

**OF NOTE**

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## Modeling Streets and Sidewalks

increasing interest in urban and suburban modeling requires attention to detailing vehicular and pedestrian passageways / DAVID METAL

**WIDTH AND STRUCTURE OF STREETS** vary depending on intended usage and city or town ordinances. The measurements below are an average of what I found, observed and look realistic to me. All measurements are for HO Scale and should be adjusted to your scale.

Item	Actual	HO Scale
Sidewalks	4 feet wide	½ inch
Parking Lanes	8 feet wide	1 inch
Traffic Lanes	12 feet wide	1 ½ inches

A typical residential street has a pair of 12 foot traffic lanes and two 8 foot parking lanes for a total width of 40 feet. Highway lanes are also each 12 feet wide and they have 8 foot medians.

Most roads are either made of concrete or blacktop and models need to be colored with the correct paint. Note that black top is not black soon after it is installed, it color-drifts to a light grey over time, so get a good color picture as a reference. I like to use styrene plastic for streets and paint them with concrete or black-top color using an airbrush.

On most roads the stripe length is usually one unit and the length of the blank space between the strips is usually two units. Check the area you are modeling, as these standards have changed over time. An easy way to create a stripe is by marking the center line on the plastic sheet that has been painted concrete (or asphalt), color with a pencil and then, using a ruler and a thin flat blade screwdriver, scrape away the grey paint for the length of the stripe so that the white of the plastic shows. The required stripes can then be painted in the grooves caused by the scraping using a fine brush or a white or yellow colored pencil/marker (easier tool to use). You could also use dry transfers (a long and slow process), or chart tape of the correct width, or decals for the stripes. In modern times yellow stripes are commonly used to di-

vide traffic moving in opposing directions and white stripes are used to divide traffic moving in the same direction. Cross walks and limit lines are usually painted white.

Evergreen Styrene produces pre-scribed tile sheets that can be used for sidewalks, as the boxes on the sheets come scribed in different sizes. The plastic can be snapped apart at the tile lines easily, and this makes the sidewalk installation relatively easy.

The thickness of these sheets needs to be increased to create a proper curb. I have done this by gluing a plain sheet of the additional thickness required to the plastic using a product called “tacky glue”, which I found in a craft store. I paint the curb and sidewalk with the color “sidewalk cement” before I glue the sidewalk in place. The color of sidewalk concrete is usually lighter and cleaner than the roadway pavement.

Mark and paint the curbs before you install the sidewalks to the streets. Some markings you can apply are :

- Red     Fire lane or Hydrants or No parking any time
- Blue    Handicapped only
- Yellow   Passenger and freight loading/unloading
- Green   Freight loading/unloading only
- White    Passenger loading/unloading only or mailbox de-  
                   positing only

To make an asphalt parking lot or street, I have glued fine, 400 to 600 grit, black emery paper, available in hardware stores, to the styrene sheet. The emery paper can be striped with a yellow or white pencil, using a ruler as a guide. I have used contact cement to glue the emery paper to the styrene with good success.

The styrene can be glued to the wood surface of the layout using yellow carpenter’s glue, Liquid Nails for Projects or tacky glue that is available from a craft shop.

After your street is installed, do not forget to weather the road, to place cracks in the sidewalk, and to put road signs, mail boxes, fire hydrants, and sewers where they would be on your street to complete the scene.

## STDiv elects 2013 officers and directors

The year 2013 saw two firsts for the Sunrise Trail Division. For the first time ever, the Annual Business Meeting took place as part of the Winter Meet in January. Also for the first time, the nomination and election of officers and directors became part of the Annual Business Meeting.

In the past, nominations had been accepted and closed at the Winter Meet and voting then followed during the period between the Winter and Spring Meets. The results of the election and the installation of the newly officers and directors took place as the Annual Business Meeting, which was held as part of the Spring Meet.

The new schedule and procedures were instituted to simplify and streamline the electoral process and make the terms of those elected more nearly match the calendar year. The past three issues of *The Cannon Ball* dealt with the changes in detail.

The election returned Edmund Neale as President, Steven Perry as Vice President–Treasurer and Howard Dwyer as Secretary, as well as John Jaklitsch, Richard Mazzola and Michael Siegel as Directors. As Officers, the one–year terms of Neale, Perry and Dwyer will run through January, 2014. The two–year terms for Directors Jaklitsch, Mazzola and Siegel will run through January, 2015.

