

# SEMAPHORE

## June 2009

The next meeting of LIST will be on **Friday, June 19th** at 8:00pm at the Christ Episcopal Church, South Carll Avenue and Prospect Street, Babylon, New York.

### THIS MONTH:

On tap for the June 2009 meeting will be a presentation by Neil Moran. His topic will be a video of Canadian Pacific Steam Locomotive #2816 on it's September 2008 trip from Calgary to Yale Canada..

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

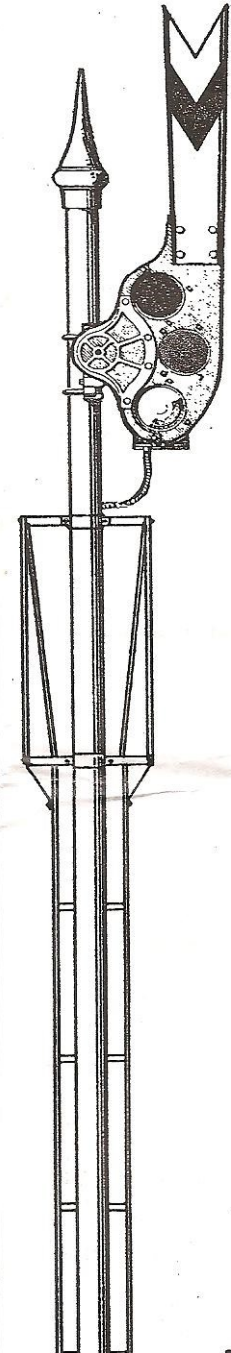
<http://www.nrhs-list.org>

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



**LIST Happenings by Stephen Quigley**

A business meeting will be held before the regular chapter meeting of June 19<sup>th</sup>. During this business meeting, the annual election of board members as well as other vacant positions will take place.

One of the Chapter positions becoming vacant is that of the Treasurer.

Rosalie Scarfi, is retiring from her position of Treasurer after many years of superb service to our Chapter. We all thank Rosalie for her wonderful job in keeping the Chapters finances well organized and secure. In her dual role as Treasurer and membership chairperson, she put in countless hours to ensure that our membership roles were current and any and all problems were resolved in a timely manner.

Rosalie, thank you very much for all of the work you have performed for the Chapter. Your efforts were greatly appreciated by all!

Even though the official date of the LIRR's Anniversary celebration has passed, the events are still ongoing. On July 25<sup>th</sup>, 2009, an all day rail trip will take place. The trip will be on the Main line to Greenport with stops at the RR Museum of LI in Riverhead and Greenport. At the current time, we have several people who have volunteered to be docents on the trip but we have openings for more people. If you are familiar with the history of the LIRR and wish to be a docent, please see me at the meeting this month or call me. As information on the Fan trip becomes available, we will update our web site.

I ordered a few more of the Adlake 175<sup>th</sup> Anniversary Brass Lanterns. A limited quantity still exists. If you wish to purchase one or more than one, please use the order form at the back of the Semaphore and send it in to our PO Box. No additional quantities will be ordered after these are sold. These Lanterns are collectible items already!

The LIRR 175<sup>th</sup> Anniversary Journal has been well received and liked by all of have purchased a copy. If you wish to purchase a copy, then please send a check for \$10 each, plus \$4 shipping and handling. This reduced price is for CHAPTER MEMBERS ONLY.

I wish to mention several people who were instrumental in helping the Chapter celebrate the LIRR's 175<sup>th</sup> Anniversary. All of the following helped in various ways and without them, we would not have had an enjoyable time for this pleasant occasion.

First and foremost, Dave Morrison, thank you for the countless hours you spent working on the journal and the symposium. You did a wonderful job in producing a professional Journal and Symposium!

Caroline Scannell, thank you for the great job you did with the United States Post Office regarding the covers and the cancellation.

To George Wybenga and Lou Mallard, your artwork is superb and made wonderful exhibits.

To the presenters at the Symposium, Rich Goddard, John Speece, Gary Farkash, Don Fisher, Mike Boland and Jim Pavone. You all did a fantastic job with your presentations.

To Susan McGowan of the LIRR's Public Affairs Dept. Thank you Susan for your advice, assistance with various items and especially in helping us have the Lantern produced.

