed or even eaten. Last month, I received a copy back from the Post Office whereby only the uncanceled stamp of the fist page was returned with pages 3 – 11 being intact. If your copy of the Semaphore arrives damaged or if you do not receive a copy, please let me know so that I can send you a replacement copy. In the next few months, we will be sending out a notice requesting updated information and e mail address's of all of our members. We wish to update our membership file and possibly consider a version of the Semaphore in e mail.

At the June meeting, our annual elections will be held. If anyone wishes to run for office or a board position, please let me know that we can include you in the election. If you have any questions or comments, you may e mail me at csquigley@optonline.net or call me at 631-487-4766.

LIST ORDER FORM

The following price list is for LIST members only!

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.

The Chapter, 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]

The Chapter purchased copies of Arthur Erdman's book, "The Long Island Rail Road, In Color, Volume 1: 1949-1966. 128 pages with many photos. The list price is \$59.95.

THIS BOOK WAS JUST RELEASED, BRAND NEW. We have copies that were just delivered.

# _____	2010 Penn Station Calendar	@\$7 each	Total _____
# _____	LIRR 175 th Anniversary 60 page book	@\$10 each	Total _____
# _____	NY Connecting RR Book	@\$27 each	Total _____
# _____	LIRR 175 th Anniversary pins	@\$3 each	Total _____
# _____	The Late Great Penn Station book	@16.50 ea	Total _____
# _____	The Long Island Rail Road, In color	@\$48 each	Total _____

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

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

Each additional book, add \$2.50.

Shipping for 1 to 3 pins, \$1

NY State Residents, these are the costs if mailed, NYS tax and shipping included.

175 th Anniv. Book	\$13.75	NY Connecting	\$32.00
Pin	\$4.35	Penn Sta. book	\$20.75
LIRR book	\$50.50	Pin	\$4.35
Penn Sta. book	\$20.75		

SEND PAYMENT TO: LIST—NRHS P O Box 507 Babylon, New York 11702-0507

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

LIRR Freight before the N Y & A by JJ Earl

Chapters One and Two

By JJ Earl LIRR Yard & Freight Conductor 1957 – 1995

I have been recently asked to re-write the several articles that I wrote several years ago for the Semaphore.

They were well received when first presented and I know there are many new members who would be very happy to read them as those who have read the originals and would like to see them again.

I welcome any correspondence from members who have worked on the LIRR freight or yard jobs that I may at some time include their experiences for future articles. [Send your correspondence to the Chapters PO Box and we will forward to JJ; Editors note]

Let's step into the time machine...

In April of 1992, I was happily enjoying my seniority of some thirty – five years by holding down the fort in Holban Yard on the YFD – 201, when I read my latest issue of the Semaphore. The issue reported the dwindling number of freight crews on the LIRR. The following list of crews will tell why I was inspired to write this series of articles on both yard and road freight jobs during the sixties.

SYMBOL	ORIGIN	REPORTING TIME
RF – 7	FRESH POND	9 AM MON. THRU FRI.
RF – 70	PINELAWN	8:30 AM MON. THRU FRI.
RF – 60	FRESH POND	7 PM MON. THRU FRI.

Not being in road freight service at the time, I don't know what services they performed.

Yard Crews

YFD – 301	Fresh Pond	8 AM Monday Only 7 AM Tuesday – Friday
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This job worked the interchange [Fremont], Fresh Pond Yard, Bay Ridge Branch and Bushwick Branch as needed.

YFD – 100	Yard "A" LI City	? PM Monday – Friday
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[Does anyone know what time the YFD – 100 reported or why the YFD – 301 reported at a different time on Monday?]

This job worked Yard "A" and sidings on the Montauk Branch including the "C" secondary in Maspeth team yard and other between Bliss Tower and Fresh Pond.

YFD jobs had specific yard limits. Eg: YFD – 200 could not travel to Pond without additional compensation for the crew and the same was true of the YFD – 301 who could not travel to Yard A or anywhere outside the specified limits for Fresh Pond Yard [Bay Ridge was included in their limits] without a penalty time slip being paid.

RF - Road Freight symbols can work anywhere on the railroad as the job description is "as directed."

