

# SEMAPHORE

## June 2010

### THIS MONTH:

The next meeting of LIST will be on **Friday, May 21st at 8:00pm**. The guest speaker for June will be Mary Casone who is the Town of Babylon's Historical Archivist. The presentation will be on the Babylon RR and the Cross Island Line. The museum section of Old Town Hall will be open prior to the meeting for viewing of the Grand Opening Exhibition. The Grand Opening of the Museum is June 11th. The exhibition will be items on the Babylon RR, the Cross Island Line and the LIRR.

**The June meeting will be held in "Old Town Hall" in Babylon Village.** It is located on West Main Street in Babylon Village ONE block West of the intersection of Deer Park Avenue and Montauk Highway. It is on the North side of the street. Parking is located at the rear of the building as well as in nearby parking lots. Please use the parking sticker that I have provided.

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

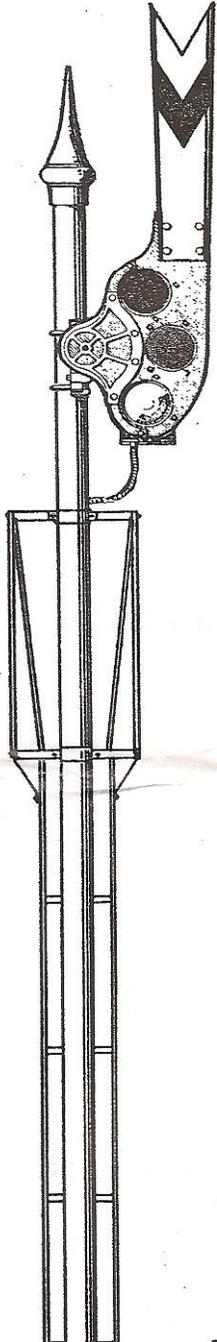
**<http://www.nrhs-list.org>**

**The Chapter mailing address is:**

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**P O Box 507**

**Babylon, New York 11702-0507**



THE PUBLICATION OF THE  
LONG ISLAND-SUNRISE TRAIL CHAPTER  
OF THE  
NATIONAL RAILWAY HISTORICAL SOCIETY



## LIST Happenings by Stephen Quigley

The June 18<sup>th</sup> Chapter meeting location will be in Old Town Hall in Babylon Village. It is being held at this location to celebrate the Grand Opening of the museum of Babylon Town history which is located in this building. As I mentioned in prior Semaphores, the opening exhibit will be showing items from the Babylon Railroad, the Huntington Railroad and the Long Island Rail Road. The guest speaker will be Mary Cascone who is the Historical Archivist for the Town of Babylon and the presentation will be on the Babylon RR and the Cross Island Line, both of which were trolley lines.

There is an elevator entrance at the rear of the building, the entrance to the building is on West Main Street/Montauk Highway and the building is located 2 blocks northeast of the church where we have been holding our meetings. Parking is at the Rear of the building or in parking lots nearby. Be sure to place the parking sticker we have provided on the dashboard of your car or see me for a sticker.

Annual Chapter elections will be held prior to the guest speaker's presentation. One of our board members has resigned, thus we will have an open position. If you would like to volunteer to be a LIST board member, please see me before the meeting.

The Chapter has purchased copies of a new children's book titled Miles of Smiles, The Story of Roxey, the Long Island Rail Road Dog. The book was written by Heather Hill Worthington, illustrated by Bill Farnsworth and is written for children aged 6 – 10 years old. The book was just released in late May and a ceremony was held in Penn Station celebrating its release. Please see the LIST order form in this Semaphore for ordering information.

Don't forget, the Long Island Live Steamers have invited our Chapter members to their annual picnic on July 31<sup>st</sup>. The location is Southaven Park in Shirley which is along the North service road of Sunrise Highway. A snack stand is located on the premises and I believe the hours of operation will be from 10:30AM to 3:00PM. So come out and enjoy the fantastic rolling stock and layout of the Long Island Live Steamers. If you need any additional information, you may visit their web site at [www.trainweb.org/lils](http://www.trainweb.org/lils).

