



THE RAILWAY POST OFFICE

January & February 2009



A QUICK HISTORY, THE RESTORATION OF C-60

STORY: PAUL STRUBECK



At the top left John Thompson (on roof), Paul Strubeck, and Rich Gordard continue to work on C-60.

Photo: Art Christian

Well, It's been a long 6 years since the LIRR was gracious to donate us a plethora of new equipment, Hacks 60, 63, 64 and flatcar 110. Flashing back to early 2003, when the LIRR invited us to view them in Holban Yard...A certain president at the time mentioned "What do we want these pieces of junk for?" Thankfully, Joe Luppinnacci convinced our esteemed leader to accept the pieces, and so began the saga of the caboose known as C-60...

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THE OFFICIAL PUBLICATION OF THE TWIN FORKS CHAPTER
NATIONAL RAILWAY HISTORICAL SOCIETY



TWIN FORKS CHAPTER-NRHS 2009 SPRING EXCURSION

Join The Twin Forks Chapter On an ALL RAIL TRIP Using the LIRR, NJT and NJT River Line

On May 2, 2009, join us as we depart from mainline LIRR railroad stations riding the rails to NY Penn Station. Here we will change to the New Jersey Transit Corridor line, and run over Amtrak's NE Corridor tracks to Trenton, New Jersey. At Trenton we will cross over and ride the new NJT River Line to Camden, New Jersey. We will ride the entire River Line, with a brief stop over along the Delaware River in the shadows of the Battle Ship New Jersey, and have lunch.

On the trip Southbound to Camden, we will make a stop for an in depth tour of work shops and then we will tour the dispatch center. We will then continue on to Camden, NJ. We will have a brief lay over in Camden. We will then re-board the River Line for our trip back to Trenton, and ultimately back to Long Island.

The Trip is only \$40 for chapter members and \$45 for non-members Your ticket includes:

- Round trip travel on the Long Island Rail Road
- Round Trip travel on board New Jersey Transit
- Round Trip travel over the entire 34 mile NJT River Line
- Escorted tour in the River Line Shops
- Tour of the River Line Dispatch Center
- Handouts will be published and is included with your trip

The River Line uses a unique DMU (Diesel Multiple Unit) train sets, where you will see how the engines are swapped out and new ones installed. You will learn the history of the rails that we will travel over, and you will travel at speeds over 60 miles per hour on the River Line, which is a joint Freight and DMU line.

Please book quickly! Our cut off date for accepting reservations is April 15th 2009. We have a minimum of 30 people, on a first come first served basis. This trip will operate rain or shine. It is suggested that you bring a bagged lunch (not included). Also note you will have to wear proper shoes as we will be walking on an uneven surface to the shops. Itinerary subject to change. No refunds/exchanges.

SO JOIN US!

\$40 for Members
\$45 for Non-Members

All LIST-NRHS, RMLI and OBRM members are invited to join us for the members price of \$40.00.

To order tickets, please mail a check to the Twin Forks Chapter, P.O. Box 188 Port Jefferson Station, NY 11776-0188. Please be sure to include your name, address, phone number and number of tickets.

YES! Sign Me Up

Name _____

Address _____

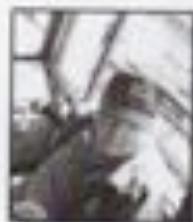
Phone _____

E-mail _____

Organization _____

Number of Tickets _____





PRESIDENT'S REPORT

RICH GORDDARD

CHAPTER ACQUIRES TWO PASSENGER CARS

I am pleased to announce that the Twin Forks Chapter has acquired two former LIRR passenger cars. In February 2009, the chapter acquired former LIRR P-72 #2907, and former LIRR P-74 coach 7525, now numbered as W-85.

I also would like to thank the Railroad Museum of Long Island for the donation of the cars to the Chapter, which were surplus to their needs. This donation to the Chapter continues to serve as an example of how the

Chapter and RMLI work together to assist each other and foster good will between the two groups.

We plan to restore the cars to our best ability and we



P-72 #2907 Photo: Rich Gorddard

will be actively using the cars for several purposes in the future. One such usage will be to hold membership meetings in the cars and also to use the cars for storage of the chapter's various items and supplies.

History behind the cars shows that these two had a long and varied life. Pullman-Standard P-72 #2907 was built in 1955. The car was in revenue service until the 1980's when it was pulled from revenue service and entered MOW service as a Sandite Car. Sandite is sticky sand like mixture used to spray on the tracks to prevent wheel slippage and sliding. Over all, the car is in good shape, but it will need some attention as we have noticed several items that will need fixing up.