LIRR Freight before the N Y & A...cont. by JJ Earl

YFD – 201 HEY WAYDAMINNIT!!!!!!

YFD – 201 was not considered to be a freight job by the person who mad the list because of the nature of our work. Very few freight customers were served in our area and our main purpose was to make work trains and to position cars of company material for unloading by the Engineering Department; that is, Track, Bridge & Building, Signal Depts.' etc. The 201's territory covered Richmond Hill/ Morris Park to the West, Belmont wye on the Main and St. Albans cross over on the Montauk, both to the East. [I understand that the St. Albans crossover is no longer there.] Using the wye or the St. Albans, Hall, Hollis Lead combination allowed us to turn cars that would need to be turned for unloading. Freight and Company material was usually set out by a passing road crew at Richmond Hill Team Yard, although occasionally we would be asked to make the run to Fresh Pond to pick up some hot cars. [We liked that move; please refer to the prior article as to why.]

Freight customers included:

Ozone Park Lumber took cars at Richmond Hill team yard at the rate of about two a month. NY & A, the last I know, has increased this business considerably.

Modern Maid: had a plant at the St. Albans end of Holban where five covered hoppers of flour could be spotted on a steep grade. They usually took their full compliment every day until one weekend in 1993 when they tried to reposition the cars to unload another car. When their workman released the brakes, there was no way to stop the cars until they hit the bumping block, derailing several cars.

This put them out of business until mid – week when the LIRR wreck crew could come to fix the damage.

There were new owners at the time and they decided to close operations here and concentrate at another plant out of state.

Smith Chemical: took a box car near Liberty Avenue at the hump every now and then until early 1992.

Elmhurst Dairy: rented track space in the Waterworks, off #2 Montauk opposite Holban. These were covered hoppers of plastic pellets for making bottle caps and containers. Getting there involved a hack and shoving from Jamaica. A reverse move had to be made to get into this siding. By 1994, the NYC Sheriff's Dept. had rented the land where the track was, to store impounded autos and Elmhurst was made to leave.

In the 1950's, the Waterworks and Richmond Hill were serviced by the JA-1 whose crew reported in Jamaica. Their hack was left in Johnson Avenue usually coupled to a boxcar of packaged flour for the Krug Bakery across the street on 94th Avenue. There was also a Cadillac dealer on 94th Avenue that got boxcars of auto parts. When this day job was taken off, the work was done by a midnight job out of Holban.

As business slackened off, the work was assigned to one of the first trick jobs at the Storage Yard to do, when their work at JSYd was finished there. By the 1990's, these sidings became the responsibility of the YFD 201.

Continued next time with earlier times at the Holban Yard on the ST.ALBANS DRILL.



Stack Talk by Neil Moran

Lots of steam news to relate to you in this month's edition. There may be some repetitive news, but its all worth reading, mark some of these dates down, and follow up on them if you can. The menu is delicious and delightful – Bon Appetit.

CHINA: SANDAOLING: With over 30 steam locomotives in regular use, this coal mining operation continues to be the “Hot Spot” for steam enthusiasts. Noted tour director Bernd Seiler continues to run tours out of England into China. On a recent tour his group spotted close to 30 locomotives moving about the yards and on various lines between Nanzhan and Xibolizhan. As reported last month this railway will continue with steam power because they can repair the engines with no major problems. They have a big engine shop that can handle up to eight Mikados at one time. But time is slowly running out, four diesels have been delivered, and crews are already being trained. One of the more picturesque lines in China, it has many curves, cuts, tunnels and bridges to take pictures of, even in the yards. They still use semaphore signals along with bridge type signals. One special feature is that many of the trains use a helper on the rear of the freights. Some of the grades reach 2% as most of the trains have about 35 cars in the consist, hence the helpers. With the increase demand of coal in China they recently started a new cast mine about 15 miles west of Xibolizhan near Shadunzi. They are building a railway line which will be operated by steam locomotives. For this operation they figure about eight engines will be needed. So all together up to a dozen Mikados will see service when the new open cast mine starts running. The plans for dieseling the line from Nanzhan to the state railway and beyond has gained little ground than initially planned. This is due to the steam engines operating at a much lower cost rather than with the new diesels coming in. Right now the “boxes” wont arrive on the property till this month, or even later. As one English bloke commented “thats a bit of all right”. Another said “Ill lift a pint to that”.