As noted in last months Semaphore, any LIST member in good standing who refers 3 new candidates for membership in one year will have their entire dues [\$46] paid for the following year by the Chapter. Please contact me regarding the new membership forms which has a line for referrals.

This is the last edition of the Semaphore until September. We do not publish during July and August as we do not have meetings during those 2 months. If you have any questions or comments, please call or e mail me.

This fall, we will be asking for everyone's e mail address. We are considering an e mail version of the Semaphore which will contain more articles, information, as well as pictures. More information to follow in September's edition.

Newsday, the Long Island newspaper, has recently had several articles regarding railroading on LI.

On April 29<sup>th</sup>, a story was written about the new diesels that will be purchased for scoot diesel travel on lighter ridership areas of LI such as from Ronkonkoma to Greenport. About a dozen of the new trains which come in 2 cars sets will be purchased.

On May 11<sup>th</sup>, a story was written about the new book written by Heather Worthington regarding Roxey as I noted above.

On May 22<sup>nd</sup>, a story regarding the new LIRR car wash that is being constructed just west of the Babylon Yard. The new car wash will replace the car wash that was shut down in 2005 after being there for 30 years and was subsequently removed because it had fallen into disrepair. It is environmentally friendly as it recycles water and has solar panels to power lighting and heating systems. It is about the length of 3 train cars.

On May 23<sup>rd</sup>, an article was written regarding the Steam Operations Corp. visit to the Oyster Bay RR Museum's locomotive #35. The 3 man team from the company checked out the engine and tender to see what can be restored. This is the Locomotive that was in Salisbury /Eisenhower Park for many years.

On May 24<sup>th</sup>, it was noted that Robert K. Pattison who served as LIRR President from 1976 to 1978, passed away. He had worked for the NY Central, the Pennsylvania, Penn Central, Conrail and LIRR rail roads.

On May 27<sup>th</sup>, a story was written regarding the RR Museum of LI's locomotive #39 and the fact that Suffolk County Executive Steve Levy presented a check to the museum for its restoration.

That's it for the spring season of the Semaphore. Don't forget, September 8<sup>th</sup> is the 100<sup>th</sup> Anniversary of the first LIRR train departing from the then brand new Penn Station. More to follow in the September edition of the Semaphore.

If you have any questions or comments, you may reach me at 631-487-4766 or [csquigley@optonline.net](mailto:csquigley@optonline.net).

Have a Great Summer!

## LIST ORDER FORM

The following price list is for LIST members only!

We still have some 100<sup>th</sup> Anniversary Pennsylvania Station calendars available. The cost remains at \$7 each plus \$2.50 Shipping and postage.

We have LIRR 175<sup>th</sup> Anniversary Journals as well as our NY Connecting RR book.

A few LIRR 175<sup>th</sup> Anniversary pins remain.

The Chapter purchased copies of Lorraine Diehl's book, "The Late Great Pennsylvania Station" due to this year being the 100<sup>th</sup> Anniversary of Penn Station. This is an excellent book chronicling the story of this magnificent edifice. 168 pages with many photos. [The list price is \$18.95]

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

The Chapter purchased copies of the Brand New Children's book titled "Miles of Smiles, The story of Roxey, The Long Island Rail Road Dog." The list price is \$17.95 and is illustrated in color. The book is written for children 6-10 years old.

# _____	2010 Penn Station Calendar	@\$7 each	Total _____
# _____	LIRR 175 <sup>th</sup> Anniversary 60 page book	@\$10 each	Total _____
# _____	NY Connecting RR Book	@\$27 each	Total _____
# _____	LIRR 175 <sup>th</sup> Anniversary pins	@\$3 each	Total _____
# _____	The Late Great Penn Station book	@16.50 ea	Total _____
# _____	The Long Island Rail Road, In color	@\$48 each	Total _____
# _____	Miles of Smiles, the story of Roxey	@\$12 each	Total _____

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

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

Each additional book, add \$2.50.