*continued overleaf*

## STDiv elects...

*continued from previous page*

On the eve of the Winter Meet and Annual Business Meeting, James Clements, who was elected a Director in 2012 and whose term would have expired in 2014, informed the Board of Directors (BOD) of his intention to resign his position. Clements stated that an increase in the amount of time he needed to spend on outside issues would no longer allow him to devote the attention to being a BOD member that he felt the position deserved.

STDiv President, Ed Neale will name someone to fill the remainder of Clements' term in accordance with Article V, Section H of the STDiv Bylaws, which states, "Vacancies developing on the BOD shall be filled by appointment of the President with the advice and consent of the remaining members of the BOD..." The term of the appointed replacement for Clements will run through January, 2014.

## message from maryland

Timonium and DCC for the narrow gauge / KENNETH SZEKRETAR

**LAST YEAR AT THIS TIME** I wrote about attending the Timonium Train Show for the first time. Making up for lost time I attended again this year. I was disappointed Artie Fahie from Bar Mills was not there, probably because the Springfield show was the weekend before. There were a few vendors complaining they could have used another week rest between shows. I was able to procure 2 more structures for my O scale layout and will kitbash them into smaller houses for the "Town". It's amazing how fast you can fill a 10' x 4'-5" space in O scale. The highlight of the show for me was the display of Howard Zane's scratchbuilt structures in O scale. They are magnificent pieces of art, but with prices to match. Go to his website to see these masterpieces. After the show we went to M.B. Klein's hobby shop which is only ten minutes from the Maryland Fair Grounds. I finally bit the bullet and got into DCC. I went with the Digitrax Zephyr Extra DCS51 because it was one of the few that supported analog loco's as well as DCC, although the DC running leaves a bit to be desired. I guess I'll be converting my analog loco's to DCC someday which is another tangent that this hobby takes you off on.

I'm glad I had done most of the carpentry work for the layout during the late summer and fall as I was able to get to the "good stuff" when the weather turned primo for model railroading. Because of that and the fact the winter weather has not been conducive to sailing the R/C boats, the trackwork and wiring are 90% done. That of course is in part due to the fact that you can wire a small layout for DCC in an evening or two. No more blocks and dpdt toggles. Yea! Of course, a concern with DCC is the fact that

 **the**  **welcomes...**  
new to the Division since the last issue

Henry Sansone	The Bronx
William Brauer	East Elmhurst
Marc Charton	Bethpage
Michael Capozziello	Elmont
John O'Connor	Oceanside
Michael Scholz	Deer Park



A couple of narrow gauge consists led by a Forney and a Consol await train orders from the station master, while a standard gauge boxcar is unloaded into its narrow gauge counterpart at an interchange track in the rear. The Forney is a Bachmann model, the Consolidation is from Broadway Limited and the station is from Atlas.

corn field meets are a reality now, as I found out soon enough. I'll soon be scenicking and model building which for me is the aspect that makes model railroading fun.

By the way, Mona and I took the Autotrain back from Florida in January and thoroughly enjoyed it. Some of the towns it passes through are like going through Main Street on a model railroad. Very quaint and picturesque. A relaxing way to go.

President: Edmund Neale [vernontrailroad@optonline.net](mailto:vernontrailroad@optonline.net)  
Vice President: Steven Perry [seperry@optonline.net](mailto:seperry@optonline.net)  
Secretary: Howard Dwyer [hdwyer@optonline.net](mailto:hdwyer@optonline.net)  
Treasurer: Steven Perry [seperry@optonline.net](mailto:seperry@optonline.net)



### Directors:

John Jaklitsch (2013)  
Richard Mazzola (2013)  
Michael Siegel (2013)

Kevin Katta (2014);  
George Loy (2014)  
To be appointed (2014);

Achievement Program: Michael Siegel; Contests: Howard Dwyer; Membership: Gary Lynch [lynchga@optonline.net](mailto:lynchga@optonline.net)  
Publicity: George Loy, Michael Siegel; Website: [www.SunriseTrailDiv.com](http://www.SunriseTrailDiv.com), John Jaklitsch, Webmaster; STDiv Representative on NER BOD: Kevin Katta

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Contributions, such as articles, photographs and artwork, are welcome in either hardcopy or as computer files and should be sent to the Editor at the above address.

Submitted material will be returned upon request.

