



March 2011



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The next meeting of LIST will be on **Friday, March 18th at 8:00pm** at the Christ Episcopal Church, South Carll Avenue and Prospect Street, Babylon, New York.

LAST MONTH:

Last month, Ed Koehler presented a fantastic show on the NYO&W. Ed has prepared a fifty-five page illustrated handout on the New York, Ontario and Western. In order to get your copy please E-Mail him at EdwardMKoehler@nyc.rr.com.

THIS MONTH:

Mark Sullivan will be doing the presentation. At press time we do not have the topic but we can assure you that the presentation will be a good one!

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

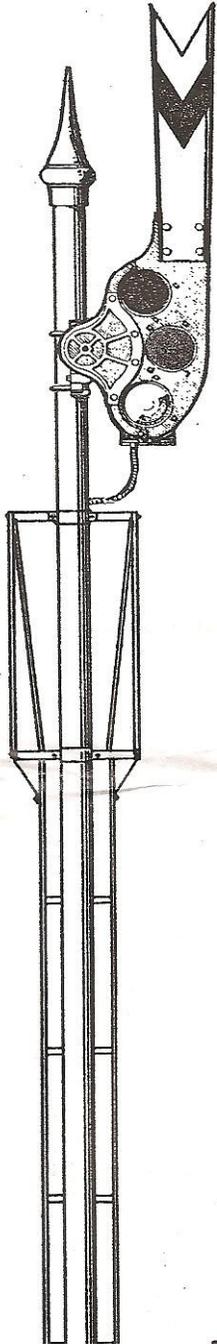
<http://www.nrhs-list.org>

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LIST—NRHS

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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 th Anniv. Calendar	@\$5 each	Total _____
# _____	LIRR 175 th 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

Last Call for dues renewal! If you have not paid your annual membership dues by 4/1, we will be unable to continue to send you the Semaphore. Our costs which include printing and postage have risen to the point that we cannot continue to send you the Semaphore if you have not renewed your membership. We want you as a member, so please send in your dues renewal as soon as possible if you have not already renewed. If you are not sure or need assistance, please contact me and I will gladly help you. If you have already renewed, thank you for your continued support. Don't forget; bring in 3 new members in 1 year and your entire dues of \$46 for 1 year will be paid by the Chapter.

The Chapter has purchased copies of Art Erdman's "The Long Island Rail Road," In Color, VOLUME 2, 1966 to 1990. This second volume continues the history of the LIRR where volume 1 left off. The price is \$48 plus S + H for members only. Please see the order form in this edition of the Semaphore.

We still have some copies of The Keystone with Ron Ziel's article on Penn Station. This is an excellent article. Please see the enclosed order form for additional information.

I and several other Chapter members attended the grand opening of the NY Transit Museum's exhibition on Penn Station titled "The Once and Future Pennsylvania Station." This is an excellent presentation of information about the construction, use and demise of this once magnificent structure. The exhibition will continue until 10/30/2011. Congratulations to Gabrielle Shubert of the Museum and all those involved with the design and implementation of this wonderful presentation.

Although the occasion may be 2 years in the future, we are already gathering ideas for the commemoration of the anniversary of Jamaica Station. Jamaica Station opened in 1913 and we wish to celebrate the 100th anniversary of this structure through which thousands of people [including myself] pass through each day. Some of the ideas that we have will be a special edition of The Semaphore, artwork by Chapter artists, possible model kits, etc. If you have ideas or wish to help implement some of these ideas, please let me know.

The last couple of editions of the Semaphore appear to have arrived at their destination in an acceptable manner due to 3 sides being taped. If your copy did not arrive in acceptable condition, please let me know and I will send a replacement copy. E mailing the Semaphore is a viable option and we are in the early stages of working on this idea. If you do not receive e mail or wish a printed copy, your copy of the Semaphore will continue to be mailed.

We still have a few sets of special commemorative stamps that were produced for the 100th anniversary of Penn Station. 2 scenes were produced and they come in sheets of 20 of each scene of 44 cent stamps for \$20 each sheet. Shipping is \$1.50 additional.

Our trip chairman, Elliot Courtney, is planning on tours as well as trips for this spring through fall. Please see the Semaphore for additional information. These tours and trips will be open to the public at a higher cost and later date. Please make your reservation as early as possible as the space will be limited.

