



# SEMAPHORE



## March 2012

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

### THIS MONTH:

The presentation for the March 2012 meeting will be a look back into past Chapter railfan trips on SIRT, LIRR, NYAR and others from various members.

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

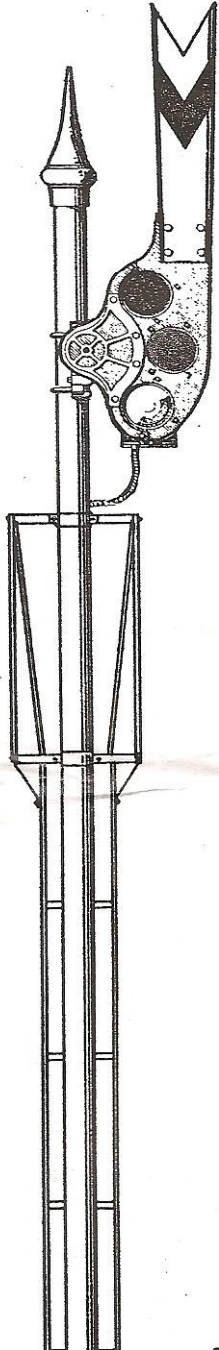
**<http://www.nrhs-list.org>**

**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 Long Island Rail Road, In Color Vol. 3	@\$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]



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. If you have misplaced your renewal form, just write a note with your name, address and member number on it and submit with your check for \$46 to either Alan Mark or the Chapters P.O. Box.

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 and a check for \$10. Thank you for your co-operation with this.

We have in stock several LIRR books that are available at a member's only discounted price. 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 is now available. This is an all color book of LIRR Facilities and Equipment. Excellent photos of LIRR rolling stock on various LIRR branches as well as facilities and stations. Congratulations to Chapter member Art Erdman on the 3<sup>rd</sup> volume of an excellent series of books on the LIRR. A 4<sup>th</sup> volume will be published in August and LIST will have it available for members.

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 your copy of the Semaphore does not arrive at your home in good condition, please let me know 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.

At this March meeting I will have the pleasure of awarding membership pins to several members of the LIST Chapter.

The following members have been members of LIST for 25 years: Thomas Giarmo, Michael Hanna, Alan Hubert, William Rauh, Sebastian Sidoti, Mario Silvestri, Charles Baran, Michael Boland, Charles Cole, Gerald Cruise, Jola Earl, James J. Earl, Thomas Garraway and Alfred Saullo - Al Passed away recently and his son will be receiving the award.

Benjamin T. Young who was LIST's past president, will be receiving his SIXTY [60] year membership pin. An incredible length of time to be a member of an organization. Congratulations Ben!

Please join me in congratulating these members on an important milestone in their membership in LIST and the NRHS. Members who are unable to attend the meeting will be receiving their award in the mail as soon as I can send it out.

On March 24<sup>th</sup>, LIST member Ed Koehler will present a slide show on the LIRR presence on the North and South forks of LI. The presentation will be at the Suffolk County Historical Society which is located at 300 W. Main St. in Riverhead. It will begin at 1:30 PM.

Several of our Chapter members are in the process of writing a book on the "Shortline Railroads of Long Island." This book will focus on railroads such as the B.E.D.T., the Brooklyn Dock and Terminal Railway, the Bush Terminal Railway, the Degnon Terminal Railway, among others. We are looking for pictures of the South Brooklyn Railway as well as the BEDT and Bush Terminal Railway. If you have pictures of these as well as the McDonald Avenue trolley line, we would be interested in them. Any person who contributes to this book will be given appropriate credit. Most of the photos that we have were from Harold Fagerbergs collection which was donated to the Chapter by his son when he passed away. Harold is being noted as one of the authors of this book. This will be a book published by the Chapter and its members.

*Continued on page 6*

## Stack Talk by Neil Moran

**EDITOR'S NOTE:** Due to special restraints, this and future issues of "Stack Talk" will contain only news in the US. If you wish to receive this article in it's full format, please contact me via email at [storb35@aol.com](mailto:storb35@aol.com).