# The Patchogue Project **PART 2**

answers to some questions about operations around Patchogue / STEVEN LYNCH

illustrations and photos are from the author's website <http://www.trainsarefun.com/lirr/lirrcontents.htm>

James "JJ" Earl of Hicksville had been retired from his long time vocation as a Long Island Railroad (LIRR) freight conductor, when I communicated with him a number of years ago prior to his passing on December 19, 2012. His recollections about LIRR operations in and around Patchogue were vivid, and he was kind enough to respond by email to a number of questions I had for him about those operations. A transcript of that conversation, entitled "An Interview with JJ via email: Q&A on Patchogue" appears on my website at:

<http://www.trainsarefun.com/lirr/jjearl/jjearl.htm>

I thought it would be useful to reprint it here as part of the effort to accumulate data that might help create an effective Layout Design Element of the area. As you read this, you might find it helpful to refer to the illustrations and aerial photograph that appeared in the previous issue of *The Cannon Ball*.

## **Was the north siding ("old schoolhouse track") east of the Patchogue station used as a coach layover storage track for the morning commute?**

Emery's SUNY map of Patchogue\* indicates both the North siding and the fence tracks as "coach lay-up." South of the tracks and east of South Ocean Avenue (about the parking lot for the Brookhaven Town Hall ) were two storage tracks, indicated as #1 and #2. Track #2, the southern-most of the two, was out in 1950. Track #1 was still in use according to Emery's 1958 map. Both were east trailing, with the stubs against South Ocean Avenue .

Also, the #1 track used to be an express track, with a high platform to unload express. This track extended all the way east past the Knickerbocker Ice Company over Rider Avenue, stubbing out against Potter Avenue. A crossover allowed access to this track from the main. The Patchogue-Babylon "Scoot" would also layover on the north siding and/or the Fence track.



1947 view east of "North" siding and the express/baggage house with raised platform  
*Fred Weber photo; Dave Keller archive*

\* *Robert M. Emery, (1925-1995), LIRR conductor and historian, documented LIRR track configurations over the years with scores of annotated hand-drawn maps, many of which now reside in the archives of the State University of New York at Stony Brook. Some of them appear on the author's website in support of related subjects — EDITOR*

## **When was the water tank razed? Why were the water columns removed in 1951 from Patchogue? Apparently the steam engines were serviced elsewhere after 1951. Did they no longer need water plugs in Patchogue?**

According to Emery's SUNY map of Patchogue, the water tank came down in 1950. But this note appears to have been added later. I think it's wrong. Fred Weber took the photos at Patchogue in the late 1940s, because the tank was to be removed. I think the tank came down in either 1947 or 1949. I believe that steam engines were no longer run regularly on the Montauk line after that time. There was a water column in Babylon that could service them, but I do not know when it was removed.

## **Why was the engine house gone in the 1920s? Were engines stored off the turntable for the morning commute?**

Engines were stored on the engine lay-up track south of the turntable. To my knowledge service was performed on the North siding in all weather. Any major locomotive work would be sent to Morris Park. This would also create a job for an engine crew to run light to Patchogue with a replacement locomotive and return with a locomotive in need of inspection or repair. Good jobs, as you were paid for eight hours and many times were done in half that time.



Budd RDC, Alco RS1 464, Alco S2 455 and G5s 28 on the "ready" tracks in 1955  
*Art Huneke photo; Dave Keller archive*

## **What kind of freight traffic was handled in Patchogue in terms of numbers of trains per day/week? Any usual freight — ducks or potatoes or other?**

Freight traffic was handled by the Montauk freight runs. I believe there was also a Patchogue freight run for some time. In general freight was handled in among passenger traffic. Sometimes a southside extra would work through, if needed, such as a potato extra when Long Island was growing potatoes instead of vineyards, as now. I do not recall any duck extras. I'd need an older timer than I to recall that. I know we ran through duck farms around Center Moriches, but as to how they were shipped, I have no idea.