To Mike Charles of the LIRR's Media Relations Dept. Thank you Mike for your help and assistance with various items.

## LIST Happenings...continued by Stephen Quigley

To Gordon Jenkins and Glen Sager of the LIRR's Audio Visual Dept. Thank you both for helping us produce a great show at the Symposium.

To Raymond P. Kenny, SVP Operations of the LIRR. Thank you for an excellent presentation and Q + A session on the LIRR's history at our April 17<sup>th</sup> monthly meeting.

To Helena E. Williams, President of the LIRR. Thank you Ms. Williams for speaking at our Symposium and including our Chapter in the very enjoyable celebration of the 175<sup>th</sup> Anniversary of the LIRR.

Last and not least, thank you to Bob Cecere and Bob Myers for helping out at the front desk at the Symposium and a special thanks to Diane Morrison and Christine Quigley, Dave's wife and my wife put up with all of the emails, phone calls and meetings that Dave and I had in putting together a very enjoyable LIRR 175<sup>th</sup> Anniversary Celebration.

To all L.I.S.T. members, Have an enjoyable summer and the Semaphore will resume in September. To Steven Torborg, our Editor, thanks for a great job.

Hope to see you all on the LIRR July 25<sup>th</sup> Fan trip.

## RMLI & OBRM News

While space prevents us from including a complete update on our two Long Island museums, this does not mean big things aren't happening in Riverhead and in Oyster Bay. On the contrary, both museums continue to make great strides forward in their endeavors to preserve and communicate the rich history of the Long Island Rail Road.

At RMLI, the summer season brings a new season of visitation and tourism at both their Riverhead and Greenport locations. Work continues on the boiler and firebox of Steam Locomotive #39 and numerous other projects continue to push forward on the equipment and the grounds.

Meanwhile, OBRM continues to move forward with their site development, turntable restoration and soon, the commencement of restoration on Steam Locomotive #35. By the time you read this, their Ping Pong Coach will have also arrived from the Knox and Kane Railroad.

The important thing to remember is that these museums do not function and would cease to exist were it not for the support of the volunteers and donors who keep things going. While summer brings the promise of many family related outdoor activities, please also remember that this is the busy season for our railroad museums as well. Consider getting involved and helping these museums move forward. Both have numerous hands-on positions for those wishing to get good and dirty with working on the equipment and facilities. However, both also have numerous behind the scenes positions that anyone with a sense of dedication can fill. They need your help!

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

***THE LIRR MODELER by Mike Boland******This Month's Feature:  
The LIRR ALCO C-420 by Atlas...Part 3***

Well, we return after a short absence of a few months since we've been tied up with school and other things. So, let's get back to finishing our examination of the Alco C420 model in LIRR colors by our good friends at Atlas. The C420s fuel and water tanks are the only items that need to be re-worked to make your model appear more like the prototype. We chose to model our locomotives in the 1900/1000 gallons of water/fuel configuration so we had to "notch" our models. This is a time-consuming effort but well worth it. We urge you to do this to make your locomotive look real.

But there are other details—many of them small, but nonetheless important—to "round out" the LIRR look these babies had.

One mistake that our guys at Atlas made was at the ends of the locomotive. Rob Pisani and his gang did a great job but they put drop-steps on the LIRR C420 when it had none. No doubt some of the C420s that other railroads such as the Lehigh Valley and Lehigh and Hudson River Railway did indeed have the drop step; the LIRR didn't. At both the long hood end and the short hood end, the two "notches" where the drop steps were incorrectly added have to be filled in since they don't exist on the LIRR prototype. Fill them in with styrene and filler putty, let dry and then sand to finish. This is also a problem when it comes to the installation of the handrails (Atlas part #993208) because both the front and rear handrails have a safety chain that runs across where the drop-step would be.

This has to be removed and replaced with a section of piping for the handrail. You can use brass or styrene here. We suggest you place the handrail set on the locomotive; glue it in place and then carefully remove the safety chain by cutting it off. Then you can add the middle section with your choice of brass or styrene rod. Make sure you paint it LIRR dark gray. Work meticulously here and no one will know what you've done and your locomotive will look much more prototypical. Hey, Atlas, how did you guys goof here? You'll have to match paint to the model but if you do not have the right color, it will be tolerable because the small size of the replacement handrail you have used will not stand out. Let us know what color you mix and use and we'll pass it along to everyone.