ALASKA, ANCHORAGE: Two months ago I wrote a story on one mans endeavors to bring a locomotive back from the dead. I'm happy to report that thanks to the late Monte Holm, and the owners of Lynden transport who were friends of Monte Holm have delivered the former Alaska Railroad #557 a 2-8-0 to Anchorage last month. The engine was on a real long journey from Seattle to Whittier by barge. Then moved on a flatcar behind two Alaskan RR locomotives from Whittier to Anchorage as part of the deal, the railroad now has up to eight years to refurbish the engine and Railroad President Chris Aadnesen says they will really try to restore the engine, possibly by 2013. Baldwin built the locomotive in 1944 for the U.S. Army renumbered her #3573. It was the last steam locomotive to see service on the Alaskan Railroad. While in service the Alaskan Railroad changed her number to #557. It was sold for scrap to a dealer in Everett, Washington in 1964. Fortunately she was saved by the late Monte Holm who lived in Moss Lake, Washington. His burning desire was to see the engine run again on the Alaskan Railroad. Now his dream will come true.

NEW MEXICO – CLOVIS: Former Santa Fe #9005 an 0-6-0 switch engine has been on display at Hillcrest Park in Clovis since 1954 has thankfully been moved to a nearby parking lot. This is part of an eventual moved to the Clovis Depot Model Train Museum. The move a few months ago involved five tow trucks from Bennett House Movers. Unfortunately at the time there was a very heavy rainstorm, and the move had to be delayed a week until the ground dried out and got hard again. The project was finally completed a week later without any incident. No. 9005 was built in March 1906 an donated to the city in June 1954. The Santa Fe Railroad built the Clovis Depot in 1907, and has been restored to it's original condition in the 1950s-1960s era, and features displays of historic documents and photographs in addition to it's model train layout. In May of 1996 the Depot was listed on the National Register of Historic Places.

UTAH – HEBER CITY: The Heber Valley Railroad has recently passed some information along to all those concerned. Mr Crain Lacey, the Executive Director of the Board, said former Great Western #75 a 2-8-0 built in 1907 had it's lead truck on the tender straightened out, as it was badly out of alignment. The frame was also repaired as it was badly deteriorated. Also the arch bar tender trucks have been totally repaired, and the steel in the front two thirds of the tender frame has been replaced and a new center plate assemblies have been fabricated and machined. As for the locomotive itself, we found the firebox sheets were marginal and the smoke box to thin are now being addressed. All locomotive springs have been replaced. Drive wheels have been turned, and the valve gear has been reworked, threaded inserts have been removed from the firebox wrapper sheet and the backhead reworked. Currently drive boxes are being repaired. And all work has been done in accordance with standard practices and specifications. He continues "our facility is fully equipped for this type of product and the workmanship is top notch" We hope to have the #75 in operation sometime in 2013. As for former Union Pacific #618 a 2-8-0 her inspection date came due back in May 2010 and did not pass the testing. This locomotive has a lot of miles and wear on the machinery, so a major overhaul will be required. At the earliest, work will not start on her until #75 is back running again.

MONTANA - LIBBY: Shay locomotive #1643 fondley known as "ole four spot" is one of the most prized exhibits at the Heritage Musuem in Libby, Montana. This powerful standard guage gear driven shay was built Lima Locomotive Works in 1906, for the Thompson Greer Construction Company. In 1909 she was purchased by the Libby Lumber Company and renumbered her #4. She hauled logs, supplies and logging crews till 1924. The railroad later ran 12 miles to the west over the J. Neils railroad logging bridge that crossed the Kootenai River to access valuable forest reserves. It even worked on the Great Northern Mainline up until 1844 primarily switching cars in the Mill Yard until replaced by a larger locomotive. She also did some intermittent switching until 1946. Last month a group of volunteers moved the shay from the Libby Heritage Museum to a small engine house called the "Shay Shed". The National Railroad Historical Society has granted the group \$5,000 to begin restoration of the engine to operating condition. Hopefully more funds will be obtained to help the group restore her to short excursions in the future.

