



# SEMAPHORE



## February 2012

The next meeting of LIST will be on **Friday, February 17th at 8:00pm** at the Christ Episcopal Church, South Carll Avenue and Prospect Street, Babylon, New York.

### THIS MONTH:

The guest presenter and the subject for the January meeting will be announced on the Chapter's website as soon as he is confirmed.

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

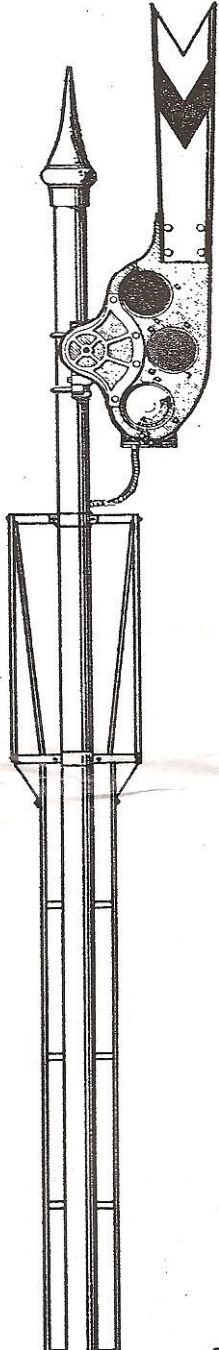
**<http://www.nrhs-list.org>**

**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





The following price list is for LIST members only!



The 2012 LIRR calendars are here and available for shipping. Thanks to John Scala, the "Weekend Chief," they look great! They are his usual fantastic quality! Please see below to order them. The production cost of the calendars went up but the calendar prices are the same as last year.

# _____ 2012 LIRR calendar	@\$8 each Total _____
# _____ LIRR 175 <sup>th</sup> Anniversary 60 page book	@\$10 each Total _____
# _____ NY Connecting RR Book	@\$27 each Total _____
# _____ Jamaica Station by Dave Morrison	@ 18 each Total _____
# _____ LIRR Stations by Dave Morrison	@\$18 each Total _____
# _____ LIRR in the Fairbanks Morse Era	@ \$20 each Total _____
# _____ The Long Island Rail Road, In color Vol. 1	@\$48 each Total _____
# _____ The Long Island Rail Road, In Color Vol. 2	@\$48 each Total _____
# _____ The Cast Iron Eagles of Grand Central Station by Dave Morrison	@\$5 each Total _____
# _____ "The Keystone" by the Penn RR Technical & Historical Society	@\$14 Each Total _____

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

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

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

Each additional book, add \$2.50.

[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 \$11.41]

Thank You.



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

I hope that you all have submitted to our treasurer, Alan Mark, your annual dues renewal. If you have not submitted your renewal, please do so as soon as possible so that you may continue to be a member of LIST and the NRHS.

As I have noted, if you are a Chapter only member in that your primary membership is with another NRHS Chapter, then please submit a copy of your primary chapter renewal notice or a short note with your LIST renewal. Thank you for your co-operation.

I will be ordering for our members LIRR books that are currently available, For example, we will continue to stock Dave Morrison's Jamaica Station book as well as his book on LIRR Stations. In addition, we have some copies of Dave's book on the Eagles of Grand Central Terminal.

Art Erdman's 3<sup>rd</sup> volume on the LIRR will be available around the beginning of March. We will order this book and have it available for members at a discounted price.

Please see the order form in this edition of the Semaphore for further information on the currently available books.

If you have a request for any LIRR book that you feel we should stock, please let me know. Members will receive a discount off the current retail price if a discount can be obtained.

If you have not ordered your copy of the Chapters 2012 LIRR calendar, please do so as soon as possible. Many thank to John Scala, the "Weekend Chief," for creating another excellent edition of our LIRR calendar. Thank you John!

If your copy of the Semaphore does not arrive at your home in good condition, please let me know. Recently, we have had some members show me the Semaphore in poor condition after it is sent through the mail. Please let me know if your copy arrives in poor condition and I will send you another copy.

Also, if you have ordered merchandise such as a book or a calendar from our Chapter and have not received it, please let me know. We have had 2 instances whereby we were notified by the USPS that the merchandise was not delivered. We received part of the envelope with the person's name and address and the remainder was missing. Please notify me if your ordered merchandise was not delivered. We apologize for this inconvenience.

