

May 2011



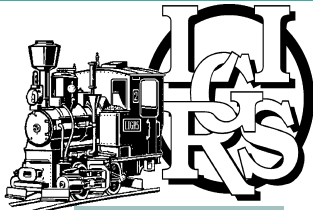
## Monthly Meeting

Sunday May 22, 2010

11:00-3:00

Host Dan Saporito

104 Sheffield Ave. West Babylon, N.Y. 11704



THE NEWSLETTER OF THE LONG ISLAND GARDEN RAILWAY SOCIETY INC

# Smoke n' Cinders

The Summer picnic will be held on August 20th at Southaven Park where we will again be the guests of the Long Island Live Steamers. Tom Rizzo is the chairman of the picnic committee Bob Russo, Ernie DeCarolis, Pete Conte and Mike Kemth are the Picnic committee. Tom Rizzo will accept reservation checks at his home address and at meetings, same price as last year, Adults \$15 pp and Children under 12 \$5. each. Volunteers are needed and can contact Tom to let him know

### Be At It To Bid It

You have to be at it (LIGRS May Meeting)

In order to bid it (LIGRS Silent Auction)

The first of several silent auctions will be conducted at the May meeting. You can submit silent auction bid for any of the items offered at that time. Other silent auction will be held at subsequent monthly meetings.

These auctions were discussed at the March meeting. Items to be auctioned come from those donated by Don Bender. Dave Smith gave an outline of the auction procedure at that time.

The station structure scratch-built by Steve Borakowski and displayed at the March meeting will be raffled off at the Summer Picnic. Station raffle tickets are already being sold.

The jar is filling up thanks to prospective lucky members who attended the Arbor Day display at Planting Fields

The structure appears in the background of this photo. A better one appears in last month's newsletter photo pages



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#### This Months highlights:

- Arbor Day Festival p 8
- Summer Picnic p 7





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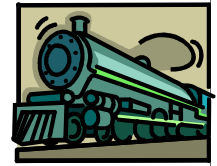
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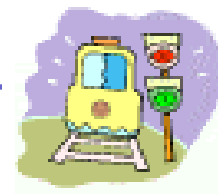
**LIGRS Meeting Schedule**

Date	Program/Notes	Time	Place
May 22, 2011	Monthly Meeting	11:00 AM	Dan Saporito
June 26, 2011	Monthly Meeting	11:00 AM	Rick Padley
July 16, 2011 <u>Saturday EVENING</u>	Monthly Meeting	TBA	Ken Strafford
July 30, 2011	BOD	10:30 AM	Ernie DeCarolis
August 14, 2011	Monthly Meeting	11:00 AM	Karl Wagner
August 20, 2011	Summer Picnic	11:00 AM	Long Island Live Steamers, Southaven Co. Park
September 18, 2011	Monthly Meeting	11:00 AM	Bob Russo
October 16, 2011 TBD	Monthly Meeting	11:00 AM	Walter Pepper
November 2011 TBD	Monthly Meeting	11:00 AM	Northport Yacht Club

See our distribution policy in the March newsletter or on the home page of LIGRS.org

## View From The Cab

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It seems like it was a short time ago that winter had what felt like an unending icy grip on us and Spring wasn't arriving any time soon. I'm now looking at the calendar wondering where April went, I've been outside working around the yard and on the railroad watching everything come alive. I find it so amazing how time seems to stand so still in the cold months of winter and this time of year feels like there are not enough hours in the day. Along with transplanting and pruning, I'm also moving a main track to make room for the new Station building, one of two that Steve Borakowski built; he is donating the other to the club to be raffled at the summer picnic. These are beautifully detailed buildings and I am always fascinated with the talents and abilities of Steve and so many other members.