Shipping for 1 to 3 pins, \$1

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

175 <sup>th</sup> Anniv. Book	\$13.75
NY Connecting	\$32.00
Pin	\$4.35
Penn Sta. book	\$20.75
LIRR book	\$50.50
Roxey book	\$14.50

## A Modern Freight Customer's Success! by Danny Marra, Sr

Dating back to December 2008, I have been putting together this pictorial article regarding the re-opening of the long dormant New Hyde Park LIRR Industrial spur.

Raymond Hart, a good friend, and my son, LIST member Danny Jr's father-in-law, is the owner of New Hyde Park Oil Terminal and Hart Petroleum of Deer Park, NY. Ray Hart's Oil Terminal provides heating oil to several smaller oil companies on Long Island.

Ray purchased four tank trailers to transport the oil from the refineries in NJ to New Hyde Park.

In early 2008, Ray Hart began to purchase Soy oil to make Biofuel and BioDiesel. He negotiated with the LIRR and NY&A RR for a new siding, adjacent to his home heating oil facility.

New Hyde Park Oil Terminal is located about 200 yards east of New Hyde Park Station and New Hyde Park Rd., on the LIRR main line. The new siding was approved and reconstruction of the spur including two new switches was completed in December 2008. When opened, the siding could accommodate two 50 ft tank cars. As business has increased, room for more cars was needed. NY&A now parks two extra tank cars on their own track and work is in progress to lengthen both tracks for six cars capacity.

With much Thanks to Steve Lynch, he has added the New Hyde Park Oil Terminal to his 21st Century Long Island Freight page. Click on the links and enjoy.

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

Note: Anyone wishing to visit/photograph the site is requested to stop at the office, show I.D., and mention my name. Danny Marra, Sr.

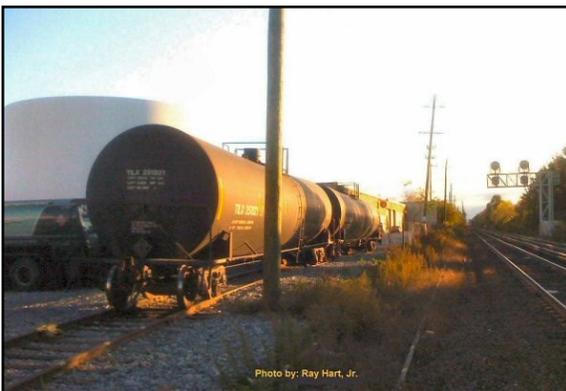
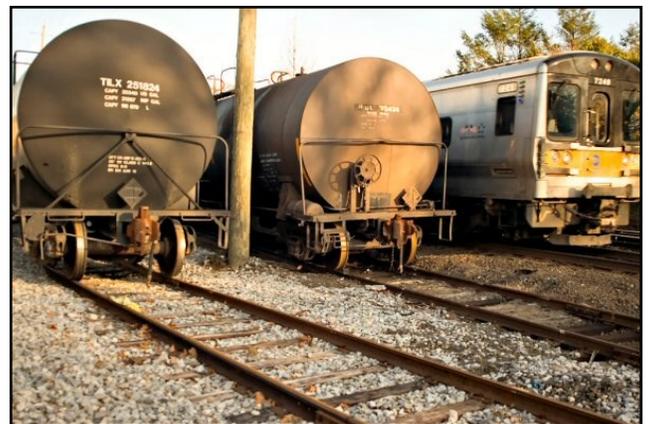


Photo by: Ray Hart, Jr.



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

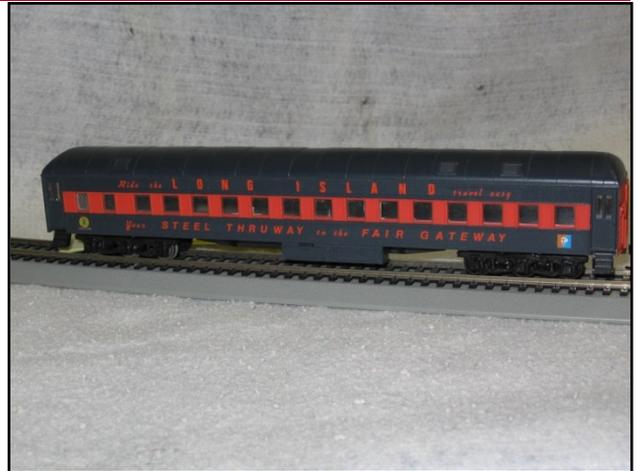
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If not in stock I can usually get it in for you!