### LIRR HAPPENINGS

Newsday, the LI newspaper, has reported that the LIRR is no longer the number one commuter railroad in the country in terms of passengers carried. Metro-North, the LIRRs brother rail road in the MTA, is now number one on the basis of the fact that the LIRR carried 81 million passengers while Metro-North carried 82 million passengers in 2011. It has been noted that Metro-North's geographic area has pulled out of the recession quicker than Long Island as well as Metro-North has more reverse commuters than the LIRR. These 2 factors among others, combined to produce an increase of 1.4% in passengers carried for Metro-North in the past year while the LIRR had a 0.5% drop in passengers carried.

The LIRR unveiled its final version of its "Pledge to Riders" which as noted earlier is similar to a passenger's bill of rights. One of the items in this Pledge to Riders is that water will be kept on trains in the event of extensive delays due to weather or breakdowns. These 8.45 ounce containers will be kept on board each train in the event of an emergency. The water will be kept in designated compartments and in stainless steel containers.

We are always looking for new members. If you know of anyone who might be interested in joining NRHS – LIST, please let me know and I will send them information on how to join us.

We are looking for articles for the Semaphore. If you have any interesting stories to tell, please let me know and we will try to include them in the Semaphore.

If you have any questions or comments, you may e mail or call me. My e mail address is [csquigley@optonline.net](mailto:csquigley@optonline.net) and my telephone number is 631-487-4766.

## Stack Talk by Neil Moran

SOUTH AFRICA SANRASM KRUGERSDORP: Several months ago this group re-painted it's Class 14R

4-8-2 #1705 which last worked in industrial service on the Grootylei Proprietary Mine in Springs and carried the name "Joyce". It was built in 1914 by the Robert Stephenson Works. At one time there were 15 Class 14Rs and one class 14 working on this property, the one 14 that was operable of these 4-8-2s was the North British engine #1909. Sanrasm also has a 4-8-2T #2438 built back in 1937. This engine worked on the Douglas Colliery Line, and is on static display at the Florida Junction in the center of town. She has been cosmetically restored by the local towns people. Back in the fall, a Class 15F #3051 was vandalized so badly, the museum had to cut up the engine and this led to the dismissal of security guards whom it was thought that they may have played a major role the stealing of major parts from the #3051. Recently, work has begun on several vintage private saloon cars, such as the 1897 "Westvaal", and "Shashi" the roofs of these cars were fully repaired, along with the interiors. Both cars have now been restored to their original Victorian era. For those interested, here is the schedule for Geoffs trains behind steam. The steam safari starts on May 20<sup>th</sup> and runs to June 11<sup>th</sup>. This adventure will originate in Zimbabwe and will run into Zambia, Botswana and South Africa. The class locomotives that will power this steam safari are classes 15F 4-8-2s and 25NC 4-8-4s between Bethlehem and Ficksburg, with permission from Transnet. Gmam Garratt Class NG 2-6-2 + 2-6-2 will be used during the running in the Kwazulu Natal area, and from the Friends of the Rails Class 24, 2-8-4 to Rooiwal Power Station in Botswana. Further north in Zimbabwe, the National Railways will provide a Class 14A Garratt 2-6-2 + 2-6-2, Class 15A 4-8-2, and Class 16A Garratt 2-8-2 + 2-8-2. These three engines will travel around the greater Bulawayo area as well as Victoria Falls. At Victoria Falls a private class 14A Garrett a 2-6-2 + 2-6-2 will perform runbys on the Victoria Falls Bridge. If this doesn't peak your interest, than I dont know what will!! Start saving your pennies.