For some time now I have been thinking about Lightning protection for the railways. A few years ago Tom Rizzo talked about how he lost his power supply from having his track connected to the transformer during a storm. I never did anything about it and was again reminded of probably the same result at the Freeman Railroad in Riverhead. A simple solution is to disconnect the wires leading to the power supply when you're finished running for the day but the reality is most of us probably don't and will finally do something about it after it's too late. Steve recommended a double knife switch, that will work fine in the shanty at Riverhead but I was thinking about outside. I bought two Double pole double throw toggles with a rubber boot covering that I plan to mount in the cover of an outside grey plastic electrical box. One is for the main track and the other is for the reversing track. In one

position the transformer is connected to the rails, the other position disconnects from the transformer and connects both rails to a grounding rod since I was concerned about a charge jumping to the transformer contacts unless it was given a better path to the ground. Picture a toggle, the terminals are pretty close together. I'm getting many mixed thoughts on this, some think I'll be inviting a lightning strike. Perhaps diodes from the rails to a grounding rod installed well away from the transformer. Maybe no grounding rod at all, Ed Assaf suggested extension cord plugs. I'm sure some of you might have a better solution and I would enjoy the exchange of ideas about this subject.

The Freeman Railroad restoration is progressing with soldered bonding's to the rails, steel rods added to the walls, lots of weeding, pruning and TLC. There is still a fair amount that needs to be done and we plan to be out there again May 14<sup>th</sup> and 28<sup>th</sup> weather permitting. Everyone is welcome to come out and help however you can, just remember to bring work gloves.

Arbor Day weekend at Planting Fields was incredible from setup to take down and everyone involved should be extremely proud of their very successful team work. Each of you worked very hard side by side resulting in an amazing Garden Railway. The track layout in a beautiful garden display which included a running water stream was enjoyed by hundreds of all ages. The sight of trains running is such a draw for people, they seemed to go out of their way to walk over to get a closer look then sat down on a hay bale to study the details. John Sulsenti



The following information is by a writer, Kathy Wollard, at Newsday. How come the sun doesn't spin around like the planets? Kathy writes to answer the question. We think of the sun as fixed in space, a glowing, immovable sphere circled by a retinue of spinning planets. However, that picture is wrong. The sun is just an ordinary star, nearer than those in the night sky, so we see its fiery face close up. And here is a surprising fact: All stars do indeed rotate on their axes, just like planets.

The Earth, as we know, takes about 24 hours to turn once around, (We call one spin a day) By contrast, giant Jupiter takes less than 10 hours to turn; a day there a day goes swiftly by. But on Venus, which turns exceedingly slowly, one day (one spin) lasts more than eight Earth months.

How does the sun compare to its spinning family of planets? The sun takes about one Earth month to turn once around. (And there's no sun to rise in the sun's own sky.) Ironically, there's only endless night visible from our blindingly bright star.

Stars and planets rotate because they were born spinning; each solar system coalesced from a turning cloud of gas and dust in space.

Because our sun is a star - a ball of glowing gases, mainly hydrogen and helium - it is not solid like the earth. So it behaves in peculiar ways as it spins. How? Different parts of the sun actually rotate at different speeds. The gases near the sun's equator take 25 days to rotate once around. But the gases near its top and bottom - its poles - take 33 days to turn once around. (if Earth rotated in layers,

it would be hard to tell what day it was, say, from slowly rotating Alaska to speedy North Africa.

There are many more mysteries about the sun, and one of the strangest is the behavior of its super hot core. The core, scientists think is spinning on its own - nearly four times faster than the rest of the sun.

Besides rotating, scientists think the sun is shrinking, rhythmically, like a beating heart. The sun expands and then shrinks about every five minutes. It's almost as if the massive star were breathing. No one knows why the sun pulses, but some suggest the expansion and contraction is caused by complicated sound waves traveling through the solar gases.

But that's not all. There may be a second kind of pulsing going on in the sun. Scientists think that the force of gravity causes the sun to pulse about every half hour. How? Dense hot gases near the sun's center well up into regions of thinner gases. The sun expands a bit. Then gravity pulls the gases back toward the center, and the sun shrinks again.