Please e mail me at csquigley@optonline.net or call me at 631-487-4766 if you have any questions or ideas regarding the various items noted above. Thank you for being a member of LIST! We hope you enjoy your membership and if you have ideas on how we can be a better and stronger Chapter, please let me know.

Stack Talk by Neil Moran

This has definitely been the winter of our discontent. I'm sure you all have been suffering from cabin fever, and you are yearning to see some decent weather so you can get out and do some rail fanning. You are not alone.

CHINA – JING PENG PASS: Two months ago there was a Jitong Steam Festival run by an individual named Gaolai Jun who had arranged the event. The railway wanted 150 to attend this event, and charged 1850 yuan. Unfortunately only 40 people showed up which which meant the railway ran the event at a financial loss. Which made them very unhappy in fact they told Gaolai Jun that was the last rail fan event they would run. While the steam festival ran, the railroad used two Q J's (2-10-2s). They had fired up these locomotives two days before. The weather did not cooperate as heavy snows fell throughout the two days. The rail fans had a real difficult time reaching special locations as the roads were impassable at times due to drifting. Plus the temperature dropped to 10 degrees, and lower at times with an unrelenting wind. The steam locomotives also had a rough time under these conditions, but made every effort to give the hearty rail fans their monies worth. I understand that many of the fans became very sick due to the severe cold and snow. The two Q Js ran both passenger, and freight trains, and even switched the terminals. In addition, corners were cut by using surplus retired China rail signaling equipment. So a lot of the stations used sempore signals instead of colored lights. Like the steam engines, semaphores have slowly disappeared. Braving all these events, the forty heroic souls certainly earned "Their Right of Passage". BRR!!

UNITED KINGDOM – YORK: Some devastating news has reached me only a few days after my last column was sent out. The A1 Steam Locomotive Trust announced that Tornado's winter overhaul was to be extended to April of 2011. Upon inspection of the locomotive crews found additional problems such as the need to replace hundreds of fixed stay bolts, plus cracks in the two back corners of the foundation ring, and evidence of possible cracks in the front corners. While disappointing, all these issues are know problems, some with fire boxes on the original peppercorn Class A1s and others of the Bullied Pacifics, which had all steel welded fireboxes. This heavy work done now will prevent further unplanned work in the future, the trust is working with boiler inspector DB Meiningen, the boiler and firebox manufacture, to determine the most appropriate way forward. Further news will be made in due course. Matt Allast Chairman of the A1 Steam Locomotive Trust said "Although problems with Tornado's firebox are part of the learning about the locomotive in today's environment, they are a source of great disappointment to all Tornado's supporters and customers. We will continue to investigate these matters and implement any results of that learning. We are working as hard as we can to bring back Tornados to full health, and onto the main line at the end of April". To that we can only say "Here Here"!!

SOUTH AFRICA – ROVOS RAIL CAPITOL PARK: This operation is busy with it's nightly dinner train in the Tsh Wane area. Right now during their summer season they seem to be getting enough people to survive. On this dinner excursion a Class 25NCA 2-8-4 does the work. Passengers riding the train agree the service and food are very good.

Friends of the Rail Pretoria: Following the derailment of Class 15F 4-8-2 #3117, the friends starting up their steam programs again with an excursion a few months ago called the Tshwane Xplorer. On the point was a Class 19D 4-8-2. They included a sunrise photographic session held at Capitol Park which went off very well. The group had several run bys which really excited the photographers. Friends of the rail also ran two trips to Cullinan and return with good results.

Zambia: The Chipata-Mchinji Rail Connection between Zambia and Malawi has been officially opened by both regional governments several months ago. Zambia's President Banda said this rail link was very critical to the economy of this country. Mr Banda also stated the long term plan was to connect the Chipata-Mchinji rail line to the Tanzania Zambia Railway in the Central Province of Tanzania. In the future it is hoped that Zambia will run some steam excursions on this line. The idea is to raise money for Zambia's needed economy.

Stack Talk...continued by Neil Moran

UNITED STATES – SACRAMENTO, CALIFORNIA: The California State Railroad Museum in Old Sacramento is researching the history of the long hidden J.C. Kellogg that fell into the Sacramento River more than 100 years ago. The 4-4-0 was built by the San Francisco & Alameda Railway in 1846. The locomotive fell into the river in 1896 off a ferry that was transporting it to the other side of the river. It's believed the brakeman didn't set the brakes causing it to roll off the end of the ferry. At the time the 4-4-0 was owned by the Anderson & Belle Vista Railroad, and pulled the Shasta Lumber Company trains from the mills in Belle Vista to the mainline in Anderson. Presently researchers at the California State Railway Museum have come upon this news about her. It is a very rare engine, the second oldest in the state. If the J.C. Kellogg is found in the river bottom, committee members will have recovered a real jewel. The procedure of getting her out of the Sacramento river should make for quite a story.