UNITED KINGDOM – DONCASTER: With "Tornado" taking off for about six weeks from excursion service. Not to much to report for the present. The engine has undergone a series of minor repairs as stated in last months column and will shortly be ready to polish the rails come the early spring. There is one trip booked for February 25<sup>th</sup> sponsored by Steam Dreams. But no information has come in on it. However, on Thursday March 29<sup>th</sup> the "Cathedral Express" will resume out of London up to York and return. Two days later on March 31<sup>st</sup>, once more a "Cathedral Express" out of London's Paddington Station to Paignton and return. In April the schedule really picks up with trips starting on Wednesday April 4<sup>th</sup> out of Peterborough to Salisbury and return, followed by a trip on the Nene Valley Railway over to Peterborough on Tuesday April 10<sup>th</sup> and Friday April 13<sup>th</sup> to Sunday April 15<sup>th</sup> at Chesterfields Barrow Hill Roundhouse on display with four other Pacific Class Locomotives (unknown). Saturday 21<sup>st</sup> of April to Sunday April 29<sup>th</sup> running all day excursions on the Llangollen Railway, and in May Tornado visits the Preston Guild Railway from Saturday May 26<sup>th</sup> to May 28<sup>th</sup> with many trips planned, and finally in June, she will run an excursions on Wednesday June 6<sup>th</sup> out of York to Settle on the Settle & Carlisle Railway. There will be additional trips on other lines during this time period. I await any news on the proposed building of a P2 Class passenger 2-8-2 named the "Cock of the Walk". Patience is the word here old chaps!

CANADA – OUTAOUAIS: The Outaouais is a region in the Provence of Western Quebec. It's location is on the north side of the Ottawa River. The local provincial and municipal governments were quite worried that they might lose the steam train that runs up from Quebec City to Wakefield during the high tourist season from May to September. But their not totally out of the woods yet. They have raised \$500,000 to buy the troubled operation, but now a bigger challenge lies ahead to find up to \$7 million to repair the flood damaged railway. Louise Boudrias, President of the non-profit group is hopeful that the money can be found to fix the tracks in time for operations to resume by 2013 as stated before the steam train is one of Outaouais biggest tourist attractions bringing between \$8 to 10 million dollars to the region. The railway was about to be sold to a group of developers who planned to move the operation elsewhere. However, ten groups, including government and local tourism agencies raised the money and prevented the move, the Wakefield Steam Train is powered by a Swedish locomotive #909 a 2-8-0 built in 1907.

## Stack Talk...continued by Neil Moran

UNITED STATES – ALASKA, ANCHORAGE: Monte Holm a long time resident of Moses Lake, Washington is moving his steam engine #557 slowly north to Anchorage, Alaska partially on a flatbed trailer truck. The first stop will be Seattle where the locomotives will be transferred to barge for a six day trip north to Whittier, Alaska. There, it will be off-loaded to ride the rails on the Alaskan Railroad up to Anchorage. Then put into a facility along with the tender to be hopefully restored to operating condition within a few years. The #557 was built in 1943 by Baldwin and is a S class 2-8-0. She saw service during WW II as an United States Army Transport locomotive in Africa, then was shipped to Europe. She had the distinction of being selected to participate in "Operation Overlord", the invasion of Europe on June 6<sup>th</sup> 1944 when they put her in one of the ships used in the invasion of Europe. Later it remained in service till 1959 as Alaska's last operating steam locomotives. The #557 saw some excursion service on the Alaskan Railroad between Whittier and Anchorage. But she made her final run to the state fair in Palmer on Sept 5, 1960.

CALIFORNIA – YREKA: Sadly, a Northern California real estate company has listed the Yreka Western railroad for sale. The nine mile Yreka-Montague, California has been mothballed for several years now. Still on the property is Yreka Western 2-8-2 #19 which operated in tourist service on the line until it was shutdown in 2009. The depot and shop building are listed at \$729,000, while #19 is listed at \$900,000. Four miles of track are listed at \$600,000. The realtor of the property says that all the rolling stock and remaining track are available for purchase.

CALIFORNIA – SUNOL: The Pacific Locomotive Association will again host it's Third Annual Photographers Special on the Niles Canyon Railroad on March 11,2012. Former SP Pacific #2472 will be doing the honors as usual. The special passenger train departs Sunol at 8:45 am for Niles. On the return trip the #2472 will be sharing the spotlight with a vintage diesel, along with other steam locomotives not yet listed. The line features bridges, cuts and still has a set of old semaphore signals which get quite a workout. The price is very reasonable at \$39 for the day. Go online at [www.ncry.org](http://www.ncry.org).