W-85 was originally built in 1934 for the Boston & Maine. It was originally B&M #4590. In the early 1960's, the LIRR acquired these cars second hand from the B&M. The car was in commuter coach service ever so briefly, before it was converted to a bar car. This was back when the bar car was a favorite hangout of the commuters to enjoy their favorite libations after a hard day working in the concrete jungles of New York City. In the late 1970's the car was removed from revenue service and was retrofitted to enter MOW service as an alcohol spray car.



W-85 Photo: Rich Gorddard

The W-85 was rebuilt to run on third rail electric power to operate the interior of the car and could also operate in diesel territory as a large diesel generator was installed for use in such areas on the LIRR. In addition, the car was also fitted with a rectifier for changes in power needs to operate the car.

Over all, W-85 is in good condition and is the best example of this type car left on Long Island, and is only one in a handful left any where in the Northeast/ New England area. We are proud to be stewards to both these cars.

Some cosmetic exterior work may take place in the near future, however, we plan to stick to our original plan original list of priorities set forth several years ago concerning the order of equipment restoration. Once caboose C-60 is completed, work will commence on Spreader W-93. Then we will begin the hard work on getting the new additions to the chapters collection in shape. I will share more info about these cars when we begin work sessions on the cars.

CHAPTER ELECTIONS & MEMBERSHIP MEETING

Every April, the Chapter holds elections for the board. A slate was put together, and is as follows:

- President - Richard Gorddard
- Vice President - Bob Bender
- Treasurer - John Thompson
- Secretary - Paul Strubeck
- Board Trustee - Al Castell

(Other elected position is National Director, currently held by Richard Gorddard. This is a two year position no vote needed this year as that position will be up for election in 2010)

The elections and membership meeting will be held on April 18, 2009 at 6 PM at the Railroad Museum of Long Island, Riverhead location.

A general meeting will also take place. A slide show will be the nights entertainment, by Your Truly, showcasing my several Trips through Switzerland by train. Light refreshments will be served. A special announcement will take place at the meeting as well.

If you are available, please attend this meeting, it will be informative and entertaining

Remember, April 18, 2009 at 6 PM at the Railroad Museum of Long Island in Riverhead. All are welcome!

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HELLO CHICAGO! HELLO! GOTTA DRINK TO THAT!

PHOTOS & STORY
PAUL STRUBECK

Back in December I decided to make a trip out to Michigan to visit a friend. I was planning to Drive out there in the Spring but hell, I'm bored. Where's that Amtrak ticket office... So, during the dry run of the NJT Light Rail trip I picked up my tickets. I decided to go the long route through Pennsylvania, instead of the Late Shore Limited through Upstate. I left on Thursday the 11th at some ungodly hour in the morning. Arriving in Penn I ran into an employee I know and another friend of mine. After Breakfast it was time to wait for my Train to leave. Leaving Penn on Train 43, the Pennsylvanian at about 11am, we were



Ohio Central coach sitting in Pittsburgh Station.

westbound.

After the engine swap at Philly, we were headed to Pittsburgh. We made it in around 8pm. Sitting in the station was a pair of Ohio Central cars. Now, the part I wasn't looking forward to...A 4 hour layover. Thankfully I stocked up on rail mags in Penn (The PA article in the Dec. Classic trains is a good read). 4 hours later at 12:30



An NS Coal Train somewhere in Indiana.

the late Capital Limited pulls in. I get in, take over 2 seats and crash. I woke up somewhere in Indiana to a pair of NS units on a coal train. We start the approach into Chicago about 8am, and Holy Schmikes, I

think I see more trains in 2 miles than LJ has seen in 50 years. Everything you can think of...Steel mills, NS, UP, BNSF, IJ&E, CSS&SB Freight, Metra...The list goes on. I don't know what side to sit on, there's so much cool stuff

around us. Into Union Station we go. We arrived around noon time. I'm like a little kid in a candy store, so much stuff, so little time.

Union Station kind of reminds me of Grand Central, but without all the morons running into each other.



Above: The train I just got off of.
Left: Union Station Lobby
Below: Three Metra Engines.



Well, I got 4 hours to kill, I know nothing about this town. I go outside and walk down some street



that overlooks the yard and photograph the train I just got off. What to do now...I'm going to LaGrange (What can I say, I like ZZ Top...and EMD's).

Metra operates all the local passenger service in Chicago (other than CSS&SB). The lines all date back to the pre-merger days. The "Race Track" is the former BN Triple Track, and is now called the "BNSF Railway Line", since it is now BNSF. For those who don't know, Metra uses Gallery Cars. They are 2 levels,



A Metra Gallery Car.

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A QUICK HISTORY, THE RESTORATION OF C-60

BY GUY
PAUL SYRUBECK



As delivered to Riverhead

Photo: Joe Luppinacci

During 2004 it was decided to attack the restoration of 60 first. A fund raising campaign was started up. We created the "Silver" and "Gold" caboose clubs to raise money for a professional stripping of the interior. Plaques with the names of these donors will be hung inside the caboose.



