



SEMAPHORE



November 2008

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

THIS MONTH:

In lieu of a presentation this month, our meeting night will be "Modeler's Night". Anyone who wishes to exhibit their models of LIRR rolling stock, engines, buildings or track layouts is welcome to display them and talk about them. If you have any questions, please speak with Mike Boland or Bob Cecere.

IN THIS ISSUE:

- | | |
|------------|--|
| Page 2 | Membership Information and Updates |
| Page 3 | Reports from The Oyster Bay Railroad Museum and The Railroad Museum of Long Island |
| Page 4 & 5 | Long Island Rail Road Modeler |

For regular updates and other important information, visit the

Chapter website at:

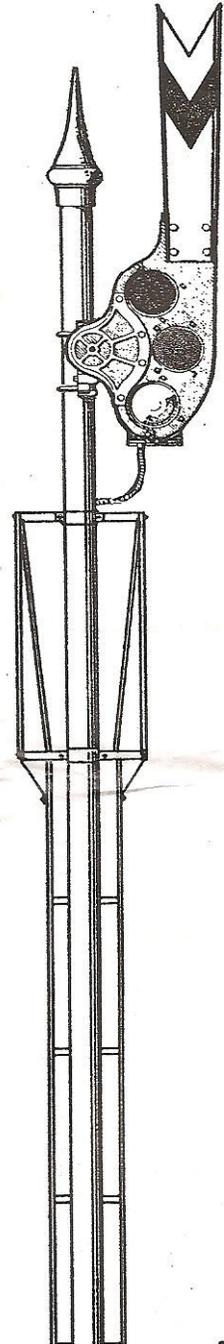
<http://www.nrhs-list.org>

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



Member's Information

The 2009 LIST Long Island Rail Road Calendars are now available! The following prices are in effect for this year:

Members at the meetings: \$7.00 includes tax

Members out of NY State: \$9.50 includes S & H

Members in NY State mailed: \$10.35 includes S & H and tax

Non-members out of NY State: \$13.95 includes S & H

Non-members in NY State: \$15.15 includes S & H and tax

Please make your checks payable to **L.I.S.T.** and mail them to:

L.I.S.T.—N.R.H.S.

PO Box 507

Babylon, New York 11702-0507

NOTE: *Prices are subject to change with increases in postage costs.*

We also have available the New York Connecting Railroad book. The price is still just \$27.00 for members plus S & H and tax where applicable.

A limited quantity of the 2005 calendar and the 2008 New York and Atlantic railway calendar. The prices are \$6.00 including S & H and tax where applicable.

We are looking for Chapter members and anyone else who wishes to lend, items of LIRR memorabilia for the NY Transit Museum LIRR 175th Anniversary exhibit. The exhibit will last from approx. March to October 2009. The items would be on loan unless they are to be donated. Please contact Dave Morrison, Bob Myers or Steve Quigley regarding this.

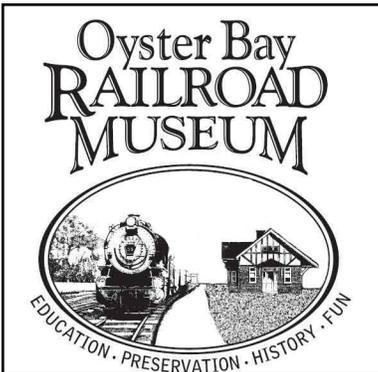
We are looking for a few more articles for the LIRR 175th Anniversary Journal. Articles about the people who worked for the LIRR as well as it's riders would be especially welcome. Please contact Dave Morrison or Steve Quigley regarding this.

In the event of Winter Storms, please use your best judgment as well as checking the website to see if a meeting is to be postponed. Better safe at home than sorry on the road.

This edition of the "Semaphore" has been prepared by Steven Torborg. Steve has been an chapter member for many years and also serves as a Trustee and past president of the Oyster Bay Railroad Museum. Any submissions of articles, photos or other items of interest are more than welcome.

Articles may be sent to LIRR35@aol.com

The Oyster Bay Railroad Museum by Steven Torborg



The OBRM has been making great strides forward over the past few months. Our preview center in town has been such a great hit that we have found it necessary to double its size. In this facility, we have artifacts on display as well as drawings and renderings of what the museum will look like when it is completed.

In the display yard, our caboose #12 has been completely restored and, along with caboose #50 which was also restored, it can now receive visitors. The World's Fair Cab Unit has entered the final stages of restoration and is expected to move to Oyster Bay over the course of the next several months. It will then be painted into the 1964 LIRR paint scheme and will become an interactive display. Grant monies in excess of \$500,000 have been awarded for Locomotive #35 and plans for commencement of her restoration work are being formulated. While this is not enough funding for the full restoration, it is enough to get started.

The Oyster Bay Turntable has also made great progress toward being operational once again. Recently it was sandblasted and repainted and now awaits reinstallation of the track structure. The motor is being rewound and reinstallation of the pit rail on the new ties should commence before too long.

Great things continue to happen and even more exciting news is on the horizon. Check out our new website at www.oysterbayrailroadmuseum.org to stay up to date on our progress and to keep up on upcoming events.

The Railroad Museum of Long Island by Don Fisher



Gentle reader, I am pleased to announce from these pages that on Saturday, October 25th the Railroad Museum held its Fall Membership Meeting at the Suffolk County Historical Society in Riverhead. At that time, election of officers took place for 2009. The results are: President, Don Fisher; Vice President, George Faeth; Secretary, James Werner; and Treasurer, Al Schick.

I would like to thank Past President, Dennis Harrington and Past Secretary, Dick Horn for their many years of service as Museum Officers. Both men will continue to serve as Board Members and remain as our Membership Committee.