TEXAS – GRAPEVINE: Here news of another former Southern Pacific engine. Former Southern Pacific 4-6-0 ten wheeler #2248 has been sidelined since February 2011 with piston problems. But the new man in charge Michael Percifield of the Grapevine Vintage Railroad is putting a new plan of action together. He states "Id like to see it running as soon as possible, but there are a lot of factors involved". "Once the piston situation is solved, I don't see why we wont use her on a regular basis". The railroad runs on a former Cotton Belt line. The Cooke Locomotive and Machine Works built #2248 in 1896. It was sold in 1959 for tourist train duty to an amusement park that didn't work out. The engine sat unused until 1974 when it was sold to the Texas Stare Railroad, where it ran from 1976 to 1988. In 1990 the Fort Worth & Western railroad then bought it, and she prospered a while hauling the "Tarantulla" tourist train. After extensive boiler work it was restored to operation. But suffered more problems in 1999. The ten wheeler was rebuilt in 2001 and sold to the Grapevine RR in 2004.

COLORADO – GEORGETOWN: The Georgetown Loop Railroad has acquired Anex National Railways of Colombia narrow gauge 2-8-2 #48 for use on their railway. It was build by Baldwin for three foot gauge in 1928. The chassis will be overhauled at the railroad shop in Bogota, Colombia before delivery this year. Boiler work will be done in the U.S. under Federal Railroad Administration Certification . The Georgetown Loop, runs between Georgetown an Silver Plume, Colorado was completed in 1884, and was considered an engineering marvel for its time. The two towns only lie two miles from each other. But the train runs through very steep canyons, sharp curves including horseshoe curves, and grades up to 4%, plus four bridges. One of these bridges is the massive Devil's Gate High Bridge. The railroad also uses 2-6-2 #12 that was built by Balwin in 1929, to pull trains. You have to see it to believe it!!

## Stack Talk...continued by Neil Moran

MINNESOTA – MINNEAPOLIS: Work is steadily continuing on the rebuild of the Milwaukee 4-8-4 #261. The drivers are out from under the locomotive, the suspension system has been removed, and all wear points have been rebuilt to specifications. All eight major leaf springs that support all the weight on the drivers have been reinstalled, one over each drive wheel. Very soon the shoes and wedges which hold the driving wheel sets in their proper position in the frame, will be prepared for installation so that when the drivers are done, workers will be ready to reinstall them under the locomotive. Labor also continues on several smaller parts such as the firebox, butterfly doors including sandblasting. The injector starter valve has been cleaned and lapped and the cab floor has been replaced with new wood. The major job of pressing the #2 driver off it's axle, resetting the tolerances for the wheel bearing and refitting the driver to the axle, has been completed. All four sets of drivers have been sent to the Tennessee Valley Railroad Museum in Chattanooga where they have specialized equipment to turn the wheels and crankpins. The first set has the most wear on the flanges so it will be turned down to restore it to it's original profile. The other three sets were turned to exactly match the first set on Oct 8-9. The friends of the 261 operated two diesel trips to raise funds for the overhaul. However funds are still needed to complete the overhaul. Contact the 261 at 4322 Lakepoint Center, Shoreview, Minnesota, 55126.

FLORIDA – ORLANDO: Orlando City officials are recommending that former Frisco 0-6-0 #3749 and three passenger cars once part of the Church Street Station entertainment complex be moved to the Florida Railroad Museum in Parrish, Florida. The equipment must be moved to make room for a new platform for Sunrail Central Florida's new commuter train service now under construction. Last November, the city solicited letters from parties interested in taking the equipment with the city paying transportation costs. Five proposals were submitted, but the Florida Railroad Museum's plan was the cheapest at \$160,000. No. 3749 was built by Baldwin in 1943, and it saw service as a yard switcher in the Sanford Yards. Along with the steam engine are a former Union Pacific dome car, and two heavy weight club cars. The transfer should be taking place quite soon now.

PENNSYLVANIA – SCRANTON: Former Boston & Maine 4-6-2 #3713 has been worked on for quite some time now. Now Gary Bensman has a contract to make up for some lost time. Mr Bensman of Diversified Rail will work on a new firebox and side sheets for the engine as funds become available. The project currently underway is to fit up the new right wrapper sheet to the existing backhead, and through sheet. When completed, the restored Boston & Maine #3713 will be the first American manufactured engine to be used in regular service at Steamtown for excursion service. Boston & Maine #3713 was used in high speed service that began in 1935. It served important routes including : Boston to Bangor Maine, White River Junction, Vermont, Troy, New York and also visited White River, Vermont. She operated at speeds up to 70 mph and last operated in the mid fifties, this big Pacific was a true thoroughbred!!