CALIFORNIA – LOS ANGELES: Unfortunately, it has now been decided not to send former Santa Fe 4-8-4 #3751 to the Train Festival 2011 in Rock Island. BNSF is now projecting greatly increased traffic volumes this summer on its Transcon Corridor. For this reason the railroad reconsidered their original position and respectfully declined the organizer's proposal to move #3751 via the Transcon Corridor. Other options are being explored to bring the big 4-8-4 east, but don't bet the farm on it.

INDIANA – ELKHART: Recently Elkhart's Mayor Dick Moore stated that at least two companies have talked to him about fully restoring a 1940 former New York Central L3A Mohawk. The price tag for the restoration could reach close to \$600,000 and that's being conservative. Their willing to pay \$5,000 a year for fifteen years to lease it. The city would receive a small portion of each ticket sold to paying customers. Mayor Moore, told the "Elkhart Truth" the city's newspaper he's not so sure that is practical. The Mayor also said there is a possibility the train wouldn't be seen that much in Elkhart during those fifteen years. He also fears the engine would certainly need repairs that would have to be paid by the city. But, it's willing to listen to further proposals by these two companies. The good Mayor had better think this over several times. Assuming an obligation like this is quite an undertaking. I sincerely hope he has looked into an insurance plan that would cost the city a fortune, next where would the rolling stock come from and how much would it cost to refurbish those passenger cars? In addition we come to a massive hurdle, where would he be able to run this train? And on whose tracks? The companies have not made a formal proposal on the plan. The Mayor also said "If presented with a firm offer, he would have his legal department review it, but not leasing the engine. The Mohawk sits at the city's New York Central Railroad Museum. Ron Troyer, the museum's Director said the 2-8-4 is rare because most of them were scrapped when the N.Y.C. RR went to diesel powered locomotives in the 1950's. Nice idea but hardly feasible! These powerful engines were used by the New York Central Railroad mostly pulling freights, but were also used in passenger service.

OHIO – SUGAR CREEK: Jerry Jacobson's roundhouse continues on schedule. The massive size of the building is amazing as one walks through the site. The bulk of the steel structure of the backshop is almost completed. The roof work and the installation of the overhead crane is on schedule. Drop pits and floor work is going well, while the brick layers continue to erect the walls. Electricians and plumbers are rapidly working to stay ahead of the concrete workers, plus the timber framers who are putting on the roof. Heavy machinery has been moved into temporary storage. This coming week all the work should be completed. Several months ago six steam locomotives were towed from Morgan Run to the roundhouse. At that time the #1293 a 4-6-2 was under steam to pull the other engine to the new site. Later, on the #1293 was once again under steam on the new service track for the first time surprising the workers when she blew her whistle. Many of them never saw a steam locomotive under fire, and marveled at the sight they saw. Later on they made trips up into the cab and were given a chance to ride back and forth as the engine moved around the service track. For some it was quite a thrill, especially when pulling the whistle cord.

Stack Talk...continued by Neil Moran

VIRGINIA – ROANOKE: Former Chesapeake & Ohio 4-8-4 #614 famed for steam excursions in the 1980s and 1990s will move this winter to go on display in the Virginia Museum of Transportation in Roanoke, Va. The 4-8-4 ran in this state in regular service, so in a way, she's coming home. The 1948 Lima built locomotive was the last commercial steam passenger engine built in the United States. It ran on the Chessie Steam Special excursions and on the New Jersey Transit Fantrips, Iron Horse Enterprises will put the engine on loan to the two museums. The #614 has already arrived at the museum in Roanoke where it will be on view. While in Roanoke the big northern type will be displayed with Norfolk & Western 4-8-4 #611 in an exhibit sponsored by Norfolk Southern called "Thoroughbreds" N&W #611 and C&O #614, the pinnacle of steam locomotive technology. The exhibit will cover their history and technology, along with their place in our heritage and culture plus their role in the last days of steam. After some time on display in Roanoke, the #614 will be moved to the C&O Railway Heritage Museum in Clifton Forge, Virginia for static display for an indefinite amount of time.