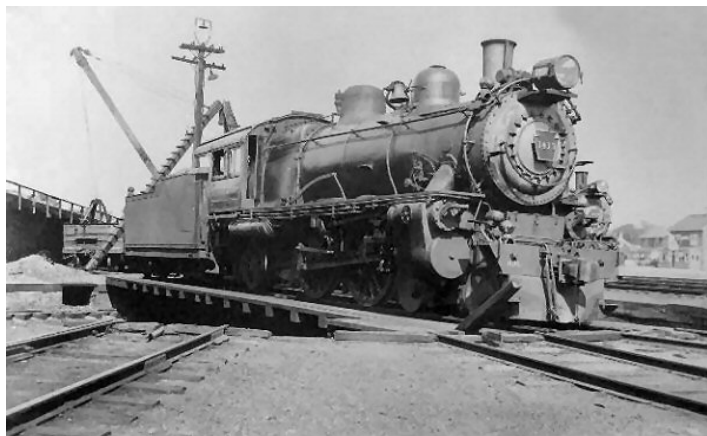
*continued on page 4*

**Were steam 0-8-0s assigned to Patchogue, or did the road engines work the yard and the sidings?**

Road engines did the switching. Out east only Riverhead and maybe Speonk had a regular switcher assigned. I have *never* seen photos of any 0-8-0 C51 switchers at Patchogue. From what I can determine from train orders and messages, only H10s and H6sb consolidations were used on freights passing through Patchogue.

**Was the turntable in use until steam's end in 1955, or did they use diesels, or run east 20 miles out to Speonk to use the wye?**

The Patchogue turntable was probably out of use in the early 1950s when diesels came into the picture. Diesels did most of the work after that, and there was no need to turn a road switcher. Just pull into the school house siding, cut the train off, back around to its other end using the next track, couple up, do a brake test and then pull westbound, short hood first. Only the Fairbanks Morse C-Liners were wyed at Speonk.



4-4-2 Atlantic 1413, class E-3sd leased from the PRR, on the "armstrong" turntable in 1940  
*Harold Fagerberg photo*

Then of course the Budd rail diesel cars came and all you had to do was change ends to be ready to go. The same holds true with Push-Pull trains. The turntable pit was filled in in 1957. I don't know when the table was actually discontinued.



Fairbanks Morse "C-Liners" had to be run light to Speonk and turned on the wye before returning to lead trains back westbound toward the city  
*Dave Keller collection*

**When were the water tank, scales, freight houses, sidings, coal trestles, turntables, etc. removed and just paved over?**

Water tank: circa 1949-50

Coal trestle: 1959

Scale track, sidings, structures, et. al.: May, 1963

Turntable: 1957 (see above)

**What businesses and industries received car loads or LCL from the LIRR?**

Bailey & Sons: All sidings removed in 1950)

Underwood Fuel Co. (west of River Ave. and south of Main St.: Siding removed in 1963)

Patchogue-Plymouth Mills (Lace Mill): Siding removed in 1965

PELCO siding for coal delivery: Siding removed in 1965

Texas Oil Co. (accessed off Lace Mill track): Secondary siding removed circa 1959

Patchogue Gas Co. (accessed off Lace Mill track): Secondary siding removed circa 1940)

Snedecor Coal & Feed (Weeks Coal): Siding out in 1959

Sinclair Oil Co.: Siding removed in December of 1941.

I don't have times for Knickerbocker Ice Co. (Ex-Welz & Zerwick), G. H. Vrooman Coal & Lumber Co., Swezey Coal & Fuel Co., Standard Oil Co., Case-Suffolk Corp Plumbing Supply, Reich Bros. Trucking, T & S Lumber Co., and the L. W. Terrell Coal Yard

**What would the typical mix of cars look like—blocked reefers, all coal drag, etc.—and what was the average number of cars in a freight that arrived?**

Always mixed freight, 25 to 35 cars. Judging from the freight reports I copied for you, some of those trains handled just under 50 cars.

**I see the Lace Mill has a siding for a coal trestle and a shipping/receiving siding at 90° to the main crossing over Montauk Highway. What operational problems might have occurred as a result?**

The only operation that might have been a problem was the flagging of traffic on Main Street. To the best of my recollection, I never worked that job.

**Describe the "Ringhouse" track**

It was the first siding south of the main. It was named after a LIRR foreman and held 39 cars. It branched off the main west of River Ave., opposite Underwood Fuel Co. and extended eastward connecting again to the main just west of the Railway Express Agency house, directly in front of the location of the water tank. Sidings from north to south:

1. House track (led to coal trestle)
2. Coal gondola storage track
3. Turntable and ash pit track
4. Engine Lay-up track
5. North siding (68-car capacity)
6. Main track
7. Ringhouse track
8. Scale track
9. Team track #1
10. Team track #2
11. Team track #3

**Were there named/numbered scheduled freights?**

Locals were designated with an "L" prefix, and city freights had a "MA" for "Metropolitan Area".

In the next installment of *The Patchogue Project*, we'll take a look at Patchogue industries and other businesses, which were or might have been customers for the LIRR, and the years during which they operated.

I hope to see you then.