Now its time to thank all the people who took the time to send me the news you just read about John Biehn (Dayton RR Society), John Batwell (Union of South Africa), Rich Taylor (Kearney NJ), and your must humble servant in steam.

UNTIL OUR TRACKS CROSS AGAIN



## *THE LIRR MODELER by Mike Boland*

### *THIS MONTH'S ISSUE: THE AMHERST RAIL SOCIETY'S ANNUAL TRAIN SHOW IN WEST SPRINGFIELD, MASS.*

Once again, we made our annual trip to West Springfield, Mass. on January 27 of this year to partake in the annual train show held at the Big E Exposition Center and sponsored by the Amherst Rail Society. The show, usually held the weekend before the Super Bowl, runs for two days and is in four buildings. While we used to do both days, we recently discovered that with some focus—as Ben Young advised us—and some fast footwork, we can take in the entire show in one day. It's a lot of work, but it can be done.

We arrived a little before 11am on Saturday morning and we were off. This year we did things a little differently. As suggested by Gene Collora, we printed the map of the entire show—building by building—as well as a list of all the vendors and mapped out a strategy by listing those vendors and tables we wanted to spend some time—and money—on. This process worked out well and we recommend it for anyone going to the show. The show, as every year, is just so massive and overreaching that's it can extremely difficult to attend...and enjoy. But we think we did well and had a good time. As for purchasing, viewing and attending all the clinics and tables and vendors...we still managed to walk right by the Walters' tables and on one of them was their new PRR brick interlocking tower kit in an assembled form. So, we still have to get better. We'll have to wait until it comes out in April to get a first-hand look at it.

We went first to the Mallery Complex or building, which is huge and had hundreds and hundreds of freight cars for sale. This is where you go if you want to increase your rolling stock because all kinds of cars are here. You can go crazy just in this building for five minutes. Many operating layouts on display have moved here from the BLC building in recent years.

Atlas had a very impressive display of cars and locomotives in different scales and several layouts that were fairly simple—not complex—yet fun to watch and very well-detailed. And we did spot LIRR RS1 #464 in black (Brunswick Green) paint and gold lettering. Man, that locomotive looked great! At Thoroughbred RR Models, we discovered and were shocked to find a hand-made kitbash of our old friend, the Norfolk Southern Hi-side Construction Debris (CD) gondolas that the railroad rebuilt and converted from former Airslide covered hoppers. This car was absolutely gorgeous and in speaking to Bob of that firm, we discovered a mutual interest in this car and his possible plans to make a one-piece resin body kit of this car, complete with decals. We gave Bob information about the varieties of these cars and will work with him to get these cars out. This car will be a future subject for both the LIRR Modeler and possibly an article in RMC or MR. Noted author and HO modeler Matt Snell covered these cars in a superb article for the e-mag Model Railroad Hobbyist last fall. So stay tuned for more news about these cars; they are fascinating.

We saw Ted Nugent of Speedwitch but didn't buy any of his kits; we still have a number that we bought at previous shows and have NOT put them together. His fine kits will also be the subject of some future features.

We got some information about operating Iwata airbrushes, and we recently bought one. They're supposed to be very good for model railroading hobbyists. More on this in the future.

Good buddy Bill Schneider of Rapido was also there; he told us the AF Osgood-Bradley LIRR cars in the World's Fair and MTA#1 paint scheme should be here in April. That's good news. More about these cars a little later. And don't forget their run of custom-decorated LIRR Fairbanks-Morse C-Liners.

***THE LIRR MODELER...continued by Mike Boland***

Gene Collora and his wife Sandy were doing very well at their tables in the Young Building.

Charlie Lehman of Railworks had some beautiful LIRR brass passenger and headend cars in HO painted in Tichy colors

A number of vendors were at the Better Living Center. We finally met Jim of Con-Cor Models, since we've been working with him for some time via e-mail on the P54 and MP54 cars in LIRR colors. He had a MU coach and combine in Tichy colors without the window inserts and minus the LONG ISLAND lettering and they looked very good. These cars will be out soon—in a few months—and we can hardly wait. They'll also be in Tuscan Red. And Jim asked us for information about the gray and orange cars, which are targeted for Fall 2012 so we'll be putting together some photos and other data for Con-Cor. We expect the dark gray cars to sell well. Who'd have ever thought that these cars would be offered in all three paint schemes in plastic. Wow! What a world!