## Town of Babylon History Museum—Coming June 2010

The Town of Babylon is scheduled to open a Town History Museum, June 2010, highlighting the history of the Town of Babylon and its hamlets and villages, Town police history, and other local history exhibits.

To commemorate the 100th Anniversary of the Babylon Railroad Co. and the importance of the Long Island Railroad in the history of the Town of Babylon, the Town of Babylon, Office of Historic Services is preparing a special exhibit of railroad and trolley memorabilia and information, for the Grand

Opening of the museum.

If you are interested in exhibiting your railroad/trolley artifacts, photographs and/or memorabilia in this special exhibit, or if you have questions, please contact us.

Contact person:

Thomas B. Smith, Town Historian  
Mary Cascone, Historical Archivist

Phone: (631) 893-2119

Town of Babylon,  
Office of Historic Services

E-mail: [mcascone@townofbabylon.com](mailto:mcascone@townofbabylon.com)

## Stack Talk by Neil Moran

It's amazing how the months go by. Here we are in June, just before my two month break in the year, as the old saying goes "time go's by when your are having fun".

CHINA: JIXI CHENGZIHE: This steam operation will unfortunately be electrified at the end of 2010. But the owner of this coal railroad said they will keep three or four engines, mostly for the trains going to the spoil dumps, all other trains should be hauled by electric locomotives. Although recent reports as of last month state they will not use the electrics before the spring of 2011, which is indeed good news. The SY Class Mikados are still pulling coal trains from Jixi to Huanan. This is one line you will want to visit as they use three locomotives for each train on this route, the grades reach up to 3 % at times, so when trains leave Jixi two locomotives are on the point, and one pushing in the rear. This makes quite the sight, and the stack talk that ricochets off the close mountain ranges. They sound like cannon balls being fired. As one Englishman said "It almost ruins your sound system", but oh my, its lovely". This past winter the temperature dropped to 20 degrees below zero, plus heavy snows and that put a serious strain on the Mikados. Several broke down, and had to be put in the engine house for repairs. That didn't help much, the engine house had broken windows due to the high winds, plus there was no heating system. This problem caused many engines to be under repairs longer than the railroad wanted. But some how the gritty repair crews were able to get the work done. The SY Class engines were really put to a test. Right now all of the mikes are up and running. And this means that five trains are hauling coal per day. The crews and guards are friendly which means you can go into the yards at Jixi and Huanan and take your photos, plus chasing the line is fairly easy between these two cities. The trains only move at about 15 to 20 miles per hour, so photography is great. On yes, when entering the yards, don't come empty handed!!

SOUTH AFRICA – PRETORIA: Some tragic news out of this country. Back on April 22<sup>nd</sup>, a special excursion operated by the Roves Rail met with fatal results. The Roves Rail excursion had begun in Capetown, and was close to it's destination in Pretoria when it stopped for a change of locomotives from electric to steam power. The trip was billed as the "recreation of the golden age of travel". But before the steam engine could be attached, the train stopped on a slope began moving, and quickly gathered speed while rolling down the slope. Apparently the speed of the train couldn't navigate a curve, and the cars derailed. The cars were filled with tourists from America, and Europeans. So far at least six of the people died including a pregnant woman. Many passengers were taken to a hospital in critical condition, and others were kept overnight. Mr. Rohan Vos Rail Managing Director told the Associated Press a breakdown consisted of 40 Americans, four from France and England, two from Germany and five South Africans. He also said the passengers were relatively safe in the coaches some of them dating back to the 1920's. Power tools had to be used to cut some of the passengers out of the wreckage which was really scattered about. Crumpled cars laying on their sides with broken windows littered the site. The derailment unfortunately comes just seven weeks before thousands of foreign tourists will be arriving in South Africa for the World Cup Soccer Games tournament. Very sad indeed.