## Stack Talk...continued by Neil Moran

MINNESOTA – CLOQUET: Locomotive #28 a 2-8-0 was built by the Pittsburgh Locomotive Works in 1906 for the Duluth, Missabe and Northern Railroad as their #3321. It was a typical drag freight consol of the early 1900's weighing 172 tons. This style engine was designed to be used in general freight service moving slowly along the rails picking up freight cars from various sidings. The #3321 was sold to the Duluth & Northeast Railroad in 1955, and renumbered #28. That pike used her for hauling logs, lumber products and general freight. She labored under these conditions until 1965. At that time the D&NE restored and donated the engine to the Lake Superior Museum of Transportation in 1974. Recently the Consol returned home to Cloquet, Minnesota after 37 years on display. With the help of the BNSF Railway, the locomotive was brought to Cloquet last December and getting a complete cosmetic restoration at the Cloquet Terminal Shops on Dunlap Island in Cloquet upon completion she will be returned to the Museum now known as the St Louis County & Arts Center in downtown Duluth, Minnesota.

KANSAS – PITTSBURGH: Former Kansas City Southern engine #488 a 2-8-0 was built in July 1906 in Pittsburgh, Pennsylvania. In 1925 it underwent major changes in Pittsburg, Kansas, and was renumbered # 1023. It is believed to be the last surviving steam locomotive of the Kansas City Southern Railroad. After retirement the engine was put on display in Schlanger Park on September 17<sup>th</sup> 1955. Now we all know what happens to locomotives that are on display in a park. And this is no exception. She is in bad disrepair. The interior is rotted, the exterior is rusting badly and it is slowly sinking into the ground. The bell and whistle have been stolen, and the cab windows are broken. An estimated figure to repair her cosmetically runs are \$150,000 which is needed for sandblasting and painting. Since the city of Pittsburgh doesn't have the money the Heart of the Heartlands Railroad Club has made arrangements to move the engine to it's museum complex in Carona a neighboring town in Cherokee County. Once there the #1023 will be placed south of the museum on a concrete pad, sandblasted down to the bare metal, primed, painted then lettered. The club will then rebuild the window frames and doors and install new windows in the cab. Then they will look for a replacement of a whistle and bell. IN 2013 they plan on erecting a roof to shelter the locomotive, and also build a staircase up to the cab so people can see what a cab really looks like.

PENNSYLVANIA, STEAMTOWN, SCRANTON: Last month I wrote about Diversified Rail Service had signed a contract with the Lackawanna Wyoming Valley Railway Historical Society Chapter to help restore former Boston & Maine #3713 Pacific. Here is an update. Diversified Rails will be doing most of the work on the rebuilding of the fire box and thermic siphons. This will be done in the following phases. Phase 1 the left and right side sheets have been cut and fitted to the firebox. Holes have been drilled in the sheets for the stay bolts and rivets. Both side sheets have been shaped into the firebox dimensions. The rear flue sheet has been fitted and ready to be welded. Next the mud rings has been welded to fit the side sheets and all mud ring rivet holes have been drilled. All of this work has been completed. Phase Two – Cutting and forming of the firebox thermic siphon's work has already begun for the flanging and forming of metal sheets. Each siphon will be fabricated from eleven separate pieces which will be welded into one whole unit. Afterwards the siphons will receive a post forming and welding stress relief at 1,150 degrees. Then the entire firebox will be removed, piece by piece and stored until the outer wrapper sheets are installed. Phase Three – Final application of the outer wrapper sheets then all stay bolts, studs and rivet holes are being laid out and drilled to correct sizes. Rivet holes to the backhead and outer throat sheet will be reamed into place, and prepared for rivets. The Strasburg Railroad has been contacted to fabricate FRW sleeves, KN nuts, Rcaps, Brace Bolts for the backhead, along with eight different sizes of rivets true to fashion, Strasburg has already finished their work. The B&H # 3713 is currently in the back shops at Steamtown and can be viewed by the public during regular visitation hours. The above work on the Pacific as described is just part of the work that is being done. Another paragraph would be required to provide you with the full details.