UNITED KINGDOM, LONDON: Last month popular King Arthur Class #30777 (Sir Lamiel) made a welcome return to British Rail out of Waterloo Station on April 23. The first trip was in celebrartion of Williams Shakespeare's birthday, which is also St George's Day. The steam train headed to Warwick, and Stratford-upon-Avon, with additional stops at Bearonsfield, and Banbury. For this special occasion the locomotive ran as #30453 “King Arthur” with this special nameplate attached. This was indeed a unique occasion, and the group was very grateful to the National Railway Museum for granting permission. Six days later on April 29, (Sir Lamiel) ran down to Canterbury. On the way down the engine stormed passed the beautiful Cirque ports of Sandwich, Deal and Walmer, and then onto Dover before climbing along those famous white cliffs to Folkestone. The return trip went through to the same locations back to Waterloo Station. Both trips were considered “smashing successes” as they were completely sold out. I say Jolly Good !!

SOUTH AFRICA, CAPE WESTERN PRESERVATION SOCIETY, CAPETOWN: This groups on going project is Veteran Class 6J 4-6-0 #641. However progress is very slow as the usual problems consisting of lack of funding, and active manpower. Never the less a small very dedicated members are slowly making progress. The engine has been completely stripped with the boiler jacket removed, sandblasted and now awaiting patch welding, and painting. A visual boiler check has been done by an inspector. The steam dome has been removed, and will be machine welded, along with the Stephenson Gear that will be serviced. Also, connecting rods have been removed along with the couplings. The steam chest studs were badly rusted and will be replaced.

REEFSTEAMERS, GERMISTON: Class 12AR 4-8-2 #1535 which blew a small tube last February is now back in service. Also GMAM Garrett #4079, 4-6-4 + 4-6-4, and class 15F #3046 are both due for inspection.

SANDSTONE HERITAGE FISKSBURG DEPOT: Bad news here. Vandals and thieves broke into the storage shed and stripped off all the brass and copper from Class 15F #2910, and 15CB #2071. These locomotives were standing complete with all their bands and piping intact. Ready to run certificates had been renewed. Sadly there is nothing left. Everything was stolen and mutilated by hacksaws. The loss was totaled at R 650,000. It is planned to close this storage facility and find new quarters to protect the motive power and rolling stock. The only good news out of this disaster, is that the police caught five people. Hopefully they will throw the bloody book at them!!

Stack Talk...continued by Neil Moran

UNITED STATES: I'm going to change the format this month due to the abundance of steam activities taken place this month. I will list them in the order they will be running.

Sat. May 1-2 – The Central Coast Railway Club and the Pacific Locomotive Association will sponsor a trip powered by the ex Santa Fe 4-8-4 #3751 out of LAUPT in Los Angeles to San Diego over former Santa Fe trackage along the Pacific ocean. For the first time the train will lay over for one night and return to Los Angeles the following day May 2. The consist will have two dome cars, AMTRAK coaches, along with open door baggage car. This car will accommodate those wishing to record the sound of the mighty giant #3751. Included there will be one photo run-by in each direction. Call 408-256-8118 for information or at www.shopcentralnrhs.com

Then on May 1 the Durango & Silverton will be operating their 2nd Annual Presidential Photographers Photo Train. This train offers a rare opportunity to photograph the late spring snow, and high water in the Animas Canyon. It will be an all “Tuscan Red” consist of their premium class cars. The maximum capacity for this “special” is limited to 80 passengers. The train departs Durango at 8 am, and returns around 6 pm. The D&S plans two to three runbys in each direction, with multiple runbys at each location so viewers can get different angles. Each photo stop will take place in Cascade Canyon and hopefully one stop in each direction at Elk Park depending on the snow conditions. The main idea is to allow the photographer the opportunity to get as many snow filled locations. The train will then head into Silverton around 12:30pm. There is also a possibility of getting more shots around Silverton depending upon arrival. A hot lunch and buffet are included in the prices ranging from \$196.00 to \$219.00 depending on what private car your riding in. In addition the D&S is conducting a night photo session in their yards for an additional \$30.00 with several engines being brought out and under steam. That will take place on the evening to April 30. Call 888-872-4607. Don't delay this is a real good photo shoot.