No-Chem on site



Greg Rosenthal primes C-60

Both Photos: Rich Gortland

In 2005 No-Chem Stripping of Holbrook, NY was chosen to strip the interior. An environmentally friendly media

of ground up walnut shells was chosen as the abrasive. In June No-Chem setup there equipment and went at it. While this went on a group of members worked on applying primer over the temporary yellow. Yellow paint had been applied to all three cabooses when they arrived in Riverhead to cover the graffiti. Later that night we had a caboose, stripped to bare metal inside. That night a dedicated group stayed until the wee hours of the morning to get a coat of primer on her to prevent any flash rusting.



Bare metal inside

Photo: Rich Gortland

From there on in the chapter has held work sessions whenever possible to work on 60. Unfortunately not many were able to attend all of our sessions which led to a core group working on 60. Each one of these sessions we have attacked several of the small projects. In winter time we took some time off due to the cold weather and the inability to paint.



Midnight priming with Joe Luppinacci

Photo: Rich Gortland

In 2006 a major task was taken on, Painting the interior. By doing some research from employees and our other cars,



Rich Gortland rolls on the color

Photo: Paul Syrbek



Bob Bender gets the hard to reach places. Photo: Rich Gortland

we determined the interior color. The color was a bright Aqua color that we had to have mixed. Boy you can get anything in Rustoleum...At this time we also started applying the first exterior coats of Safety Orange.

In 2007 we decided to start holding Caboose day, the First Saturday of every month as a day devoted to C60. During these dates we got the stove painted up, installed a new vent pipe for the stove, installed new seat cushions made and donated by Joe & Heidi Luppinacci. We also started to grind down the step wells for fresh paint. At this time we also worked out the final details for our set paint scheme. One of the more daunting tasks of painting the floor was also tackled.



First coat of orange

Photo: Rich Gortland

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A QUICK HISTORY, THE RESTORATION OF C-60

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2008 was started with a full force set to finish 60 up. The steps and handrails were all ground to metal and painted. The end platforms were painted as well.



Rich and the power washer.
Photo: Paul Struback

We setup a day and power washed the entire exterior and roof and applied another coat of Orange. While power washing the roof, the paint came off in sheets down to bare metal.

It was at this time we found out the roof was built from galvanized steel. The roof got new primer and black paint. We also started the work on painting all the railings safety



Paul Struback and John Thompson power wash paint off the roof.
Photo: Rich Goodhart



Brad holding primer brush, ready to start painting the exterior.
Photo: Art Christian

yellow. The old conductors desk was carefully removed (big hammer) and a new Red Oak one was made. During this time we came upon the task of replacing the windows. After a few phone calls, investigations and a few headaches later we were still at a bumper block on just how this is done. Rounding up the year we put the finishing touches on the exterior paint.

With the cold winds of November heralding the return of winter, the 2008 work season came to an end. All involved were anxious to get through the harsh weather to come and get back to work. It was decided to finish the caboose in time for the LIRR's 175th anniversary. Stay tuned!

HELLO CHICAGO! HELLO! GOTTA DRINK TO THAT!

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the conductor stays on one level. You hand your ticket down to him. To get to the upper level you climb a staircase that's about 18 inches wide. Meanwhile I'm carrying a backpack



BNSF freight train passing through a snowy landscape.

loaded with camera gear and a sea bag with about 40lbs of cloths. Oh, and it was cold. Very cold. Heading down the former BN "Racetrack" we pass yards, fly overs, sidings, etc. LaGrange was deserted. There was nobody in sight. The station was open, but not a soul in it (So much for security eh?). All the posters and schedules inside are outdated by about 5 years.

After about 20 minutes of nothing, I'm cold and thinking about heading back to Union. Then, the floodgates opened. BNSF Trains from both directions as well as Metra. At one point there was a train on every track. Just missed seeing a brand new Kansas City

Southern GE to. Well, I have a photo through some stack cars if that counts. Then a Hi-Railer comes through. One needs to go there to understand the amount of traffic in that area. I seen about 10 trains in under an hour.



A Metra commuter train passing through a snowy landscape.

Oh, And did I mention it was cold? The water bottle in my bag was freezing, literally. The furnace in the depot took a dump (A station agent finally showed up). Back to Union.

I'm supposed to catch train 364, the Eastbound Blue Water. They start boarding at 245 for a 3pm departure. Were all on by 3, I start into my dinner (The Chinese in Chicago isn't to bad...) as I haven't eaten since somewhere in Altoona the day before. Power goes off, lights go out. Back on...Back out. Crap. They were running Horizon cars push pull, with a P42 on each end. Well, after about 45 minutes of this, a guy flies by with a wrecking torch in a golf cart. This can't be good.....