Notice that the Atlas model has a bugboard that is white with black numbers. It seems that when these units wore the World's Fair paint scheme, their bugboards were black with white numbers...at least in their early years. Eventually, the bugboards went from black to white. This was happening in the mid- to late-sixties—1965 or 1966—(we're making an educated guess here, based on photos in our collection.) So let's say that several years after these units came onto the property, their bugboards were changed from black to white. Also, it seems that the white numbers were stenciled on. This can be done by putting a miniscule amount of black paint on a .005 or .010 piece of styrene and slowly use it as a stamp after the decals are placed in the numberboard. Condensed gothic lettering by Microscale can be used here.

While we're at it, we should speak a little more about the appearance of the C420. While the C420 basically duplicated the older Alco Rs-11 and RS-32, the 420's external appearance was very different than the earlier Alco locomotives. The side radiator was relocated to the roof and there were other changes as well. Read Warren Calloway's excellent article on LIRR C420s that appeared in the Volume 8-Number 6 edition of Diesel Era magazine that appeared in November/December 1997. It's a very comprehensive article with lots of photos.

## *THE LIRR MODELER...continued*

Another interesting item is the horn. Originally, the horn was attached to the cab roof just above the engineer's window but some time later the horn was relocated about half-way forward along the long hood mounted on a small stand. Once this was done, each side of the locomotive had two deflectors or baffles made of sheet metal mounted at about a 45-degree angle. These were placed ahead of the central air intake to push engine exhaust away from the opening. These are included with the Atlas model but have to be mounted by the modeler; holes are drilled to do this.

As for the gray-painted roofwalk or walkway over the orange-painted roof exhaust at the front of the locomotive, LIRR diesel guru and good friend John "The Weekend Chief" Scala says that this is correct and that is how the top of this locomotive actually looked like. He does state that the Atlas pattern is a little more pronounced than on the prototype based on a color slide in his fabulous collection of LIRR locomotives.

We strongly suggest some weathering on this locomotive to make your C420 look even more realistic. We believe some washes of grime and mud do the trick nicely here. We also suggest that the vents be darkened with washes for realism. Heavy weathering should be applied to the trucks with a little less wash applied to the fuel/water tanks.

We also think that a touch of red paint on the marker lights at each end of the locomotive would be a good idea or, drilling out the plastic and replacing it with red jewels to mimic the prototype's marker lights. And of course, you could take the project even further and put in working marker lights that illuminate. That would be an interesting project.

Locomotives 208 through 220 came onto the property in 1964 and were equipped with pilot-mounted snowplows. There are not on the Atlas model and can be added with purchase of a commercially-available snowplow. We haven't had time to do this yet and our C420 is not complete, but stick with us and we'll inform you of how we did it and with the correct item. We do suggest that you make the bottom of the plow look more realistic by making it more ragged and bent, reflecting actual usage and wear and tear; prototype photos of these locomotives show this interesting feature.

Also, don't forget to add the Atlas-supplied window shades above the windows on both sides of the cab.

We understand that the LIRR version of Atlas's Alco C420 has sold very well and has almost sold out. We also understand that Atlas will be ringing out a blue and yellow MTA version of our L1, LIRR 200-221. We're not sure if the later version of the C420—with the very distinctive High-Adhesion trucks—will be manufactured by them but we're hoping that Atlas will once again do the right thing and make LIRR modelers happy with this other version. Write or e-mail them and tell them you want to see this version made. Tell them about the several paint schemes they wore. Maybe they'll listen to us. Let's hope a Phase II C420 is not that expensive to manufacture.

Well, that concludes our series on this workhorse LIRR locomotive. It also concludes another "season" of the LIRR Modeler until September. We hope to build up a backlog of articles for everyone and look forward to the Fall when Con-Cor's mP54 cars should be out. We will also have the return of the LIRR Marine Modeler, who's going to make a splash with some carfloat and tugboat modeling. Parlor-lounge cars on the LIRR will make an appearance, too. We also plan on introducing a new series about freight cars on the LIRR and first hope to do a series on the very popular and colorful IPD (incentive per-diem) boxcars. Plus they'll be a surprise or two as well. That's in the Fall when we return.