In addition to all this twirling, and pulsating the sun is moving through space at breakneck speed. (All stars are constantly on the move.) Trailing its nine planets, the sun is whipped along one of the arms of the Milky Way Galaxy at about 500,000 miles per hour. We on Earth are just along for the ride.

*(continued on page 5)*



## View From The Cab (continued)



ran a freight train most of the weekend, Ed Assaf ran his Sierra passenger cars and a coal train, Dave McConnell ran a very interesting live steam, Mike Kmeth, John Hagedorn and Jay Bird also ran personal items of interest. A special thank you to Bruce and Catherine Herlich for their personal contributions, and also to Fred Holzkamp and John Sakal for lending us the long track lengths.

A future Virginian Railway exhibit is in the works at Planting Fields Coe Hall for the summer of 2012. If you own any Virginian Railway engines or rolling stock and would consider letting it be displayed please contact me.

The group reservation for The Essex Connecticut Dinner trip has been finalized for June 11<sup>th</sup>. You can still call Essex directly

(800) 377-3987 to make your own reservation, depending on availability. Request to sit with the Long Island Garden Railway Society Anniversary Party when making your reservation.

I'm pleased to report that the 20<sup>th</sup> Anniversary club cars are just about heading into production. If you ordered a car we will be notifying you when we receive them.

Have an idea that might benefit LIGRS, please email me. [danny.saporito@verizon.net](mailto:danny.saporito@verizon.net)



Dan Saporito

## ORGANICALLY SPEAKING — By Bob Weschler (continued)



### Early Steam Trains 1700-1840.

#### The struggle to build and run the World's first steam locomotives.

Before 1700 trucks ran on wooden rails in Cornish tin mines. By about 1780, coal trucks in the North-East ran on wooden and stone tracks. A few tracks were made of iron. All these 'wagonways' were drawn by horses.

**Locomotives.** By 1800, fixed steam engines were working in mines and factories. The next step was the Locomotive - a moving steam engine that pulled coal trucks. Between 1800 - 1830 a number of 'engineers' tried to build a locomotive but their machines often broke down and were very weak. In 1804 Richard



Trevithick ran his new steam locomotive in Wales. It pulled 10 tons of iron for a bet. It travelled at 3/12 m.p.h. for 100 yards and then broke down. But he won his bet! In 1811

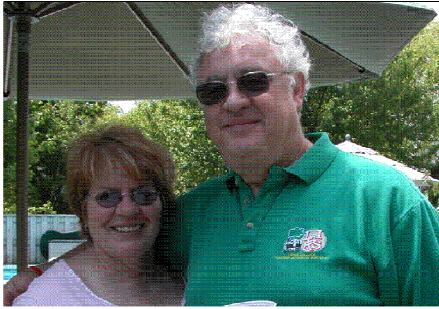
John Blenkinsop invented a locomotive with an extra wheel. It had cogs on it that gave the machine extra grip on the track. Then in 1813, John Hedley built his 'Puffing Billy' to haul coal in Northumberland. 'Puffing Billy' ran for 50

years.

*To be continued in my next column .*

May the Heavens smile upon you, May bright sunshine fill your days, May the joy of special blessings Warm your heart in countless ways.

From the Plant Man



Our profiled members this month are Sue and Marty Wainnor. Marty served the LIGRS as treasurer for 8 years. Sue and he

used to help with the February auction which is always a part of the treasurer's function.

They are both retired and had wanted to do something with the back yard. Marty recalls that during a trip to Disney World he and Sue saw the wonderful G scale layout there. They thought it would be kinda neat to have one in their back yard. The LGB trains looked sturdy and well made. Back in 1995 Sue gave him an initial set of LGB trains for his birthday. He built a small layout in the basement but felt too confined. They decided to look into building one outside. About that time they also heard about LIGRS and joined. As his interest grew the layout grew. Construction spanned the '96-'97 years and was completely outside and running in '98. Marty started with a small layout and over the next few years it grew to include the side yard. And then it ran into the basement. It now includes from 400-500 feet of track which includes 2 tunnels and a trestle which runs over a waterfall. He added a small outdoor station (full size) just for storing equipment.