San Bernardino Railroad anniversary on May 8 & 9 is next on the the menu, with the #3751 being of prime interest. She will leave Los Angeles sometime a day before and steam into San Bernardino for display and cab visits, this event is being supported by the City of San Bernardino and the San Bernardino History and Railroad Museum. Included are model train layouts , historical exhibits, old cars and trucks, along with food, drinks and music. The station was build back in 1918 and is on the National Historic list.

We next move to the Nevada Northern on May 17 & 18. Two days have been set aside for this event. On Monday May 17 they plan on running their 4-6-0 #40 with two different train sets. One train will feature the “Steptoe Flyer” a passenger consist. The second train is a mixed train of box cars and combine coach. The Keystone Route will be covered entirely with photo stops at No.1 tunnel, Ghost Town in Lane City, District of Keystone, a downtown Ely. The following day May 18 it's up to the high line section of the railroad. On this day #93 a 2-8-0 will do the honors on two different train sets. One train will be devoted to an entire “Ore Train” with a Kennecott caboose. Riders will be transported in a diesel powered chase train. The second train set will be a “wreck train” complete with a steam crane. Riders will be transported in a camp car. The Northern route has now been restored up to Hi-line Junction, and then out to the main line which features sweeping curves, and an uphill run with favorable sun angles all day. For this photo opportunity the price is \$375 that includes a night photo session at various locations. May 19 is a day of travel.

And if that doesn't clench your thirst for steam, on May 20 – 21 Thursday and Friday over at the Heber Valley railroad is conducting another photo delight of their own. The line owns ex Union Pacific 2-8-0 #618, and will be in a configuration which has not been in before. Their will be an overland Route Shield on the the tender along with the road number, a Union Pacific logo will be under the cab window, along with an old style headlight mounted high on the smoke box. The railroad has promised to run mixed trains both days. Rail fans on board the train will be in the combine car with the doors open so they can record the sound of the #618.

Stack Talk...continued by Neil Moran

It is expected they will have different departure times each day. On one day the train leaves near lunch time and runs directly to the end of the line, with many photo stops on the return trip in low light. While on the second day you will leave near day break and have runbys all the way south in low morning light. To add to this, your backdrop will be snow covered mountains along with Spring flowers. A night photo session will take place on Thursday night. You cannot ask for anything more, could you. And all for the price of \$475.00. If you plan on going to both events the combination price is \$750.00 for four days of steam action. What are you waiting for ?? Please contact Mr Mike Raia at 4538 N. Mamora Ave Chicago Illinois 773 630 3139 and do it fast!

Next on the agenda is the Big Rail fan weekend down on the Cass Railroad taken place on May 21-23. They start off with a special dedication to Camp Fire One Tower. There will be a steam train heading out of Cass to Whittaker. At that location after the ceremonies are over, the Shay locomotive will have a series of photo runbys. Then you return to Cass for dinner and an informal get together. After that a night photo session at Leatherbark Creek. The next day Saturday May 22, the group will be on a log train to Old Spruce and Bald Knob. Multiple runbys at several locations. Followed by lunch on the mountain with additional runbys. That evening after supper a night photo session in Cass. Sunday May 23, there will be an additional train up to Whittaker Station. But before that three engines will pull cars out of Cass station to Water Tower simultaneously. A Shay race, that alone should be worth the price of admission. To see three Shay engines coming at you at one time cannot be duplicated anywhere! This will be a real fun weekend with a lot of smoke, whistles blowing, and thunder on the mountain. The price for all this magic is only \$200.00. You can't go wrong here. Go to pocahontascountywv.com or call 1 800-336-7009.