PENNSYLVANIA – MINERSVILLE: Back on October 29th 2010 a part of the Central Railroad of New Jersey came to life in the form of an 0-6-0 #113 being fired up for the first time in over 50 years. We have to thank Robert Kimmel for all the blood, sweat and tears for this. The group has owned the #113 since 1986, and is called the railway restoration project 113. The locomotive was moved from the Wilmington & Western railroad in 1991 and located at its present site in Minersville. The original owner was the Philadelphia & Reading Coal and Iron Company, and they overhauled the engine in 1957, expecting it to continue on. She ran till 1960 after being sold to the Reading Anthracite, and in turn was sold to Mr Earle Gill of the Morris County Central. Presently the engine sits near an active Reading and Northern branch line. There are no plans for full operation at this time. The 113 is one of the two remaining Jersey Central Steam Locomotives left. The other being the Camelback 4-4-2 #599 at the B&O Railroad Museum in Baltimore, Md.

NEW JERSEY – WHIPPANY: The Whippany Railroad Museum has obtained funding to restore 0-6-0 #4039. She was built by Alco and was one of 43 060-155 Class switchers for the U.S. War Dept. in 1942. After its retirement from the U.S. Army, the engine was sold to the Virginia Blue Ridge as #5 in 1947. Then in 1965 she came to the Morris County Central, and was given her old number back #4039. Morris County Central also converted her from a coal burner to oil fired. The restoration is being carried out by Rob Mangels of Transportation Innovation Specialist of St. Paul Minnesota. A few months ago the cab, smoke box front and other parts were removed from the boiler. Tubes were also removed and shipped to a concern in Colorado for repairs. The running gear and the tender will be worked on in Whippany by a group of TIS workers along with volunteers. We wish them all the best and will wait impatiently until steam finally returns to the garden state. Amen brothers and pass the plate!!

NEW MEXICO – CHAMA: Here's a final update on the Lobato Trestle. Engineers who have examined the bridge have come to the conclusion that the girders must be replaced. So five of the six girders will be replaced starting in March. The railroad anticipates opening up on time late in May. For the 2011 season. A road will have to be constructed to the trestle off the highway so they can bring the needed equipment to the site. They are working on that now.

Now it's time to thank the people who took the time to send me most of the news you just read. John and Mike Biehn (Dayton RR Society), John Batwell (South Africa Rail), Dave Picott (British Rail News), Bruce Russell (RRE-NY), Rich Taylor (NRHS), John Reilly (NRHS – NY) and from your most humble servant in steam.

UNTIL OUR TRACKS CROSS AGAIN

LIST Trip — Meadowlands Maintenance Complex

Our trip chairman, Elliot Courtney, has put together an event for this spring, a tour of the Meadowlands Maintenance Complex (MMC). It's the main shops of New Jersey Transit and is located in the New Jersey Meadowlands. The tour will be on May 21st and we will be meeting in the employee parking lot of the MMC at 10am. Due to limited train schedules to the MMC we will not be able to take a train there. Included with the tickets will be directions to the employee parking lot at the MMC. Tickets will be \$5 for members \$10 for non-members. You can contact Elliot Courtney at 631-669-5155 or email him at ecourtne@yahoo.com if you have any questions. To order tickets send a check made out to L.I.S.T-N.R.H.S. and how many tickets and whether they you are a member and send it to:

LIST

P. O. Box 507

Babylon, New York 11702

Please note: Tickets will also be on sale at the March chapter meeting. There are a limited amount of tickets for this tour. This tour will be announced to the public following the March chapter meeting so get your tickets while they last!

Background

The Meadows Maintenance Complex opened in 1987, bringing all the periodic maintenance for NJ TRANSIT to one central location. The operation runs seven days a week, 365 days a year to maintain and repair 1100 pieces of equipment consisting of 230 Arrow MU's, 678 Comet coaches and cab cars, (13 multi-levels), 61 electric locomotives, 114 diesel locomotives and yard work locomotives. The facility consists of a main building with 16 tracks with approximately 500,000 square feet under roof, a 39,000 square foot Comet Shop with 2 tracks. An additional 18,000 square feet of building space was completed in mid 2007. This addition is helping to maintain the 234 multi-level cars. The MMC also has a single-track cleaning shed, a Simmons wheel machine building and a 47,500 square foot material warehouse facility. The dispatching yard is made up of 3 distinct sections, 25 KV, 11KV & Layover.