Marty tries to model the North East because New England is his heritage. His engines are both steam and diesel from the New York Central, Boston and Maine and the Pennsylvania RR. All lines that were associated with the North Eastern states. He runs both passenger and freight consists. The layout has 3 parts, Main Street, a suburban neighborhood and farm land. There are a number of Pola structures which he built. They have accumulated a lot of figures and have also created a golf course vignette. Most of the engines are LGB and there is

various rolling stock from all manufacturers. The name of the layout is Sumar which is taken from both Sue and Marty's names.

Marty's love of trains was sparked by his grandfather who was an engineer on the Boston and Maine RR. As a child he spent time in the North Station Boston yard and his lifetime love of trains began. He also had Lionel sets as a child. In his retirement in 2005 he discovered a renewed interest. They now have an O scale layout in the basement also replicating New England. Summers are spent in the back yard with G scale and winters in the basement with O scale. Sue maintains all the plantings and helps with the landscaping and setting up when have people over.

They have experienced all of the normal spring clean up issues. The last Nor'easter however caused quite a bit of damage. There were large trees uprooted that disturbed the trackage. Repairs took quite a while. There is also a stray cat that lives in the tunnel each winter but abandons it every spring.

In the summer they usually have an open house for the neighbor kids. Sue makes little rail road tickets to hang around their necks and each one gets a turn running the trains. Sue punches their tickets just like a real train conductor.

Their granddaughters absolutely love the trains. Their ages are 4 and 2 and there is a new one on the way. Marty says that sharing the trains with them "gives us the most joy out of garden railroading to see the smiles and excitement in their faces." The Wainnors now own a motor home so they travel around the country. Marty always has his eyes out for garden and real Railroads.

# Are you coming to the LIGRS ANNUAL PICNIC?

**August 20, 2011  
11:00 am**



**Rain or Shine**

- **Location:** Long Island Live Steamers—Southaven County Park <http://www.longislandlivesteamers.org/find.php>

- **RESERVATIONS ARE A MUST!**

- **Cost:**

Adults: \$15.00

Children -\$5.00

- Checks payable to: Long Island Garden Railway Society Inc
- Please bring a 2 liter soda bottle with frozen water.
- BBQ style picnic

Live Steamers' location has tables and benches but...

- **CHAIRS:** You may bring your own.
- **TABLES:** You may bring a folding table if you have one.

**DETACH AND MAIL TO: Tom Rizzo  
32 Semon Rd  
Huntington, NY 11743  
631.470.2217**

**NAME** \_\_\_\_\_ **PHONE** \_\_\_\_\_

**Number of Adults:** \_\_\_\_\_ X \$15 = \$ \_\_\_\_\_

**Number Children:** \_\_\_\_\_ X \$5 = \$ \_\_\_\_\_

## Many Thanks To Our Arbor Day Volunteers

Friday SetUp	Saturday	Sunday
Edward Assaf	John Barnes	Edward Assaf
Richard Bishop	Richard Bishop	Deborah Assaf
Steve Borakowski	Babette Bishop	ohn Jay Bird
Peter Conte	Steve Borakowski	Steve Borakowski
Ernie DeCarolis	Jerry Cedar	Ed Brown
John Hagedorn	Peter Conte	Georgiana Gaherty
Bruce Herlich	Steve Gaherty	Steve Gaherty
Kathreen Herlich	Bob Gibney	John Hagedorn
Joseph Luginsland	John Hagedorn	Bruce Herlich
Edward Madison	Bruce Herlich	Michael Kmeth
Richard McGorty	Joseph Luginsland	Joseph Luginsland
Walter Pepper	Richard McGorty	David McConnell
John Pizzulli	Walter Pepper	Richard McGorty
Thomas Rizzo	Brenda Pepper	Red Morgan
Danny Saporito	John Pizzulli	John Pizzulli
Ray Shelton	Thomas Rizzo	Thomas Rizzo
	Robert Russo	Judy Rizzo
	Pat Russo	Danny Saporito
	Danny Saporito	John Schaefer
	John Jay Sulsenti	Mary Schaefer
		Bob Sewall
		John Jay Sulsenti
		Karl Wagner

### NOTE

Check out a link at [LIGRS.org](http://LIGRS.org) on the Smoke n' Cinders tab. There are almost 200 photos of the set up and display days posted on a Shutterfly site for your enjoyment.