KENYAN: On the upside news, this operation has received news that the North British Locomotive Preservation Group (NBLPG) in the U.K. Indicates that they want to ensure the safe keeping, and an on going preservation of 2-8-2 "River Class #2927 named "SUK" located in Dar-es-Salaam in neighboring Tanzania, she was one of the 11<sup>th</sup> Class locomotives of twenty nine built at the North British Hyde Park Works in Glasgow in 1955 for the East African Railways and Harbor Administration.

UNITED KINGDOM – MANCHESTER: Britain's Prince Charles and his wife Camilla, Duchess of Cornwall, rode behind 4-6-2 A1 Pacific "Tornado" on last months trip to Manchester. The Pacific pulled the "Royal Train" from Preston via the West Coast Main Line, then east from Park side along the world's first passenger line which connects Liverpool and Manchester. This line will be electrified in coming years.

## Stack Talk...continued by Neil Moran

Bonny Prince Charles was invited up to the cab at Liverpool, and stayed there until the train reached Manchester. He later said 'it was smashing'. I say a bit of alright there!! Also, just last May 16<sup>th</sup> Steam Dreams Tours ran the "Tornado" on a stream special called the "Coronation" out of Edinburgh, Scotland towards New Castle, and across the Tyne Valley to Carlisle. The train laid over for three hour so the passengers could see the sights. The return via the WCML was a tough haul for the Tornado as she had to climb the one an a half percent grade up to Beattock on its return to Edinburgh. But she did it in grand style, and the stack talk rolled off those bonny hills. As one Scotsman said "aye she's a true lass".

UNITED STATES – CHEYENNE WYOMING: Union Pacific steam engine #844 just completed a most impressive trip which took her from Cheyenne into various cities in the lone star state of Texas. This 30 day round trip adventure started on April 2<sup>nd</sup> with various stops in Nebraska, Kansas, Oklahoma, and several stops in Texas. It was the first time the #844 visited this state, and she was well received not only in Texas, but every location she stopped at. People just love coming out to see her. Some, never seen a steam locomotive before, so this was something to marvel at. Steve Lee and his crew were in seventh heaven. Besides this past spectacular, Union Pacific is celebrating it's 50<sup>th</sup> Steam Program Anniversary. What better way to celebrate this event is that they have announced that on June 23<sup>rd</sup>, they will run with either the Challenger #3985, or the 4-8-4 #844 out of Cheyenne to Denver. This is a "light" move with no passengers". On July 23<sup>rd</sup> there is a display at Denver's Union Station, then on July 24<sup>th</sup> either engine will depart from Union Station at 7am, arrive in Cheyenne at 10am for the "Frontier Days" celebration. This is also combined with the "Denver Post" special. The steam train departs Cheyenne at 5:30pm and arrives back in Denver around 8:30pm. It again lays over at Denver's Union Station for the day, and departs on the 26<sup>th</sup> back to Cheyenne. This special "light" run will be for the "Lionel Collectors Club of America". On Sept 8, either one of the locomotives will be out in Portland, Oregon to help celebrate Portland's "Rose Festival" while in the City of Roses. There will be several trips to various locations until Sept 24<sup>th</sup>. On the 25<sup>th</sup> she heads back East. Sept 30<sup>th</sup> finds the engine at Sedalia, Missouri to help celebrate the Sesquicentennial of Sedalia. The "Special" will be there until Oct 15<sup>th</sup>. And finally on Nov 10<sup>th</sup> either engine will be in Council Bluffs, Iowa for the big event on the UP's steam program of 50 years with excursion trains. What a way to end a banner year!. For further information on all trips go to [cfdtrain.com/cfdtrain/information.html](http://cfdtrain.com/cfdtrain/information.html)

WASHINGTON, CHEALIS: We now move to the Pacific Northwest. On June 13<sup>th</sup> a photo special with #15 a 1918 Baldwin, and another Baldwin 2-8-2 will run throughout the day on the Chehalis-Centralia RR to Ruth. Many photo stops and runbys are scheduled for the day with mixed trains, and passenger trains.