THE LIRR MODELER by Mike Boland***THIS MONTH'S FEATURE: THE WEST SPRINGFIELD, MASS.
TRAIN SHOW AND THE TRAINS WE BOUGHT***

We attended the Amherst Railway Society's Railroad Hobby Show on Saturday, January 29, 2011. The show was held at the Eastern States Exposition in West Springfield, Massachusetts and the show was overwhelming as usual. It was held in four buildings for the second straight year—the Better Living Center, the Young Building, the Stroh Building and a very expanded presence in the Mallory Complex. The show featured more than 35 operating layouts in G, O, S, HO, N and Z scales. The two-day extravaganza included manufacturers, displays, model train dealers, booksellers, railroadiana, clinics, live steam, historical societies and railroad industry representatives.

This year's show featured lots and lots of rolling stock, so for anyone who wanted to increase his fleet of cars, this was the place to do so. From Intermountain to Athearn and Branchline, there were freight cars and passenger cars for everyone. And locomotives, too! Unfortunately, this is not the place to look for LIRR motive power but that's a given.

We went shopping for passenger cars this year and bought two LIRR cars. Both cars will be featured here in THE LIRR MODELER. We'll talk about ex-Maine Central coaches bought by the Long Island back in the 1960s at some time in the future but for now we're going to feature a car we've written about before, but in a scale we haven't talked about previously.

We're talking about the LIRR's beloved "double-deckers," one of our favorite classes of rolling stock on the railroad. The LIRR double-decker was almost a signature piece of rolling stock for the years the cars were in service and indeed, they were very famous. Photos of the cars appeared many times in different forms of literature about the railroad and they seemed to come to symbolize the railroad's heavy passenger traffic and image as a commuter road. Ironically, the cars were not in service for that long a period of time (1947-1972) and they were NOT really double-deckers but a single tier car with staggered seating on two levels, with two rows of windows along the side of the car.

The LIRR double-decker looked very similar to one side of two Pullman sleepers, EVENTIDE and NOCTURNE, which ran between Boston and Washington, D. C. for the use of federal government employees. (Oddly enough, this car was modeled by AHM and IHC; but the two rows of windows were only on one side of the car on the Pullman prototypes and plastic models in HO scale. The car had only one vestibule and only side of the car had the unique twin rows of windows and the windows are of a slightly different width compared to the LIRR cars.)

We've covered these cars before and anyone interested in their history should get a copy of THE KEYSTONE, the PRR T&HS's fine quarterly publication, where we wrote about these cars in the 1992 Winter issue, Vol. 25 #4. Our article on these cars is there, as well as a shorter version in an old copy of ELECTRIC LINES of November-December 1988; readers should also consult the CLASSIC TRAINS issue of Spring 2003 for our article, "Long Island's Lovable Double-Deckers."

THE LIRR MODELER continued by Mike Boland

As for the model, our good friend Joe of Island Train Works has brought these cars out in both HO and O scale. We should talk about Joe and his fine models here because he's got a great line of HO scale models and a few very nice models in O scale. In O scale Joe has the P72, the P54 and the MP70 double-decker. We've looked at Joe's models and we think we can modify his P54 and P72 coaches and make MUs out of them but more about that later.

Joe has done justice to the LIRR's contemporary rolling stock and motive power, offering some really great models of what is in service these days. In addition to what he offers in the form of resin kits in HO scale, he also has a fine line of decals and offers more than just models for the Long Island Rail Road modeler. He's got some great models of former NYCTA now New York City Transit subway cars and New Jersey Transit cars, too. His prices are very reasonable and he even has some CTA rapid transit cars.

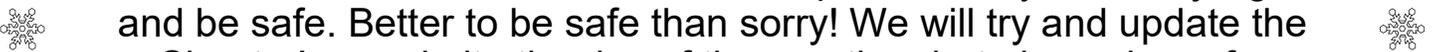
Joe had a table with all his models in the Mallory Complex and we decided to take the plunge and model a LIRR double-decker in O scale. Yes, O scale! For some time now, we've been wanting to increase our MU fleet and add cars to our MP54s; it certainly sounded like a good thing to do so we purchased an MP70 double-decker from Joe and began working on it a few days after we got home from the show.