### Arbor Day Festival set up team





### Monthly Meeting

May 22, 2011

11:00-3:00

Dan Saporito

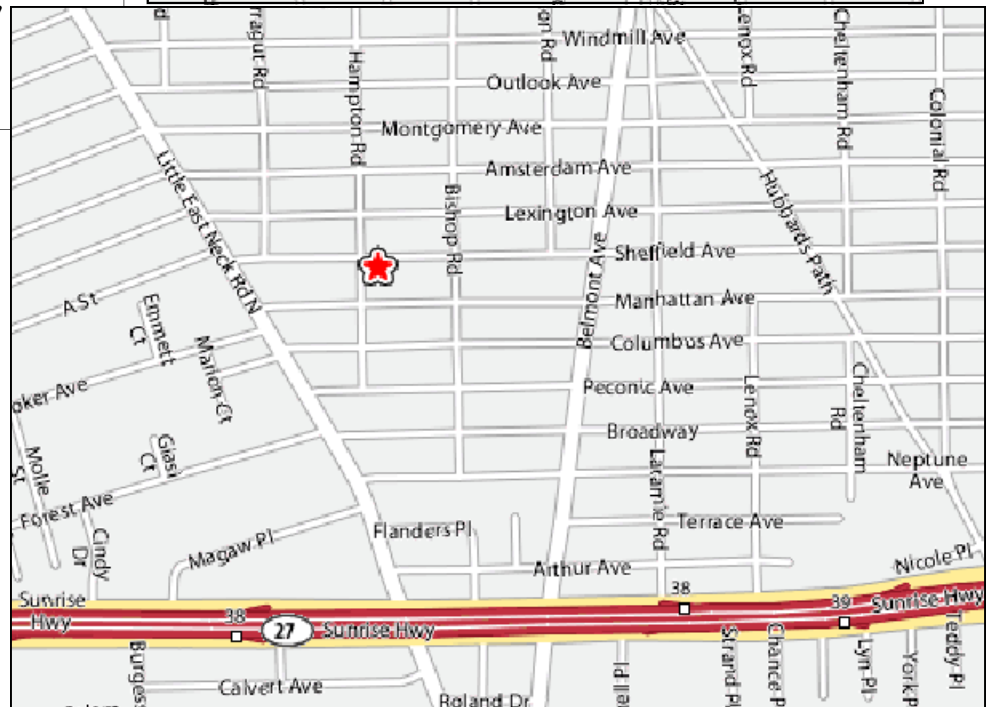
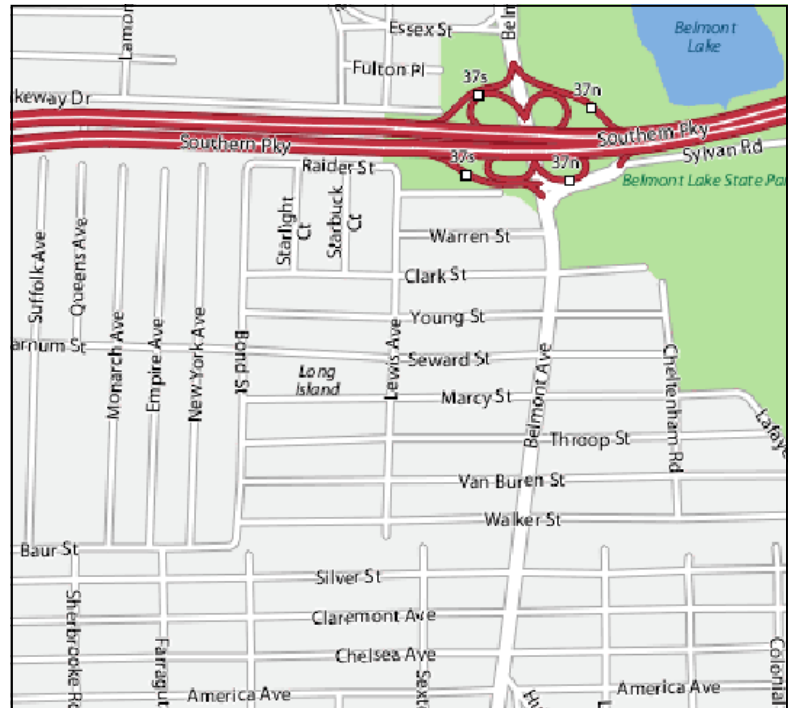
104 Sheffield Ave. West Babylon, N.Y. 11704