# NER Convention to feature Free-Mo

an open invitation / WILLIAM HODGES

**FOR THE FIRST TIME EVER** a Northeastern Region (NER) Convention plans to include an open–invitation, operating, Free-mo modular layout. (*Little Rhody Division 6 has displayed its coordinated collection of On30 Free-mo modules at a number of NER Conventions and elsewhere—EDITOR*) **Tracks to Lakeport**, the October, 2013 NER Convention at Laconia, New Hampshire in October will provide space of approximately 40' x 72' for what could be a significant showcase of the concept. The space will include an area for presentation and Free-mo clinics.

Because of the educational focus, the Convention will accept modules under construction. Scenicked modules are wanted as well to show what can be done in that regard. While the Convention hopes to be able to entertain all modules, it may need to decline some to allow more people to participate.

The only requirements are that modules be available by Labor Day of this year and meet the national or Seacoast Division Free-mo standards. Details of those standards can be found online at:

<http://www.free-mo.org> (national) or:

<http://www.seacoastnmra.org/wordpress/seacoast-modular-group>.

While the 2013 NER Convention is months away, the organizers want to start a list of possible modules to include and begin designing feasible layouts. Seacoast Division's Bill Hodges is coordinating the event. Please provide any information regarding intention to participate to him via surface mail to:

179 Surry Road, Ellsworth ME 04605-2626, or by email to:  
hodges\_b@myfairpoint.net.

Correspondence must include the plan drawing with module dimensions to 1/8" and extent of completion (e.g. planned; built—but not operational; operational; scenicked; completed). Also, please include "CFM" in the email subject line. For questions or more information, call Bill Hodges at 207-266-7099.

Open Invitation Free-mo at *Tracks to Lakeport* will provide a unique opportunity to feature this aspect of the hobby. The organizers' hope that as many people as possible will participate and take advantage of it.

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## NMRA website now allows personal data updates

looking for feedback / BEN SEVIER

**THERE IS A NEW SERVICE** up on the NMRA website homepage, which allows a member to send in personal information updates to the NMRA. It can be accessed at:

<http://www.nmra.org/member/content/member-info-update>

Please note in the comment field which information provided is to be changed. The last part of the form is a simple math question to verify that a human is sending this in rather than one of the internet spambots.

This is not an effort to go around Division or Region membership volunteers, but as an assist to their efforts, and to facilitate more timely information updates.

Feedback would be useful. Please address comments or questions to:

Ben Sevier  
Manager, IT Department  
National Model Railroad Association  
itmgr@hq.nmra.org

## the mailbag

correspondence may be edited for clarity



### MORE MODELING MINEOLA

Upon further reflection of the Mineola LDE south view it occurs to me that the following is possible:

1. Run left (east) to Divide and model the Port Jeff branch aspect.
2. In the next module (room wall) the opportunity to add elevation through Cold Spring, Huntington, etc. allows for an LDE at any of the stations along the route.
3. Kings Park hospital/coal trains options might of interest, which provides the ability to have the Smithtown trestle, Bull, interesting road config, etc.
4. Port Jeff can have the wye after the station "tucked" in a corner (shortened as only the steam engine need be turned). After the wye, the yard (perhaps staging) can be used to provide continuous run as it serves both eastbound/westbound traffic via Port Jeff/Mineola; or as Port Jeff once went to Wading River, allude to this and have the eastbound trains "recycle" into Mineola into eastbounds.
5. This would work well in "N" scale as the wye needs to be about 3'-5' deep in a corner in HO. Perhaps more as your track software would indicate
6. I see this as more a scenic expression opportunity than in HO. Here's a chance to actually model some "terrain" on Long Island with trees as view blocks (Cold Spring/Smithtown) Think about looking southeast with Smithtown trestle in the front part of the layout.

Steve Lynch  
Valrico FL

### GREETINGS FROM A FOUNDER

I'm sorry its been so long since I may have contacted the Sunrise Trail Division (STDIV). I am impressed with the *Cannon Ball*; it is a great newsletter. Since January, 1993, I have been living in Bridgeville Delaware, a small town of about 1,200 people. Nothing much ever happens here. I am grateful to all of you to hear of activities on Long Island. After helping to organize the STDIV, I did not run for office, but did chair several conventions. Remember the Garden City Cathedral? I also was part of the committee that issued the 10–year rail car, which was a tank car. Does anyone still have one? The 40–year reefer is a great model.