The restoration of LIRR Engine 39's boiler continues at the Strasburg Railroad Company, Strasburg PA. Please log on to our website at www.rmlt.us to see photos and read a report on the progress from Strasburg. View a recent video of the work by clicking on the TV image at the bottom of our homepage. RMLI Trustees have planned a visit to Strasburg after Thanksgiving to view the work firsthand.

While you're on the homepage, take a look at RMLI's "collector's car" LIONEL "O" Gauge Entemann's TOFC model. We are accepting orders on this 2009 limited edition railcar through January 7th only. Get your order in early, start your collection now and support the work of the Museum!

Everyone is invited to our FREE Annual Open House with Santa at the Greenport Museum Site, 440 – 4th Street, at the LIRR tracks. Santa arrives on the noontime train, Saturday and Sunday, December 6 and 7, 2008 and visits with all the good girls and boys until 3PM each day. The Museum is beautifully decorated for the Season, Caboose #14 will be open for viewing, refreshments will be served and the Gift Shop will have something for every railroader's stocking!

That's all for now, clear block ahead, gotta get a move on. ALL ABOARD!

THE LONG ISLAND RAIL ROAD MODELER***BY MIKE BOLAND******THIS MONTH'S FEATURE:******A PRODUCT REVIEW OF WEAVER'S B60B BAGGAGE CAR IN O-SCALE******Part 1***

Here is a great headend car that should be a welcome addition—and a necessary one at that—for all LIRR modelers in O-scale, both two- and three-rail.

Of course, we're writing about Weaver's B60B Pennsylvania Railroad baggage car that is decorated in LIRR colors. Yes, there is a Pennsy-style car available, too. And we're sure these also rolled on the rails of the Long Island. Brought out a while ago, this car is right at home in just about any LIRR non-electric train and we're almost positive that the B60Bs were pulled by DD1s in and out of Penn Station in the good ol' days.

Long Island's B60B baggage cars ran from about 1926 or 1928 to the 1970s so that means that this car was found behind any kind of steam power as well as diesels. The B60B was pulled by E6s, G5s, K2s, K3s and K4s as well as diesel power built by Fairbanks-Morse and Alco. We're fairly sure the B60B baggage car did NOT make it to the Long Island's EMD era which began in 1976 so they did not run behind MP15ACs and GP38-2s and were not switched by SW1001s. They were certainly switched by the railroad's Baldwin switchers.

In terms of the prototype, the LIRR had ten of these cars that were built in 1926. They were built by the PRR for the LIRR and were numbered 715 through 724. They were an all-purpose car and were used carry baggage, newspapers and other bulky items on trains. Each car had two large baggage doors on each side, no side windows, and were larger than the suburban B62 baggage car design which had windows, portholes in the end sills and a clerestory roof but were about one foot shorter in height. The B60B had a balloon roof that LIRR double-deckers later had. Some PRR cars had roof vents; the LIRR cars did not. PRR cars had several types of trucks that they rode on; the LIRR cars all had one type of truck. LIRR cars carried just about everything in their day and our own Gene Collora simply called them "bags."

The PRR B60B baggage-express car was introduced in 1925. This all-purpose car measured 64 feet 3 ¼ or 3 ¾ inches over the buffers. Each side had two door openings, each one was five feet 5 3/8 inches wide with a height that did not protrude into the letterboard, which ran the length of the car. The first version of the car, the B60, was built in 1906 with a clerestory roof and by 1930, with the addition of the B60B arch-roof version, there were 360 cars in the class. And yes, there was a class B60A car with an end-door that opened. Each car had a capacity for 40,000 pounds. Flat-roof cars ran on 2D5P2 trucks while arch-roof cars ran on 2DP5 trucks. A number of PRR cars ran on Kiesel-type trucks (2DP3). Later doors were six feet wide and were placed seven feet apart from the car center. Cars were built by ACF, Pressed Steel, St. Louis Car Company and J. G. Brill. PRR cars were numbered in the 7000, 8000 and 9000 series.

THE LONG ISLAND RAIL ROAD MODELER
BY MIKE BOLAND

THIS MONTH'S FEATURE:
A PRODUCT REVIEW OF WEAVER'S B60B BAGGAGE CAR IN O-SCALE
Part 1...continued

These cars were often used in interchange service and operated over other railroad lines in addition to their owner, the Pennsy. For instance, they could appear in the ATSF's "Fast Mail" train. The cars survived into the Penn Central merger and some wore green paint with PC lettering and logos; the cars looked attractive in this scheme. The main PRR scheme was Tuscan Red with gold PENNSYLVANIA lettering and black roof but there were a number of other schemes that Walthers used in its line of HO scale PRR B60B baggage cars. Later schemes included a simplified scheme with keystones and PRR markings in the middle of the car.

One major variation of this car was its side doors. The door was the standard PRR-style panel door with two small vertical rectangular windows. Later on, replacement doors had a simple port-hole window and nothing else. LIRR's cars had both of these variations.

Fans interested in the cars should read our four part series that ran in THE SEMAPHORE beginning in November 2005 and/or pick up a copy of the fine book by our friend Robert A (Bob) Liljestrand and David Sweetland entitled "Pennsylvania Baggage and Mail Cars." It contains lots of great photos, some useful data and is very inexpensive.

More about the Weaver LIRR B60B next time when we return. Until then, happy modeling!

We regret that this month's edition of Neil Moran's "Stack Talk" did not arrive in time to make this issue of the SEMAPHORE.

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

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

**ATTENDING MEETING
AT CHRIST CHURCH
BABYLON**



**LONG ISLAND-
SUNRISE TRAIL
CHAPTER**



NATIONAL RAILWAY HISTORICAL SOCIETY