We finally picked up an undecorated AF car thanks to Dave Harrison of Dave's Custom Hobbies and Dave had his usual tremendous supply of cars and everything else. We hope to paint this car in the dark gray with Brunswick Green roof and add Dashing Dan heralds to it; Dave's advised us he's got two more cars if we like the results. You'll see the results in a future LIRR Modeler article.

Near Dave was Joe and his Island Model Trains line of passenger cars, MUs and locomotives. We've offered to paint a few of his cars, to add some color to his display. Old friend Jack LaRussa was there, too, with a pair of red-striped LIRR Sunrise Fleet ex-MU parlor cars and his NJ International Line. And we'll be working with Chris of Railflyer Models to finally do a LIRR-correct version of the GP38-2...now that Athearn is doing it, although as of now they are NOT doing a LIRR version. Maybe we can change that. Steve and his wife of Funaro and Camerlengo had their resin line of models on display for purchase.

Don Valentine of New England Rail Supply was visited and we came away with a number of double-ice bunkers, which will allow us to do more LIRR 28-1 heavyweight Pullman parlor cars.

Athearn announced a new(?) locomotive: the GP38-2. Its first run will include Southern Pacific, Missouri Pacific (MoPac) in all-blue, hi-hood Southern Railway and wide cab Canadian National. Long Island? No, but we hope to change that. Stay tuned here, too.

We bought calendars and books from Ron's and Tucker's Hobbies, including "Railroads in the Wild West."

In a side note, founder of the show Robert (Bob) Buck passed away in the fall of last year and he started the show, at a table in the corner of a classroom at the U. of Mass, according to what we were told. From a table in a classroom to FOUR buildings at the Big E, how this show has grown through the years is nothing short of incredible.

In later years, Bob stood by his hobby store's tables (Tucker's Hobbies) in an old conductor's uniform and was delighted to talk to anyone. We always looked forward to saying hello and briefly chatting with him. He ran a classy, first-rate show and will be missed. Thank you, Bob!

We haven't used their paint yet, but we picked up some colors made by Tru-color Paints and they look exciting to use. There was also a nice line of Canadian railroad color paints but they won't ship by mail during the winter; their paints will freeze and explode in their packages so we'll wait until spring on this project.



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

And finally, since a number of boxcar kits but various manufacturers were being heavily discounted, we picked up a number of 50-foot freight cars by Branchline—the focus of a future series by us—and a number of Athearn 50-foot Incentive Per Diem (IPD) cars custom-decorated by Bev-Bel (remember them?). This series was suggested by Gene Collora and he has supplied us with both information and photos of this fascinating era of U. S. railroad in the 1970s.

We'll be doing more on freight cars and IPD boxcars in future months.

There's so much good stuff coming out.

## ***Railroad Museum of Long Island Calendar by Don Fisher***

Happy New Year LIST Members! 2012 is upon us and I am looking forward to another stellar year at the RMLI. Much is afoot around Greenport and Riverhead, do plan to join us in the New Year! Here, ready to hang on your refrigerator, are all of our planned events for 2012!

### **Saturday, March 24, 1:30 PM - 2012 RMLI Educational Forum**

LIST Member, Ed Koehler will present a talk and slide show of the historic Long Island Railroad presence on the North and South Forks. Suffolk County Historical Society, 300 West Main Street, Riverhead NY.

### **Saturday, April 14, 10 AM – 4 PM**

The Riverhead Visitors Center and Restoration Site **OPENS**, Saturdays only for the 2012 season.

### **Saturday and Sunday, May 26 and 27**

The Riverhead Visitors Center and Restoration Site **OPENS** on Saturdays AND Sundays for the 2012 season AND the Greenport Museum Site **OPENS** Saturdays and Sundays for the 2012 season from 11 AM to 4 PM.

### **Saturday, June 2, 1:30 PM - RMLI Spring membership meeting**

The Greenport Museum Site. Hear reports of officers and committees. View the 2012 exhibit from the New York Transit Museum: The 100<sup>th</sup> Anniversary of Pennsylvania Station.