CALIFORNIA – CALVERAS COUNTY: Federal funding is on its way to restore Yosemite Lumber Shay #4. Right now the locomotive is stored at the Sierra Logging Museum in White Pines. No 4 was built in 1920, and ran on the Yosemite Lumber Company in the Stanislaus National Forest from 1920 to 1943. She's a 3 truck 3 cylinder shay weighing in at 164,000 pounds. The engine has undergone extensive restoration, and if all goes well, she will be completed in 2011.

KANSAS – ABILENE: The recently restored Pacific #3415 will operated for the second season on a limited schedule. This engine sat in Eisenhower Park in Abilene for over 40 years, having been retired by the Santa Fe in the 1950's. The city of Abilene donated the #3415 to the Abilene and Smokey Valley Railroad. It has taken over four years to restore the engine, with about 12,000 volunteer hours and help of two grants. THE A & SV excursion train includes a 1902 wooden Katy passenger car now converted into a dining car, the pike is operated by volunteers, such as engine crew, car attendants, depot workers, and mechanical and track workers. Fax 785 2631077 or Phone 785 263 1077.

## Stack Talk...continued by Neil Moran

NEW MEXICO – CHAMA: The Cumbres & Touter is having something different this year on July 9<sup>th</sup> (Friday) their running a moonlight dinner train up to Osier, with dinner at the Osier Station. The train departs at 5pm and returns around 11pm. You will be bathed in Rocky Mountain Moonlight, "how romantic" this ride includes a special steak dinner, and a mystery murder theater production. Dress warmly. Ticket prices are \$86 coach, \$120 tourist, go and take your sweetie. There's another one on Friday October 8<sup>th</sup>. On August 27, 28, and 29 – C&T's 40<sup>th</sup> Birthday Party Bash train departs at 11am and returns at 3pm from Charma to Osier. Call 1-888 286 2737.

COLORADO, GEORGETOWN LOOP RR: This railroad has a different engine returning this year. The "Pineapple Princess", I know its a strange name for a railroad located in Colorado. She was built in 1928 for the Kahului RR Company in Hawaii by the Baldwin Locomotive works. By the 1950's the Kahului RR replaced steam for diesel power. The railroad was abandoned in 1966 and #12 made its last run in Hawaii on May 24<sup>th</sup> of that year. In 1967 she was bought by a private group of California for \$3,500 but never operated. In 1970 it was moved to the Cumbres & Toltec, and again spent several years stored. Then in 1988 it was rebuilt and ran on the Silverwood Theme Park in Idaho, only to be shutdown due to being too big and heavy for that railroad. Finally, the Colorado Historical Society purchased #12 from Silverwood in 2005, and moved it to the Georgetown Loop. She operated in 2005-6, and returned in 2007 after a major overhaul. Now once again this 2-6-2 will be shinning the rails at Georgetown, and its good to see a "rod" engine working the line. The schedule started last month with trains departing at Silver Plume at 9:45 – 11:15, 12:45, 2:15 and 3:45. Weekdays Mon – Fri 11:15 – 12:45 and 2:15 there will be Moonlight Mountain trains June 18 & 26. July 5-12-19, August 13 & 21, and Sept 10 & 18 several other special events take place on various dates. Call 1-888-456 6777. This is a great experience especially when the train goes over the 96 foot curved trestle. You won't forget that, and behind #12 blowing her whistle.