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

## *List Happenings...continued by Steve Quigley*

Long Island Rail Road Happenings:

Newsday, the LI newspaper, has reported that the LIRR is reporting that its trains are more reliable than ever. The LIRR train cars traveled 169,724 miles between breakdowns on average last year, 20,000 more miles than in 2010 and better than the LIRRs goal. The distance between breakdowns was the best the LIRR ever recorded. The LIRR has 150 "M-3" passenger cars which traveled 68,731 miles between breakdowns, 836 "M-7" cars which traveled 431,125 miles between breakdowns and 134 "C-3" bi-level cars which traveled 65,302 miles between breakdowns. The Dual Mode locomotives traveled on average 18,871 miles between breakdowns and the Diesel locomotives traveled 22,578 miles between breakdowns. I personally can attest to this impressive performance as it was very rare for my commute in recent times to be impacted by equipment breakdowns. Congratulations to all of the hardworking members of the LIRR who made this impressive performance occur.

The LIRR has adopted its "Pledge to Customers." The LIRR Pledge to Customers is that the "LIRR is dedicated to delivering safe and reliable transportation. Our highest priority is to ensure customer safety and this pledge is always subject to that paramount concern." The people of the LIRR are dedicated to "A Safe and Reliable ride, Accurate and Timely information, Courteous Employees, a Clean Environment and Alternative Transportation" if needed. If you would like a copy of this Pledge to Customers please let me know and I will send it to you.

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.

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

#### ***THIS MONTH'S ISSUE: FUN WITH IPDS (Incentive Per Diem Boxcars) Part 1***

This month we begin a series that we've been looking forward to doing for quite some time. As we begin, we would like to thank Gene Collora, our technical advisor and friend for suggesting this series and providing both information and photographs to assist us in this undertaking. Thanks, Gene.

This series will run from time to time and focus on a really interesting era in railroading that began in the 1970s. Much can be said and written about it for it was a time when new 50-foot boxcars with strange and exotic names and bright, colorful paint schemes were seen all over the country as U. S. railroads struggled with a boxcar shortage that ultimately ended prematurely as the country's economy once again slipped backwards. This brought the IPD era to a close although many of the boxcars continued in service, bought or leased by other railroads with many cars receiving new reporting marks via a patch job. Other cars were reconditioned and completely repainted. Once shoved into storage on obscure sidings as the economy faltered, these cars were later put back into service as the economy slowly improved and are now just reaching the end of their lifespan; many have seen several owners.

*continued on next page*

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

We begin this month with a single purchase that we made at the Better Living Center during our recent visit to the 2012 Amherst Railroad Society's Big Train Show in West Springfield, Massachusetts. At a small vendor's table, we purchased four Athearn 50-foot boxcars that were custom-painted and lettered by Bev-Bel. They were the old Athearn blue-box cars made in a Railbox design with molded-on parts.

Bev-Bel is an old name and custom-decorated HO ready-to-run rolling stock years ago and included in their line were a number of 50-foot single-door exterior braced boxcars that were painted in the relatively-unknown roadnames of a number of railroads that most railfans never heard of. This was what the IPD Era of American railroading was all about.

Briefly stated, in the 1970s, there was a shortage of useable boxcars and to increase the fleet, financial incentives were offered to get more boxcars into service. This could be done only by railroads so a large number of shortlines acquired fleets of modern, 50-foot Plate C boxcars and put them into service. Shortlines such as the McCloud River Railroad and the Georgia Docks Railway put new cars in service and their gaudy, loud paint schemes with bright colors and large billboard lettering were seen all over the country. The cars, built by a number of builders were in service for only a short time before the economy went bad and there was no longer a need for the cars. A great number of these cars were stored—all over the place—and through the years, a number of cars were sold to other railroads, gaining new owners and new paint schemes. New owners and operators meant that many cars got temporary "patch" jobs where old roadnames were painted over—sometimes—and new reporting marks of owner and car number were freshly painted over a small patch of new paint, sometimes in black and sometimes in other colors.

These new outside-braced boxcars were called "incentive per diem" cars and were commonly known as IPDs. They generated additional money as compared to regular freight cars. The LIRR was visited by a number of these cars and it would certainly be correct to have a number of these cars on your model railroad, regardless of what railroad you model.