The Kentucky Railway Museum in New Haven Kentucky opens its season on May 29-31. They will operate on certain dates this year with #152 a 1905 Rogers built Pacific, she has recently gone under repairs and is ready to roll. The territory this pike covers is a 40 mile round trip with some of the most prettiest countryside you will ever see in the Rock River Valley, from New Haven to Boston Kentucky. The locomotive will ride over former Louisville & Nashville trackage initially built in 1857. There are many horse farms in the area along with some majestic homes. Also the railroad has recently opened a new museum at New Haven. Here is this years schedule – June 19-20, July 3-4, Sept 11-12, Oct 2-3, 9-10 and 23-24. Now you all come down and ride the train and sip a cool mint julep while on board ya hear!! Call 800 272 0152 and don't be late

In other news, Fort Wayne Indiana: A move is presently underway to prepare Nickel Plate Road #765 for high speed mainline passenger service. The Fort Wayne Historical Society is converting the journal bearing trucks on the locomotive and tender. Roller bearing wheels are more reliable and efficient and are standard in the railroad industry today. This important upgrade will increase the scope of the #765's operation and prepare it for the quicker return to mainline excursions. This update also expedites ferry moves on Host Railroads, eases engine maintenance, and makes the locomotive a formidable machine. The cost of this work will run over \$60,000 which puts the organization in an impending deadline to raise adequate funds. If you can help in any way go on line at fortwaynerailroad.org

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 (NRHS- 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 P-54 LIRR Flat-roof Coaches

Part 8

Let's get to work on our P54 coach to make it more closely resemble or replicate the Long Island Rail Road original. We also want to point out that these cars are historic because the P54A on the LIRR was the railroad's first steel coaches used in non-electric service. These cars meant the end of the wooden coach era on the LIRR, something that would not happen until 1927.

We'll start with the roof. The roof will need some work. Con-Cor has done a very nice job on the roof; they have neatly and accurately captured the pitch and silhouette of the clerestory or railroad-style flat roof, including the rounded ends, which they have done precisely right. Bravo, Con-Cor! Nice work! They have even included the small, square-shaped piping or conduit that runs along the middle of the roof for most of the car length.

As we have said before, the Con-Cor roof on its mP54 more closely resembles the Pennsylvania Railroad's mP54 prototype in many respects. As for the roof itself in regards to the model, the Con-Cor car's roof is kind of a hybrid and resembles both the PRR with its three square utility vents and the LIRR car's 17 deck sash vents. So, to model the PRR car—as well as the cars “sold” to the LIRR—you'll need to keep the box-like utility vents on the roof. You might want to cut thin strips of styrene to cover the deck sash and “clean-up” the roof, making the car resemble its PRR prototype; it did NOT have the deck sash. This would certainly make the car more resemble its PRR prototype and be a worthy project. This is how LIRR P54 coaches bought from the PRR and numbered 139 through 179 appear. P54E coaches 7455 and 7456 also looked this way; they were the only cars in this class to be rebuilt as part of the LIRR's modernization program begun in late 1954.

As for the LIRR P54A and P54B coaches, you'll need to remove the box vents if you're modeling these two classes of cars. We also believe that a few of these cars were fitted with the small, box-like vents that the PRR cars had. Confusing? Yes, we agree, so get prototype photos of the cars you want to model before you begin.

You can remove the vents by using a small needle-nose set of pliers and simply pulling off the vents. A good number of these cars had large rectangular vents that seemed to be home-made by the LIRR shops and placed on the roof. You can make these from rectangular styrene and adding a piece of screening to it. Then affix the makeshift vent to the side of the roof, three on each side. These vents were placed in the same position as the utility vents or above windows or above windows 2, 6 and 16 if you count the windows from left to right.

As we mentioned earlier, these cars as delivered had screening in front of them, which was removed at some point in time, probably for ease of maintenance but we're not sure of the date. This screening is a nice touch, but one that is a little difficult to model. Nonetheless, it would make a great-looking model of a P54A or P54B that was brand new.

The small side pipe-like vent on the side of the roof needs to be relocated closer to the end of the car by the vestibule. Pull the vent free with pliers, being careful that you will not mar it—it's made from brass or some other metal—and relocate it after you drill a small hole by coring the roof with a hobby knife. Don't make the hole too big; you don't want the vent to fall in or be too loose. Place the vent in the hole and then glue it so it will not move. Make sure it is about halfway between the side door and the first window, unlike above the windows as Con-Cor

chose to model it.

The above steps will make the roof look more realistic.