PENNSYLVANIA – STEAMTOWN: At one time the K-4, 4-6-2 Pacific's was the premier passenger hauling locomotive from 1914 through the end of steam in 1957 on the "Standard Railroad of the World". They powered the vast majority of express trains throughout their system. The #1361 was no exception. It is one of the two preserved K-4s. She was under restoration at Steamtown for several years. However, despite a long and very expensive effort to restore her, it has all gone for naught. Sadly she will be officially returned to Altoona Railroaders Museum as a non-working exhibit. Many people including this writer, cannot understand what has happened to this locomotive. After returning to service in the 1980's after decades at Horseshoe Curve, the #1361 ran for a short time out of Tyrone, PA. She then needed repairs and was sent to Steamtown. Once repairs started a good while later, Steamtown at that time had about a 3 million dollar bank roll to work with. We all thought that was more than enough. Why you could overhaul a Big Boy for as much. But the person Steamtown got to start repairs apparently didn't really know what he was doing and work went on for a period of over three years with no finalization. One asks how could this happen with a three million war chest. The answer is I don't know and neither does Steamtown. What a waste of time and money. The engine remains in pieces, and restoration has come to an end!! If only the #1361 would have been sent to the Strasburg Railroad to have their professional crews work on her. There is no question in my mind that she would have been the star attraction at the NRHS Convention in Scranton. The question arises who is accountable for this fiasco? I'll be nice and let you answer that question. I would dare say that getting tickets for the upcoming convention would have been almost impossible. Then too, all motels, hotels in the area would have been gone within weeks. And can you imagine if the Boston and Maine Pacific #3713 project would have been finished by now. What a show this convention would have been. From what I understand work has stopped on this restoration, with money being the main problem. It would have been shades of the 1988 NRHS convention at Roanoke when they had the N&W #611 and the #1218 running. Can we ever see a convention like that again? I think this one could have rivaled it. The #1361 will never be back, but the museums officials say the K-4 still will be a great exhibit, and will attract many visitors, that remains to be seen. Also, the return of the K-4 will depend on the progress of a quarter roundhouse that is slowly being built on the grounds of the Altoona Railroader's Museum sometime this year. Seems like at times there's no justice for U.S. steam fans.

Now it's time to thank the people who took the time to send me most of the news you just read. John Biehn (Dayton RR Society), Michael Biehn (Dayton Rail Society), John Batwell (SAR South Africa), Michael Eagleson (Glen Ridge, NJ), Priscilla Ludwig (Georgetown Loop RR), Rich Taylor (NRHS-NJ), and John Reilly (NRHS – NY) and from your most humble servant in steam. See you in September.

UNTIL OUR TRACKS CROSS AGAIN

**THE LIRR MODELER by Mike Boland****THIS MONTH'S FEATURE:****Con-Cor P-54 LIRR Flat-roof Coaches****Part 9**

Well, it's the last issue of THE SEMAPHORE until we return in September and we're really not done with our series of the P54 flat-roof passenger coach manufactured by Con-Cor. Hopefully, by the time we come back in the fall, we hope that the last car in the series—the BM62—will be released and available for purchase by modelers.

Until then, let's continue to examine these cars and take a look at the P54 coach. Last time we looked at the car ends so let's study the car sides and underbody.

Vestibule side doors: there's much to talk about here so here we go. The Con-Cor model has a PRR-style door on it similar to the early photos of these cars but they are not quite correct for LIRR cars. Long Island cars had a number of different door styles. A number of the PRR cars purchased by the LIRR to replace the "pings" that were motorized and converted to MU service had single-pane doors but not similar to the Con-Cor model. The LIRR single-pane was *smaller* than the Con-Cor model. It also does not have the indented lower non-window pane on the Con-Cor model. You can replicate the LIRR door by using thin styrene and cutting the door so you can drop it on top of the existing Con-Cor version. Keep in mind the door's window does NOT extend as low as the Con-Cor door. It ends about half-way through the row of 17 windows. Cut this out of .010 or .020 styrene and drop it over the existing door. Make sure you sand off the doorknob and then glue a piece of transparent plastic styrene over the existing door before you add the new door. Don't use thick transparent styrene here; please keep it thin.

Most of the cars built for the LIRR numbered in the 300 and 400 series coaches had two panes of glass and these doors can be easily modeled by making doors of styrene. According to early photos in our collection, these cars had a very large single-pane window. The lower end of this pane is as low as the 17 windows along the ar. These doors were later modified and most likely had their single pane divided into two single panes. These cars had a recessed lower non-window pane and can be easily made by two layers of styrene.

For these large window panes, you'll have to cut out or remove a portion of the Con-Cor door so the new door's window material will be blocked by the plastic of the Con-Cor model. Build the door with two pieces of styrene and add the transparent piece underneath them. Some of these doors were mixed, but most LIRR cars had four doors of the same type on each car.