I am not sure when I will be able to get to Long Island to attend meetings. My wife is not well at this time, and I cannot leave her alone for extended times.

I was very sorry to hear of Buzz's death. I thought of him as a fine modeler, and a gentleman. I also was saddened to hear of Graham's death, as he was the reason I was at the first meeting. That's all for now.

Fred Leger  
Bridgeville DE

*Fred Leger, formerly of Massapequa Park, is one of the Sunrise Trail Division's twelve Founders. In March, 1966, it was Graham Harvey who suggested he attend a gathering of model railroaders in Ira Rothberg's Westbury home for what turned out to be the first meeting of the Division. Fred held Division member number 0007, when those things were assigned. Although he claims not to have run for office, archives show he served as a Director from 1974 through 1976, when Buzzy Washington replaced him. While it goes without saying that we'd love to see him at any of our meets or other events, the health of a loved one comes first, and we wish only the best for his wife and for Fred, as well.—EDITOR*



# around the division and elsewhere

## SPRING MEET VOLUNTEERS NEEDED

Why not give some of the folks who unselfishly work to make an event better for everybody else an hour or so to enjoy the event themselves? That's what Steve Perry would like to do. He's looking for a few good men or women to temporarily relieve folks who are staffing the kitchen, contest table and white elephant table, so that they may have the opportunity to attend at least one clinic during the upcoming Spring Meet. Volunteers will be providing a much appreciated brief interlude for people who repeatedly give their time and effort to benefit the rest of us. Contact Steve at 631-744-6462 or via email to [seperry@optonline.net](mailto:seperry@optonline.net)

## RMC/DREMEL KITBASHING AWARD TO ART SOHL

Art Sohl, NMRA Master Model Railroader 305 and a long time member of the Sunrise Trail Division until he moved to Port St. Lucie, Florida three years ago, received the award in the February, 2013 issue of *Railroad Model Craftsman* magazine with "A kitbashed O scale photographer's truck".

## LAST RUN FOR HELLO DOLLY MODELER

Robert Edward Bird passed away January 4th in Indianapolis at the age of 85. One the Sunrise Trail Division's earliest members (he was STDiv member number 91 when those designations were assigned), he moved to Parlin, New Jersey in 1960 and then to Indianapolis in 2008.

Well known to the railroad modeling community, Bob was a prolific modeler who came to age during the golden era of scratch and kit building. His work was featured in *Model Railroader* and other publications, and he was frequently a winner in NMRA Northeastern Region contests.

One of his most fondly recalled creations, the "Hello Dolly" car, was a good example of the length and breadth of his modeling skills. The prototype was built by the Pullman Car Company in 1896 for the Boston and Maine Railroad. It had found its way to the Strasburg Railroad by 1968, when 20th Century Fox approached the Strasburg to provide a fully operational, turn-of-the-century train for the movie, "Hello Dolly". At Fox's behest and to its specifications the coach was converted to an open-air observation car, particularly so dancers could easily access it.

Intrigued by the fame and the novelty of the transformed car



Bob Bird's modeling subject — Ex Boston & Maine coach 856 built by the Pullman Company in 1896 and rebuilt by the Strasburg Railroad as the *Hello Dolly* car for the movie.

after the movie's release, Bob traveled to Strasburg, measured every inch of the modified prototype, drew detailed plans, and then scratch-built an award winning HO scale model with the aid of the STDiv's John MacGown, who fabricated some beautifully

detailed parts, which were unavailable commercially.

Following a stint in the U.S. Navy from 1945 to 1949, Bob Bird worked as a tower operator for the Port Authority Trans Hudson Railroad (PATH) until 1994, when he retired as PATH's longest active employee. In 1985 he was honored with the Port Authority of New York and New Jersey's Distinguished Service Medal.

A Funeral Mass in Bob's memory was held at Saint Bernadette Roman Catholic Church in Parlin, New Jersey, on February 9th, after which he was interred at Woodbridge Memorial Gardens in Woodbridge, New Jersey. He is survived by his wife of fifty-seven years, Lillian, by three children and their spouses, five grandchildren and one great-grandchild.

Courtesy of Rosemarie Bird Buchbinder and *Railway Preservation News*

## GOOD NEWS FOR RAIL-MARINE MODELERS

No doubt in response to a continually growing interest in rail-marine modeling, Walthers has announced a rerun of all its HO scale rail-marine products, which last appeared in total in its 2005 *Model Railroad Reference Book*. The original group includes the Railroad Carfloat, Carfloat Apron, Railroad Tug Boat, Front Street Warehouse, Pier Terminal, and Pier & Traveling Crane. To this Walthers has added the Fireproof Storage and Transfer background building, which first appeared in its 2007 reference book. March availability for all the models is anticipated.