Have a great summer and sorry we had to disappear for a while when schoolwork called.

Happy, happy modeling until then!



## Stack Talk by Neil Moran

**CHINA: Baiyin:** Sy class 2-8-2's are still hammering away at this location. However, this will not last too much longer, as the first two diesels have been brought in by the management. But for now, steam still is king of the hill, with about seven to eight Mikados working the yards, and about four working the line from the mines to the yards. In fact, three Sy's have been recently refurbished, #1581, 0819, and 0612. These locomotives still power passenger trains between Baiyin and Zoucheng. The railroad is extremely fortunate to have their own repair shop, so if an engine goes down, they can repair it, unless it's a major problem. What's even nicer, the company will allow you to photograph inside the repair shop. All you have to do is bring cigarettes, beer, and about 30 yang (Chinese dollars), and you can photograph till you drop. To make things even better, if you arrange it with the yard master, night photography can be done. Crewmen will eagerly bring out several locomotives and spot them for you. Of course this all depends on how many "goodies" you give them.

The line between Baiyin and Zoucheng provides many photographic opportunities with a long curved steel bridge, mountains, deep cuts, and some farmland. However, passenger service is limited to a few times a day. You will do much better with the track that goes up to the mine, not as scenic, but busier. Do not waste your time at Zoucheng, as there is only one QJ in steam, and about twenty diesels working the yard, plus the guards are not very friendly to rail fans.

Back at Baiyin, I've just got some very good news. The owner of the mine has decided not to buy any diesel locomotives for some time. He feels the Mikados are doing a good job and if any breakdown, normally they will be able to repair the engine.

**MEIJIAPING:** Land of the monsters: This remarkable area features a locomotive that is very rare in China, 2-10-2's. Here we'll call them Texas-type engines. In China they're called "big Dragons". These brutes ply the rails from Meijiaping to Chenghe, be warned that the altitude raise to 14,000 feet, and is frightfully cold during the winter into early spring. But, if you can brave the cold weather, you will take some of the most spectacular pictures of your life! Watching these brutes coming up 3% grades out of the steel mill yards with about 20 tank cars is absolutely awesome! The sound of these 2-10-2's ricochet off the sides of the mountains like a tornado coming at you said one English photographer. The trains are down to 10 mph at these spots, and it becomes a shooting gallery. Many foreign rail fans call this area the "Shangri Lai" of photos. Presently there are about eight of the JS Class 2-10-2's, and are a precursor of the QJ Class. The CNR developed this design from Russian FD Class locomotives which they bought during the 1950's. The other was a 2-10-0 DK2. The question arises, could this have been one of the engines which were originally built by the USA for shipment to Russia in WWI in their defense against Germany. Some of these were acquired by the Chinese Railway System when the Chinese Eastern Railway was regauged during the 1930's. How these locomotives survived, and how they got to Meijiaping is still a mystery to this day!!

**GERMANY: Bad Doberan:** An all new narrow gauge tank Mikado engine has been built by the Dampf Lokowerk Meiningen in the town of Meiningen. This is a all new 1932 model that is already running between Bad Doberan to Kugalongsborn. She is an N/C tank engine 2-8-2 that joins four other sisters of this class. The company that built these locomotives was formerly in East Germany, and was one of the last steam over hauling facilities before Germany became consolidated. This company still overhauls engines.

Today the latest one is numbered #99.325. There are five of these Mikados operating on this line in regular service and are scheduled for 10 round trips per day, seven days a week. The name of the railway is Necklenbu Rciehe Bagderban and runs near the North Sea. It's about a 28 mile round trip. The engine made its original run on March 21, 2009, which gave the locals a golden opportunity to celebrate with beer drinking. Prost!