Also, don't forget that replacement doors—with a porthole and not rectangular windows—were used on a number of these cars. Coach #7457 had a porthole-style replacement door on the right side of the car in a photo taken by our own Gene Collora when the car wore the dark or smokey gray color with Brunswick Green roof. This was one of two cars of this type (7456 was the other) that were modernized, which may explain why the car has a replacement door. Porthole-style doors usually indicate a replacement door. We've also seen cars with doors that have triple panes that are made of steel, rather than the glass used in later years. These, too, can be modeled. You'll have to rely heavily on prototype photos to make your car have accurate doors. These large single door panes were used on cars as late as 1936 and possibly later.

We'd like to point out that some of these cars did NOT have the famous portholes (windows) in the end sills. This is tough to model so we'll table this for now. We also would like to model a car with an open door or a partially-opened door as well as a trap that has been raised or lowered. We'll table this for now, too.

We didn't really get to the sides of the cars yet but we'll get to them and the underbody in the fall...when we continue our series.

See you in September.

Have a great summer and happy modeling!

## The Oyster Bay Railroad Museum by Gary Farkash

Steam Operations Corp. (SOC) of Birmingham Alabama, run by Scott Lindsey is our Steam Locomotive Restoration Contractor for #35.

For a week in May, Scott and his men began the arduous task of testing and making detailed measurements of #35's running gear.

They measured every bearing & bearing surfaces on the drive rods, valve gear rods, driver axles, pilot/tender axles, wedges/ shoes, axle boxes, tender/pilot truck frames and the locomotive frame itself. This was coordinated with the OBRM shop forces as phase one.

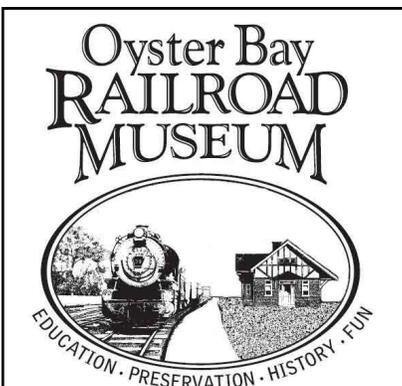
As quoted by Scott himself, "...compared to other steam locomotives of this age, I've seen better and I've seen worse. What I have seen is about what I have expected".

In preparation for phase one, SOC required a full set of drawings of the G5s class locomotive from us and their lead man Keith Muldowney had blueprints that even the PRR T&H society doesn't even have.

When their time was up, we, OBRM were given the task of beginning phase 2.

This entails the removal of all paint/scale/rust from the pilot/tender truck frames and loosening up the "heart rocker" assembly of the pilot truck. Unknown to many, the pilot truck is not a simple fixed frame. There is a rocker assembly attached to the frame and allows the pivot bearing to rock side to side as well as turn in a fixed plane. This bearing is frozen now but easily freed. We also will be polishing up all of the rods previously mentioned and will have to remove all of the paint from the entire frame assembly via a noisy, dirty method called "needle scaling" .

A huge matter is the removal of the tender draw pin. Back in the "old" Mitchel Field days, we removed the two draw bars to clean them up but then, so as not to lose the pin, we re-assembled the bars to the locomotive frame. We will now have to jack up the back of the frame and reset the cribbing to allow us access to the underside of the pin so we can place a jack underneath and put pressure on the pin. From the top, we will pour a penetrating oil into the pocket to soak into the pin hole and over the course of the summer, keep the upwards pressure on the pin in order to "pop" it loose.



Another menial task but probably the hardest is the rounding up of all of the pins that connect the drive gear assembly together. REMEMBER, that when we (OBRM) arrived on the scene after LIST (in 1990), most of the disassembly had already been done and the county of Nassau Museums division had already scattered the parts throughout the county "system". We had to first find them, round them up and now they are in a dry secure storage area, so we need to move a lot of heavy crates to get to what is needed for this current work phase.

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# **ATTENDING MEETING AT OLD TOWN HALL BABYLON VILLAGE**

**FRIDAY, MAY 21ST, 2010**



**LONG ISLAND-  
SUNRISE TRAIL  
CHAPTER**



**NATIONAL RAILWAY HISTORICAL SOCIETY**