## GRAND CENTRAL & JAMAICA CENTENNIALS

2013 marks the 100th anniversaries of Jamaica Station and Grand Central, and a couple of new books about the stations' histories are available.

*Jamaica Station*, by Dave Morrison, "chronicles, through historic photographs, the history of this nerve center of the Long Island Rail Road." Morrison, retired from the LIRR, is a member of the Long Island Sunrise Trail (LIST) Chapter of the National Railway Historical Society (NRHA). He was a guest speaker at the Sunrise Trail Division's 2011 Convention Dinner, during which he previewed the book prior to its publication.

*Grand Central: How a Train Station Transformed America*, by *New York Times* reporter Sam Roberts, is described as "a rich, illustrated and entertaining history of the iconic Grand Central Terminal, from one of New York City's favorite writers, just in time to celebrate the train station's 100th fabulous anniversary. Quirky anecdotes and behind-the-scenes information will allow readers to peek into the secret and unseen areas of Grand Central from the tunnels, to the command center, to the hidden passageways."

Jamaica Station is currently, undergoing major renovations to its exterior. You can keep up to date with those and any events planned for the anniversary by visiting the LIST/NRHS website at <http://www.nhrs-list.org>.

To learn more about Grand Central and its centennial celebration, visit <http://www.grandcentralterminal.com> on the internet.

## EAST PENN TRACTION'S NATIONAL TROLLEY MEET

As it does every other year, the East Penn Traction Club will sponsor the National Model Trolley Meet in Philadelphia, which normally draws over 500 traction modeling enthusiasts. Dates are May 3rd & 4th. STDiv's John V. Gallagher is a member of the Trolley Meet Committee and can be reached via email to: [gallagherjv39@verizon.net](mailto:gallagherjv39@verizon.net) if you have any questions. Also, see "Down the Track" on the back cover for more information.

**Deadline for the Summer 2013 issue of *The Cannon Ball* is June 1st**

# SUNRISE TRAIL DIVISION MEETS – MEETINGS – EVENTS

## Spring Meet & Train Show

Saturday, April 13, 2013 10:00AM–4:00PM

St. David's Lutheran Church, 20 Clark Boulevard, Massapequa Park

### Clinics

11:00AM – NOON	<b>Model Railroad Operations Using Sequence Cards</b>	Mike Siegel
1:00PM – 1:45PM	<b>Modeling Business and Private Passenger Cars</b>	Ray Muntz
2:00PM – 2:45PM	<b>Micro Video Cameras 101</b>	George Loy
3:00PM – 3:45PM	<b>Building a Craftsman Kit Engine House</b>	Walter Neumen MMR

### Model Contest

including a new "Thumbs" humor category  
(Must be a Sunrise Trail Division member to enter)

### Photo Contest

(Open to all)

Model and Photo Awards Presentation  
3:45PM – 4:00 PM



### White Elephant Table

(Must be a Sunrise Trail Division member to offer items for sale)

Submit items for sale starting at 10AM. Items go on sale starting at 11AM

### Operating Modular Layouts

Invited to participate:

Long Island Traction Society · HO Track of the Sunrise Trail · Long Island NTrak · Long Island TTrak

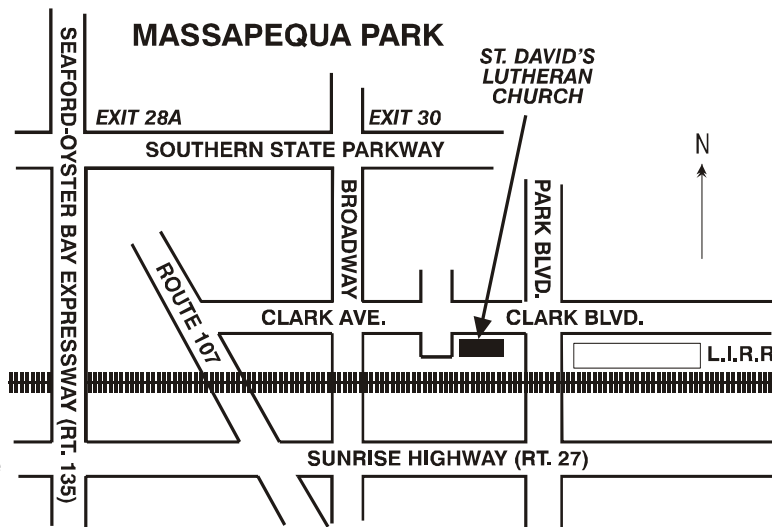
### Open to All

General admission  
\$5

NMRA members  
\$3

Spouses, children under 12,  
and scouts in uniform  
will be admitted free  
with a paying adult