**UNITED KINGDOM - Tornado:** I'm only going to give you a portion of *Tornado's* maiden run. If I gave you the whole story, it would take up the rest of the column. Jan. 31<sup>st</sup>, 2009, over 600 people saw her leave from York and head for New Castle. She traveled on the East Coast Main Line, looking absolutely magnificent. The engine carries a rimless chimney (stack), bearing a LNER style apple green livery with "British Railways" on its tender. Over 2,000 crammed their way into Kings Cross Station for her first paid excursion. Never before have so many people come to Kings Cross to see a steam locomotive.

Behind the brand new Pacific were 13 fully laden coaches and given the possibility of the fastest ever schedule laid down for steam between the two cities of London and York.

## Stack Talk by Neil Moran

The schedule allowed for 74 minutes non-stop. The *Tornado* broke that schedule coming into York in 71 minutes, a record!! Headlines in the London papers roared out “A1 Triumphs on Its Maiden Run”, faster than Pre-war “*Coronation*”. “A Smashing Success”, they continued. Helicopters followed the train taking many pictures for the press and television. One headline stated, “What a Pick-me-up for a country in financial trouble”.

She has already been to Scotland running several excursions during the early part of March. The A1 arrived in Scotland on February 28<sup>th</sup> when it hauled the “*Auld Reekie*” out of York to Edinburgh. She stayed a week running several trips out of Edinburgh. These tours were operated by Past Time Rail and carried a capacity crowd each trip. The A1 Peppercorn Class Pacific has returned to England and will be running excursions for the rest of the year into December. The year’s schedule was posted in last month’s column.

**CANADA : Kettle Valley Railroad** The railway will be the back drop for a Canadian movie schedule for filming late in the spring. Jo Ann Reynolds, the marketing manager, stated that the film called “Gunless” will start filming for three days this month. Both of the steam locomotives owned by the railway will be used at various locations. The film stars Paul Gross, a noted film actor, and a huge rail fan! This is not the first time filming has been done on the Kettle Valley. Back in 2001, a movie called “Lunch with Charles” was shot there by a English film maker, a TV series very popular in the UK. In 2003 the railroads 1924 Shay locomotive was shipped to the lower mainland for the filming of a TV series called “Peacemakers”. Reynolds also stated, “The filmmaking has helped the railroad financially, and helped pay a lot of bills.”

“*Royal Hudson*” # 2860 has already started its excursion schedule. Last month it powered a trip on the Southern Railway of B.C. between New Westminster and Cloverdale with no problems. The #2860 is now owned by the West Coast Railroad Heritage Center. This particular run made a 30 minute stop at the Fraser Valley Heritage Railway Society. The “friends” hope to make additional this year with the #2860.

**UNITED STATES: Los Angeles, California:** Here is the only bad news you’re going to read about in this column. Last month’s scheduled excursion with ex-Santé Fe #3751 had to be cancelled because of low ticket sales. The Central Coast Railway Club and the Pacific Locomotive Association were hoping for a better response, but it just didn’t happen. Former Atchison, Topeka and Sante’ Fe 4-8-8 #3751 was to pull the round trip. The group hopes to schedule another trip soon.

**Truckee, California:** Union Pacific 4-8-4 #844 steamed across the Golden State in early May. During that week the “*Northern*” was featured at the steam festival at Niles Canyon with two other steam locomotives. She joined two California based engines which made a very impressive scene. Ex-Southern Pacific 4-6-2 #2472 from the Golden State Museum and Robert Dollar’s 2-6-2 #3 from the Niles Canyon Railway. Over 1,000 people came to see this event.

**Durango & Silverton – Durango, Colorado:** It has been a very productive winter season in the round house. Several locomotives have had serious work done on them. Here is a listing of the engines and the repairs made:

#473 – This little K-28 Class had boiler work, and wheel repairs. It will run through the summer sporadically, then go into the shop for serious repairs this winter.

#478 – A basket case for now, and a very worn out Mikado. She will need new running gear, new set of tubes and flues. Work will begin during the summer.

#480 – Over the winter, it received a new tire on the #1 driver. In addition, she got all new tubes and flues, as well as new rod brass. The #1 driver flange was found to be completely worn away and so she was pulled out of service. After final repairs, it was returned to service. This will be #480’s last summer before major overhauling. For now it will be used as a back up this year.