### **Saturday and Sunday, August 25 and 26, 10 AM – 4 PM Riverhead Railroad Festival Family Fun Days**

The Riverhead Visitors Center and Restoration Site.

### **Saturday and Sunday, October 6 and 7, 11 AM to 3 PM**

### **Thomas the Tank Engine and Friends Play Days**

The Riverhead Visitors Center and Restoration Site. The Greenport Museum Site **CLOSES** for the season at the end of day, October 7. The Riverhead Visitors Center and Restoration Site **CLOSES** Sundays at the end of day, October 7

### **Saturday, October 20, 1:30 PM - RMLI Fall membership meeting**

The Suffolk County Historical Society, 300 West

Main Street, Riverhead NY. Hear reports of officers and committees, election of officers for 2013.

### **Saturday, November 17**

The Riverhead Visitors Center and Restoration Site **CLOSES** for the season at the end of the day.

### **Saturday and Sunday, December 1 and 2, 11:30 AM to 3 PM Annual Holiday Open House**

with Santa at the Greenport Museum Site. Santa arrives at 12 noon each day.

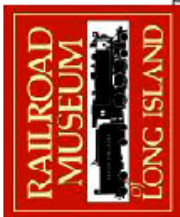
### **Saturday and Sunday, December 8 and 9, 11:30 AM to 3 PM First Annual Holiday Open House**

with Santa at the Riverhead Visitors Center and Restoration Site. Santa arrives at 12 noon each day.

### **Dates to be announced - Train Club Run Nights at the Historic Lionel Layout.**

Bring your "O" gauge trains and run them on the Historic Lionel Layout at the Riverhead RMLI. Take photos or videos of your rolling stock as it

Long Island Sunrise Trail Chapter  
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www.rmlil.org

**The RAILROAD MUSEUM OF LONG ISLAND  
 HOSTESS BRANDS PS-2 COVERED FLOUR HOPPER**

The Railroad Museum of Long Island (RMLI) is pleased to announce the twelfth in our series of Lionel O gauge commemorative cars. Production of this car will be extremely limited to only those who purchase this car in advance. Funds raised from the sale of this car will go toward the operation of the Museum, including education/restoration programs, exhibits, collections and the Historic Lionel Layout



Graphics may differ slightly from above - track not included, © RMLI 2011  
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Constructed in the 1870s as the Shults Bread Co. - a Jamaica, Queens, NY bakery became famous in 1925 when it began to produce sliced Wonder Bread under the Taggart label. Throughout its long record, the Long Island Railroad served this bakery from a siding at 170th Street, delivering ingredients necessary to make the famous bread that is still with us today! The RMLI celebrates the history of Wonder Bread on Long Island with this collectible covered hopper car built by Lionel.

Orders must be received by Friday, June 15, 2012. Delivery is anticipated in December 2012. Cost of the car is \$73.00 **shipping and restricted membership included!** Canadian and foreign orders must add \$10.00 extra for shipping. You may pay by credit card, check or money order payable in U.S. funds to RMLI (Railroad Museum of Long Island). Please mail your payment or credit card information and signed order form to:

RMLI  
 P.O. Box 307  
 Southold, NY 11971-0307

I would like to order \_\_\_\_\_ Hostess Brands PS-2 Covered Hopper car(s) at \$73.00 each: \$ \_\_\_\_\_  
**New York State Residents only; add sales tax of \$6.30 for every car purchased.** \$ \_\_\_\_\_  
 Check #: \_\_\_\_\_ PLEASE PRINT Canadian and foreign orders add \$10.00 shipping: \$ \_\_\_\_\_  
 Name: \_\_\_\_\_ Order Total: \$ \_\_\_\_\_  
 Address: \_\_\_\_\_ P.O. Box: \_\_\_\_\_  
 City: \_\_\_\_\_ State: \_\_\_\_\_ Zip Code: \_\_\_\_\_  
 E-mail address: \_\_\_\_\_ Phone Number: \_\_\_\_\_  
 Authorizing signature: \_\_\_\_\_ Verification #: \_\_\_\_\_  
 Visa/MC/Discover/AmEx: \_\_\_\_\_ Exp: \_\_\_\_\_ / \_\_\_\_\_