Part 2 coming in the next issue.



PRESIDENT'S REPORT

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175TH LIRR ANNIVERSARY SYMPOSIUM

On April 24, 2009, the LIRR will be 175 years old. On April 25th, there will be a symposium to celebrate this event at the Hicksville Middle School in Hicksville, NY.

Organizations in attendance will be The Railroad Museum of Long Island, Oyster Bay Rail Road Museum, LIST-NRHS, the Hicksville Historical Society and of course the Twin Forks Chapter-NRHS.

Our own VP Bob Bender will present a slide show of the LIRR from the 1950's thru the 1980's.

All are welcome and encouraged to attend this special 175th celebration.

We HOPE to have a commemorative 175th polo type shirt available by then as well as a special commemorative DVD for sale as well. If these items are not ready by the symposium, we plan to have these items ready by years end.

This is a special celebration so please attend this event.



INTERNET COMMUNICATIONS

About 2 or 3 times a month, I send out "CHAPTER UPDATES and NEWS" via the Chapters email address. If we have your email address, you will be kept up to date regarding meetings, work sessions etc. If you are not currently receiving these updates and would like to be included on the email list, send an email to twinforksnrhs@aol.com and let us know.

In the future, we also hope to be able to send PDF versions of our newsletter via email to all who would like to have that. However, we are not able to offer this service yet, but we will be getting there soon. Hopefully in the near future!



Caption people:

Photo 1 - Neal Feldman, Bob Bender, Paul Strubeck, and Anthony DeBello

Photo 2 - Greg Kowalski, Art Christian, Anthony's rail bike and Alan Sant. Where's Rick? He's behind the camera.



THE TWIN FORKS CHAPTER OF THE NATIONAL RAILWAY HISTORICAL SOCIETY



President	Richard Gorrard
Vice President	Bob Bender
Secretary	Paul Strubeck
Treasurer	John Thompson
National Director	Richard Gorrard
Trip Chairman	Paul Strubeck

Board Member	Al Castelli
Membership officer	Paul Strubeck
Historians	Bob Bender & Mike Arnold
Newsletter Editor	Art Christian
Web Master	Paul Strubeck

The Twin forks Chapter of the National Railway Historical Society is a not for profit educational organization chartered in 1996 to provide an opportunity and location for the enhancement and development of historic rail preservation. The chapter was incorporated in the State of New York in 1999. The Railway Post Office is the official publication of the Twin Forks Chapter NRHS and may not be reprinted or republished for commercial or non-private use. The Railway Post Office is copyrighted 1996 - 2009, all rights reserved. Views expressed in this newsletter are solely those of the editor and do not necessarily reflect the views and opinions of the Twin Forks Chapter NRHS. All correspondence with the Chapter should be sent to: Twin Forks Chapter NRHS, Post Office Box 188, Post Jefferson Station, New York 11776-0188.

VISIT TWIN FORKS ON THE WORLD WIDE WEB AT: WWW.TWINFORKSNRHS.ORG



PO Box 188
Port Jefferson Station, NY 11776-0188

MEMBERSHIP UPDATE: PLEASE READ!

To anyone that has yet to renew, Please notice this will be your last newsletter. And there's quite a few of you who haven't. We have all been hit by these tough times, including the chapter, that's why we urge you to consider renewing. We need all the support we can get.

In other news, I want to give everyone a heads up with some doings at the NRHS. We are having some serious difficulties these past years since they have changed the renewal system. NRHS used to send us a packet each year with the membership cards, and slips we filled out and mailed back to them with each renewal and a check as they came in, and we send you a card. They changed this about 3 years ago when they contracted with Fernley & Fernley to take over the NRHS side of things (why dues were raised). With this came vast changes, and a 45 page manual. No more mailing, F&F does it all by email now. They send us

each month 4 spread sheets, which we have to update, and send back. We then get a code to put on a check and mail to them. This goes for Renewals, New Members, Updates, etc. Therefore, there can be times we have to send them 3 different checks a month. Well, the thing is this new system sucks. It doesn't work. Not one spread sheet has worked this year so far, thus we haven't been able to get them a check. This is the final month of renewals, and anyone that didn't renew F&F will send a final notice to. Please, if you renewed and get one don't be alarmed and disregard it. I have everyone in our records updated. I personally think this new system is a joke, and NRHS should go back to the old way. I know we are not the only one going through this. I give credit to Barry Smith for doing his best in helping us and everyone else but it just makes everyone's life difficult. Isn't modernization great?

**PAUL STRUBECK,
MEMBERSHIP CHAIRMAN**