Phone: (631)-587-7282



104 Sheffield Ave. West Babylon, N.Y. 11704, between Little E. Neck Road and Belmont Ave. north of Sunrise Hwy.

From Southern State, exit 37 South, Belmont Ave. (West Babylon). Continue for just under 1 mile to Sheffield Avenue. turn right onto Sheffield. #104 is on left at the corner of Hampton Road. Enter from the driveway on Hampton

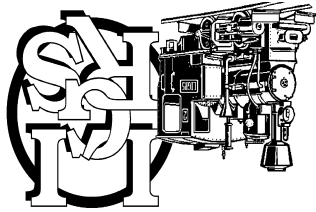


Sorry, there is no photo contest winner displayed this month as no entries were received.

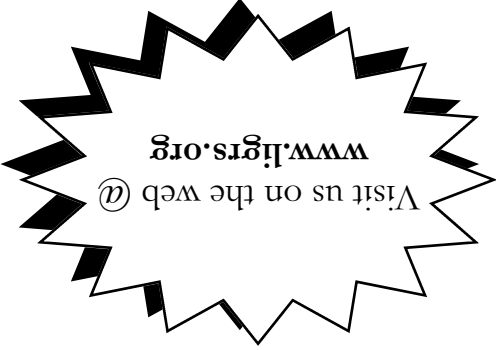
Hopefully, with the advent of nice weather, with all our plants greening and flowering, more members will be inspired to go out to their trains and take some pictures.

You could also visit other members' layouts and take photos to submit.

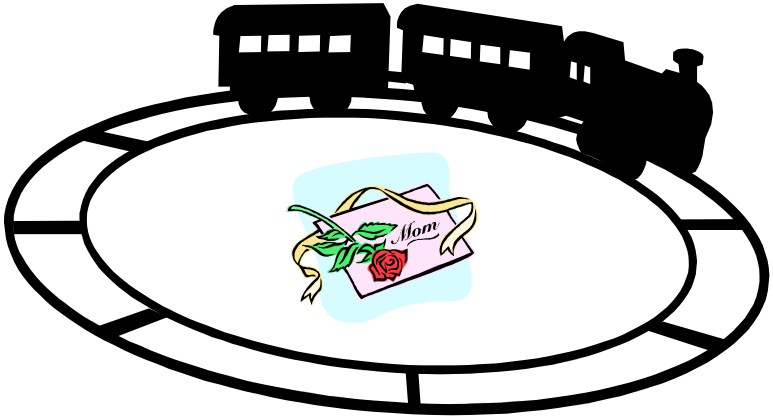
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**THE NEWSLETTER OF THE LONG ISLAND  
 GARDEN RAILWAY SOCIETY INC**  
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*Newsletter of the Long Island  
 Garden Railway Society Inc*



**Trains, Mother's Love and Apple Pie**



**Happy Mother's Day!**