We're planning on building our O scale LIRR double-decker and model it as a MP70B, which was the bulk of the production fleet built by the PRR in Altoona for the LIRR beginning in 1947. Cast in a light gray resin—which is not hard to work with—the car, in the form of a kit, is very nice. It's quite long and very, very impressive. It sure looks nice...even unpainted out of the box.

We suggest that anyone looking to model the contemporary LIRR or the LIRR of a few decades ago take a good look at Joe's line of models. They are very nice and present some fantastic modeling opportunities. We hope to model some of the contemporary equipment soon so you'll be hearing more about Island Train Works. He's got the double-decker in HO scale and even has a SW1001, one of our favorite locomotive models. For more information, look him up at www.islandtrainworks.com; he attends a number of train shows during the year.

That's it for now; we're getting together all of our photographs of double-deckers to make a great model. Thanks to Joe, it will be a lot easier.

Until next time, when we continue with our LIRR MP70B double-decker, happy modeling! And Joe, how about bringing out some more LIRR stuff in O scale?

 NOTE: In the event of inclement weather, please use your best judgment and be safe. Better to be safe than sorry! We will try and update the Chapter's website the day of the meeting, but please be safe. 
 Chapter's website the day of the meeting, but please be safe. 


Railroad Museum of Long Island Update by Don Fisher

LAST CALL for RMLI's fifth annual Education Forum! RMLI is pleased to present as our guest speaker, L.I.S.T. Member, Mr. Bob Sturm who will give an overview of the history of the Long Island Rail Road. Along with Bill Thom, Bob authored the definitive book on The New York Connecting Railroad in 2006. He now has a new book focusing on the history of the LIRR ready to come off the presses. Please join us to hear firsthand some of the interesting details surrounding the formation of the Long Island Rail Road that we all love. The 2011 RMLI Education Forum takes place Saturday, March 26, 2011 at 1:30 PM at the Suffolk County Historical Society, 300 West Main Street, Riverhead. Admission is FREE and open to all persons interested in LIRR history. The Suffolk County Historical Society is located across the street from the Riverhead Public Library and there is ample public parking behind the Society on Court Street.

On April 9, at 10:00 AM, Riverhead RMLI will open for the 2011 season. This is going to be a very special opening this year as we will unveil our new permanent exhibit – "The Historic LIONEL Visitor's Center Train Layout." Volunteers have been working since August 2010 to install and beautifully restore this 14' by 40' "O" gauge train layout. Admission on April 9th is FREE and refreshments will be served. This layout was built by LIONEL employees in their corporate facilities at Chesterfield Michigan and is based on the 1949 NYC LIONEL showroom display. Check out photos of that historic NYC layout at <http://www.jlmtrains.com/layout.htm> and then compare what you see at Riverhead. The RMLI is proud to be chosen by the LIONEL Electric Train Corporation to be the benefactor and recipient of this exquisite toy train layout. Its representation of the famous 1949 showroom layout and its proximity to Pennsylvania Station and the LIRR's western terminus makes it a fitting exhibit for the RMLI. Join with us and celebrate the history and wonder of toy trains and model railroading at RMLI throughout 2011!

Another new and upcoming exhibit at the RMLI will be the installation of a GP-38 locomotive simulator. Delivered to the Museum on December 18, 2010, the locomotive cab has been positioned and cleaned. A new computer and the TRAINZ GP-38 software SIM have been assembled and are nearly ready to go. You will be able to enter the cab, sit down in the engineer's seat and "virtually" drive the locomotive from Greenport to Riverhead and back in real time. Thanks to the Long Island Rail Road for donating this excess simulator cab to the RMLI and special thanks to our SIM guru, Mr. John Dangelo, who constructed the mainline route between Riverhead and Greenport for your operating pleasure. It is our plan to open the Simulator exhibit for the Riverhead Railroad Festival, August 27 and 28, 2011. Reports on progress will be forthcoming here in the Semaphore!

On a financial note, the RMLI Board of Trustees would like to announce our new admission rate structure and ticket policy for 2011. The RMLI has not had an increase in general admission rates for more than five years. All of our day to day operating costs have continued to rise over those years and in 2011 we must address these increases. Daily adult admission is now \$7.00 and children between the ages of five and twelve years old are \$4.00. This is a \$2.00 increase in adult fare and a \$1.00 increase in children's fare. Youngsters younger than five years old remain FREE. Under our old ticket policy, a holder of a ticket purchased at one Museum site could use that same ticket to enter the other Museum free of charge on the same day of purchase. Beginning this year, your ticket is valid at the other Museum site for the entire calendar season. This value added benefit allows a visitor to visit Riverhead today and not have to rush off to Greenport before it closes at 4:00 PM. Now you may return to Greenport, (or visa-versa), on another day during the year. Of course, opening and closing days for each Museum must be taken into account and the visitor wants to use his/her ticket accordingly. Tickets will not be honored during the next calendar year.