We have also been greatly encouraged by author Jim Eager's penultimate and long-running superb series on IPD boxcars in the now-defunct RAILMODEL JOURNAL magazine. The series began in June 2000 as Jim covered IPD, Railbox and other X-post cars during the boxcar boom of the 1970s. The series continued for two years, providing information on both conventional and shortline railroads as well as color photos that showed these cars in their striking paint schemes. The boxcars were built by a number of manufacturers, with all kinds of sides, ends and roof. Jim's series was profusely illustrated with cars from just about every railroad with car type, builder, car numbers and number of cars in the fleet. So we are indebted to him and Gene for the information they provided for this ongoing series of articles.

We will continue next time with two boxcars from the Moscow, Camden and San Augustine Railroad, a shortline in Texas that was previously more well-known for operating a former LIRR wooden passenger combine in service. One is an Athearn car right out of the box while the other is a car we had to kitbash due to its unusual heritage.

In the meantime, we anxiously await our "American Flyer" or Osgood-Bradley (ex-Boston & Maine) cars from Rapido and our MP54s from Con-Cor.

Incidentally, we'll be talking about converting the MP54s to the right underbody and also converting them to motor trailers, something the LIRR did to most of their flat-roof fleet after June 1951, when Automatic Speed Control (ASC) was adopted.

We'll also provide you with a website where you can download Jim Eager's series on IPDs, should you desire. After all, if you're modeling this era, you MUST have some IPD boxcars on your layout.

Until then, happy modeling.

## *LIRR Yard and Freight Jobs in the 60's by JJ Earl*

Today, as one speeds past the Hillside complex about a mile east of Jamaica, it would be hard to imagine that this place between 175<sup>th</sup> Street and Hollis Station was once a busy freight yard.

The Hillside yard office was at 175<sup>th</sup> Street, as was the Hillside Station. Crews reported 7:59, 3:59 and 11:59 and incoming trains were classified as to 'Point of origin' at the LIC car floats. In the early sixties, the motive power was generally a Baldwin switcher. These locos gave a sturdy 'kick' when the throttle was cracked, and this was desirable when classifying trains.

Another 'Point of Origin' was Fremont. New Haven cars were head ended by the Hillside crew onto trains bound for Yard A, to be set off at Fresh Pond. These set-offs would include cars for NH, CV, RUT, B&M, BAR, CN, CP, DH and anything else bound for New England or Canada. These cars were used to start the train for the MA-18 to take to Fresh Pond later in the evening.

Trains coming in from the east were switched according to the train check left by the conductor of the incoming train. His information came from home road side tags on the empty cars or from bills of lading that he received from freight agents where the cars were picked up.

The 7:59s job was primarily to make up a train of WBs for the MA-15 to take to Yard A. These would have been in the yard from trains coming in during the night. The MA-15 reported at Yard A at 11:00AM and brought sixty or so loads to be placed on the hump and took back a like number of, mostly empty cars from Hillside.

*NOTE: In a 1933 Employee's Timetable, Special Instructions listed Yard Limits to extend from Long Island City to VA (VALLEY), QU (QUEENS) and Port Washington. Sometime later, this 'so-called' Yard Limit was re-classified as MA, or Metropolitan Area territory. Road jobs that worked beyond these limits were designated as 'L' jobs. MA jobs worked "as directed" within their limits, and could be used several times during their legal sixteen hour tour of duty without extra compensation L' jobs upon re-entering MA territory (back to Holban, etc.) could not be used again without penalty compensation.*

The 3:59 Job again classified day freights coming in from the east, the MA-18 was made up, the MA-22 was begun, and later, gave a switch to the Long Island Press, over in Holban.

I remember one rainy night when I put on my rain goods before 3:59, went out to pull pins, came in four hours later to eat my sandwich (in my rain goods), twenty minutes later, back on the pins and not taking off the rain goods until the benevolent yardmaster allowed me to remove them about 11:45 and told me to take an early quit. Another night comes to mind when I was just a newly qualified conductor, I was working the last trick Hillside job ( junior man was always assigned to the "Good Jobs") during a very heavy snow storm. All night long, I found myself sloshing around in snow up to my knees. All the time trying to convince myself what a great job this was and how much I loved it???