Next time, we'll continue with working on the car and deal with the car body (sides and ends) and then we'll address the under body.

Again, we salute Con-Cor and look forward to the last car in the series—our beloved BM62—being available at hobby shops real soon.

Until next time, happy modeling.

LIRR Freight before the N Y & A...cont. by JJ Earl

Chapter 3

The St. Albans Drill

The 201 in the 1950's and 1960's was called HO1a or simply the St. Albans Drill. The crew reported at 7:59 AM to the Holban Yardmaster and before doing siding work, it was their job to make up eastbound freights. Eastbound freights had to be coupled together and when the proper time came, tracks had to be doubled over. These east end freights did not always fit into one track.

Getting over the Hump might prove difficult from a standing start, even with a pair of RS – 3's, so the St. Albans drill was sent to the rear of these trains to give an assist as they made the run for the hill.

After the road jobs were gone, it was time to do their own work.

Siding work consisted of those mentioned earlier as well as Sun Dew Orange and several other companies alongside the yard. Martin Paint, U.S. Plywood, the Long Island Press and Hinsch Produce were accessed from the St. Albans end of the yard into what was known as the Farm track. This track ran alongside the Montauk Branch as far as Liberty Avenue and was probably so named because it ended at Hinsch, a produce dealer. When work at Holban was finished, it was time to go to the north side.

Officially known as Lander's siding, the north side switch was EB facing point off #3 opposite the old Hillside station.

Before Rule 261 [allowing reverse running] went into effect, it was necessary to get a train order [form 19] from Hall Tower.

Adikes [fertilizer, grain etc.] and Ideal Toy were among several customers there. By the 1970's, yard limits had been extended to Belmont allowing 201 to go to North Side via Queens instead of Jamaica. Of course, going to Queens allowed the job to service Anchor Fuel in Queens Village.

Originally a coal dealer, in the 1960's, they took carloads of hay when the races were at Belmont Race Track but now they took salt, in season, or stone. One sad day, the old trestle that at one time took coal hoppers could not handle the heavier load and collapsed. There went another customer!

By the mid 1980's, the North Side yard was out of service and Anchor never rebuilt its trestle.

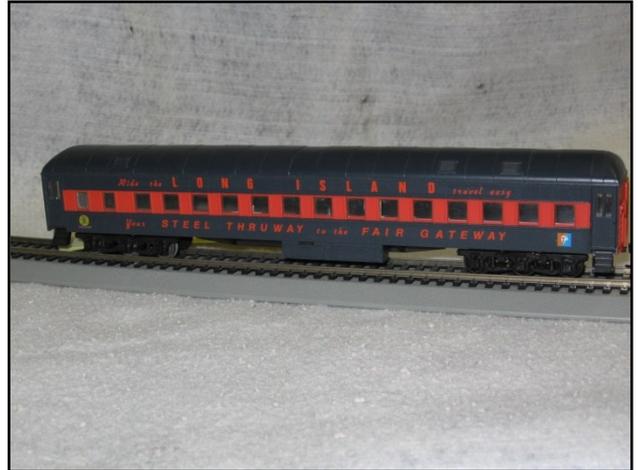
As mentioned earlier, most men in the yards, by the 1990's, did not consider this a freight job and indeed it still operates doing work for Engineering. At one time, Holban Yard was the hub of Long Island freight!

Stay Tuned!

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Specializing in LIRR all era's!

Stocking kits, paints, decals, and detail parts.

If not in stock I can usually get it in for you!



Museum News

With so much going on this spring, members of OBRM and RMLI were simply too busy to provide us with articles for this issue of the Semaphore. None the less, we would like to remind everyone that both organizations are always in need our YOUR support. If you haven't already done so, join the museum that's closest to you or that best represents your interests in the hobby. Better yet, join both! Either way, you'll be sure to gain insight into the historic preservation efforts under way in our own back yards. Volunteer some of your time on a Saturday or Sunday or even just for special events. Don't have the time? Send in a donation to help keep the efforts going. Remember, without people, neither museum can succeed in their efforts.

Visit them on the web:

www.oysterbayrailroadmuseum.org

[www.rmli.us](http://www.rmlి.us)

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