On tap for Greenport RMLI this season is an exhibit titled "A Celebration of the Steam Locomotive." Featured is a collection of original builder's photos of some of the best known steam locomotive manufacturers of the 19th and 20th Centuries. Donated to the RMLI by the estate of Alexander "Sandy" Bainbridge we are pleased to be able to present these outstanding photos in exhibit. LIRR steam locomotives and scale models will round out this year's offering. As the weather improves work continues on BEDT 16, LIRR caboose C-68, switcher 399 and RS-3 1556.

Oyster Bay Railroad Museum Update by John Specce

Greetings from the North country. As I write this the thermometer reads 20 degrees, but they say spring is just around the corner and for me it can't come too soon!

2010 was a year that saw much accomplished through the efforts of our dedicated Board of Directors and volunteers. Attendance at the Visitor Center and display yard was brisk thanks to an aggressive advertising campaign in the media. At the yard the major efforts were directed towards the restoration of the turntable and preventive maintenance on the locomotive's running gear, a Herculean task. Much is owed to the supervision of Gary Farkash and Steve Torborg whose steady leadership allowed the work to proceed in a very organized fashion. Both of our two major fundraising and public relations events, the Summer Solstice Celebration in June and the Holiday Express weekend in December were big successes. Needless to say, the annual Oyster Festival attracted thousands of visitors and our food booth was well patronized. The various committees that organized and ran these events are to be commended for their hard work.

Now that the snow is almost gone we are gearing up for the new season and very excited about some initiatives that are on the horizon. We've received word from the LIRR that final approval has been given for the donation of the M-1 simulator cab and it should be delivered in March. Notched and cut new railroad ties for the turntable will be arriving shortly so work can start on laying them on the turntable. The Museum is hoping that it will be fully operational and open for public display in time for the Oyster Festival in October, but it may happen sooner. Restoration work will begin on the "Ping" along with the usual preventive maintenance on the other equipment and rolling stock.

The OBRM in conjunction with the LIRR, Chamber of commerce and historic destinations in Oyster bay is initiating a "Spend A Day in Oyster Bay" tourism program. The program will run from Memorial to Labor Day. The railroad will feature this one day trip in its brochure and web-site and includes discounted rail fare along with coupons for museums, eating establishments and retail stores. A local taxi company, "Oyster Rides", will provide transportation between the various sites at reduced rates.

We're in the final stages of entering into a 10 year contract (previously 2 years) with the Town of Oyster Bay to run the Museum and manage the historic station and yard. This is a major step in our efforts to operate the Museum and will greatly enhance our fund raising efforts. We thank the Town for their confidence in our ability to run the Museum and our organization being an asset to the hamlet.

Lastly, we are planning a "flea market" and "railroad days" event(s) sometime in the Spring when the weather is warmer. Our dearly departed member, Pete Taormina bequeathed his collection of railroad photos, model trains (many in their original boxes) and other interesting items which will be sold at very attractive prices. As soon as the dates are definite, we will put out an advertisement.

Till next time, good luck and good health!



Railroad Museum of Long Island.....continued

The 2011 RMLI Museum Season follows

Riverhead opens Saturdays only beginning April 9; Saturdays and Sundays beginning May 25 through October 9; Saturdays only from October 16 through November 19; Season ends Saturday, November 19. Hours of operation are 10:00 AM – 4:00 PM.

Greenport opens Saturdays and Sundays beginning May 25 through October 9. Season ends Sunday, October 9. Hours of operation are 11:00 AM – 4:00 PM.

Watch for future Semaphore and Postboy articles to bring you up to date on restoration progress throughout the yard. Also, don't forget to visit RMLI on the web at www.rmli.org and on Facebook at <http://www.facebook.com/pages/Railroad-Museum-of-Long-Island/113004822071922>

Long Island Sunrise Trail Chapter
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ATTENDING MEETING AT CHRIST CHURCH BABYLON



**LONG ISLAND-
SUNRISE TRAIL
CHAPTER**



NATIONAL RAILWAY HISTORICAL SOCIETY