The Last Trick, or 11:59 job classified westbounds and finished making up the MA-22 or night freight, that reported at Yard A at 11:00 PM. They did basically the same thing as the earlier MA-15 and would be ready for the Hillside job to 'swing the hack' by 4:00AM. The Hump Job pulled the hack from the train when it shoved to the hump and placed it so that the Hillside job could pick it up to be placed onto the 22s WB train. While waiting for the 22, the yard job had siding work to due.

The site of the Hillside facility at that time was at street level and private sidings included Holban Supply (tank car), Jolene Merchandise (box cars) and Colonial Sand and Gravel (covered and un-covered hoppers). Colonial was on a downhill grade from the switch and handbrakes had to be set before shoving in or it would be a trip upstairs to explain why these cars went beyond their spot and caused damage.

Company material was placed on tracks further from the street and work trains were made up here as well as material placed for the Signal, Track and B&B departments. Gertz (department store) Warehouse was in the middle of the yard and cars had to be shoved in from the east end. Gertz warehouse later became the basic structure to the Hillside Facility building with the offices in the (new) building. Continental Bakers, (Wonder Bread) about a half mile west of Hillside, off the old secondary track, was also this way and it was a trick to get the cars onto the engines west end.

Hillside Yard was built like a saucer and if we kicked the cars up the running track, to the east, throw the switch and we could wait for them to roll down past the switch. The engine could then come out over the switch and get on the west end of the cars to be shoved west to "The Baker". There were times when an inexperienced crew could get in trouble when the cars would stop, fouling the switch. *I won't go into that.*

In the morning, (not before 6:00am, or the local residents would complain) they would bring the hacks around to Holban to go to the St. Albans end of the yard. This was called Frog Hollow, because of the many switches to be found here. Cars for the rear of trains would be switched in and hacks placed onto their proper tracks.

The hump yard at Holban was also saucer shaped and cars had a tendency to roll back from the St. Albans end. One conductor ( won't say who) kicked off a brand new N-22 steel hack toward it's train when to his horror, the cars on the adjoining track were rolling back to put a nice long gash into the orange, as just delivered, paint job. The hack survived for another 30-40 years. (so did the conductor.)





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*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

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 170<sup>th</sup> 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.



Graphics may differ slightly from above – track not included, © RMLI 2011  
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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  
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I would like to order \_\_\_\_\_ Hostess Brands PS-2 Covered Hopper car(s) at \$73.00 each: \$ \_\_\_\_\_

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Long Island Sunrise Trail Chapter  
National Railway Historical Society  
Post Office Box 507  
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**“A BRIEF HISTORY OF THE EAST END OF THE LIRR”**

**A slideshow and discussion by Mr. Edward M. Koehler Jr.**

*Railroad historian and Member of the*

**Long Island Sunrise Trail Chapter – National Railway Historical Society**

The forum will be held Saturday, March 24, 2012 at 1:30 PM in the Suffolk County Historical Society Education Hall, 300 West Main Street, (across from the Riverhead Public Library), Riverhead, NY. Ample municipal parking is available in the Suffolk County Courthouse Parking Area, Osborne and Court Streets - behind the Historical Society building. Entrance to the Education Hall may be made via the outside stairway located in the northeast corner of the Historical Society building.

Mr. Koehler will present a talk and slide show of the Long Island Railroad presence on the North and South Forks in the 1970's. Mr. Koehler's program will encompass the Montauk Line from Speonk to Montauk, the Main Line from Ronkonkoma to Greenport and the "Third Line," Port Jefferson to Wading River.

Mark your calendar now and plan to attend this fascinating retrospective of railroading history on Long Island.

Admission is **FREE** and open to the public.

Visit us on the web at [www.rmli.org](http://www.rmli.org)

Please direct any questions to Don Fisher at telephone 631-765-2757 or via e-mail to [dfisher@rmli.us](mailto:dfisher@rmli.us)

Thank you for your continuing interest and support.