Sandwiches and soft drinks  
will be available for purchase  
during the meet

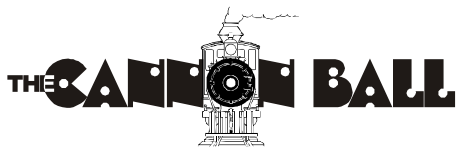


### Everyone welcome

Parking available  
behind the church

Within walking distance  
of the  
Long Island Railroad  
Massapequa Park  
station

For more info contact  
Steve Perry  
seperry@optonline.net  
631-744-6462



5 HOWARD DRIVE  
HUNTINGTON NY 11743

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IN THIS ISSUE

STREETS & SIDEWALKS PRIMER  
THE PATCHOGUE PROJECT  
STDIV ELECTION RESULTS  
MESSAGE FROM MARYLAND  
CALL FOR FREE-MO MODULES  
SPRING MEET INFO

DOWN THE TRACK

Apr 13 10AM-4PM STDiv Spring Meet – St. David's Lutheran Church, 20 Clark Blvd, Massapequa Park – Adults \$5, under 12 free [seperry@optonline.net](mailto:seperry@optonline.net) 631-744-6462  
Apr 21 2:30PM-5PM STDiv Board of Directors Meeting (*invitation only*) – [escape2@verizon.net](mailto:escape2@verizon.net)  
May 10 11AM-5PM L.I. Model RR Engineers HO scale & N scale layouts open house, 3661 Horseblock Rd, Unit P, Medford — Admission free [www.limre.com](http://www.limre.com) 631-345-3415  
Aug 24-25 10AM-4PM Riverhead Railroad Festival – Railroad Museum of Long Island, 416 Griffing Ave, Riverhead

NATIONAL

May 3 11AM-11PM 21st National Model Trolley Meet – Greater Philadelphia EXPO Center at Oaks, 1601 Egypt Rd, Phoenixville PA [www.eastpenn.org/meet.html](http://www.eastpenn.org/meet.html)  
May 4 9AM-11PM 21st National Model Trolley Meet – Greater Philadelphia EXPO Center at Oaks, 1601 Egypt Rd, Phoenixville PA [www.eastpenn.org/meet.html](http://www.eastpenn.org/meet.html)  
Jul 14-20 *Peachtree Express*, NMRA Convention, Atlanta GA  
Oct 17-20 *Tracks to Lakeport*, Northeastern (NER) Region Convention – Laconia NH

RECURRING

National Railway Historical Society Long Island Sunrise Trail Chapter meets 3rd Friday of each month at 8:00PM, Christ Church, Carl Ave & Prospect St, Babylon [www.nrhs-list.org](http://www.nrhs-list.org)  
Rockville Centre Model Railroaders Club layout open house every Saturday from 1:00PM–6:00PM, 200 Sunrise Hwy (basement), Rockville Centre [rcvmr.org](http://rcvmr.org), 516-520-2996

SUBSCRIBE TO



- 1 year \$7.00
- 2 years \$14.00

Name: \_\_\_\_\_ Birthday: \_\_\_\_\_

Address: \_\_\_\_\_

City State Zip: \_\_\_\_\_

Phone: \_\_\_\_\_ Scale(s): \_\_\_\_\_

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

Send a completed copy of this form and a check made payable to the *Sunrise Trail Division*:  
Walter Wohleking, 5 Howard Drive, Huntington NY 11743-3032



Sign-up with Sunrise

AND JOIN THE NMRA FOR FREE!

Just phone or email us and we'll do the rest

Here's what we'll need to know:



Name: \_\_\_\_\_ Birthday: \_\_\_\_\_

Address: \_\_\_\_\_

City State Zip: \_\_\_\_\_

Phone: \_\_\_\_\_ Scale(s): \_\_\_\_\_

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

Give Gary Lynch the information by phone: 516-314-6785 or email: [lynchga@optonline.net](mailto:lynchga@optonline.net)  
or surface mail to: 289 Jefferson St., Franklin Square NY 11010-2245.