#482 – Nearing completion of a major overhaul, the pistons were bored and new rings installed. She has all new tubes, flues, and arch tubing. The running gear and valve gear have been completely re-built, all new tires, crown brasses, and shoes along with wedges. It also has two new axles, and three new crank pins, heavily re-built spring rigging, along with brake rigging and a freshly re-built air compressor. This is shaping up to be one of the nicest K36 Class engines anyone has seen in a long time.

## Stack Talk...continued by Neil Moran

#486 – Is getting new tires. It will have rod brasses and some box work, along with new crown brasses. The engine rides rough, sometimes very rough. Recently, had all new tubing and flues done, which should keep her steaming this summer.

So far, that's the list of locomotives, and how they stand for this year. Durango & Silverton are also planning some special things during the summer and fall season. Check their website for these special activities.

**Portland, Oregon:** Here is the #4449 Daylight engine schedule heading out of Portland, Oregon to Owosso, Michigan operated in conjunction with Amtrak. Consequently, Amtrak diesels will be in the consist, as well as an SP Daylight painted water canteen car. This car will be placed directly behind the locomotive. The passenger train consist is uncertain, unfortunately, the train will not be a solid consist of SP Daylight painted passenger cars. The schedule, July 3<sup>rd</sup>- Portland to Montana, July 4<sup>th</sup>- Spokane, WA to Whitefish, Montana. July 5<sup>th</sup>-Whitefish to Havre, Montana, July 6<sup>th</sup>- display at Havre, Montana, July 7<sup>th</sup> – Havre to Minot, ND, July 8<sup>th</sup>-Minot to Fargo, ND, July 10<sup>th</sup>-Fargo to Minneapolis, MN,

July 11<sup>th</sup>-#4449 stored in Minneapolis till July 17<sup>th</sup>, July 18<sup>th</sup> – Minneapolis to Chicago, IL, July 19<sup>th</sup>-Chicago to Durand, Michigan, July 21<sup>st</sup> to 31<sup>st</sup> SP #4449 participation in Owosso Steam Festival, August 1<sup>st</sup>-Durand, MI to Chicago, IL, August 2<sup>nd</sup>-Chicago to Milwaukee, WI, August 3<sup>rd</sup>-Milwaukee to Minneapolis, MN, August 4<sup>th</sup> to October 12<sup>th</sup> SP #4449, stored in Minneapolis. October 13-20, start her return to Portland. No. 4449 will be making the same stops on her way back to Portland.

During its stay in Minneapolis, she may run some excursions to La Cressant and other locations.

However, this is not written in stone. This monumental adventure for the #4449 has not been done since her days back in touring a large part of the country's celebrating the Bicentennial historical event.

**North Judson, Indiana:** Nickel Plate Road "Berkshire" 2-8-4 #765 operated excursions over the Memorial Day weekend, its first operation since test runs in 2006. The Berkshire pulled round trips out of North Judson at the Hoosier Valley Railroad Museum. Just a few weeks prior to that, the engine powered three two hour round trips on May 23-25. These excursions left North Judson at 10 am, 1 pm, and 4 pm, and headed to La Crosse, Indiana over former Chesapeake & Ohio Chicago, Cincinnati route. The town on North Judson preserved the line with a \$1.5 million federal grant in 2004, and used it to create a museum.

**Ely, Nevada:** Our last stop is out on the Nevada Northern Railroad. In news, the state of Nevada has just made the railroads #40 official state locomotive. At first, train enthusiasts elsewhere in the state recorded a mild protest, so Assemblyman Pete Goicochea (republican) revised his move to make the engine

"an official" locomotive, leaving room for any other engines that are operating, or are in train museums in Nevada. Engine #40 was built by Baldwin Locomotive Works in 1910, and operated in White Pine and Elko counties until July, 1941. Goicochea said that the engine is very important because it was a key part of Nevada's development and deserves to be recognized as an important part of the state's history.

This will be my last column until September. I don't know where the month's have gone, but they sure went fast! Hope you enjoyed the column as much as I enjoyed writing it.

Now it is time to thank all the people who sent me the news you just read.

John Biehn (Dayton Railroad Society), David Neubauer (RRE-St. Louis), John Reilly (RRE-NY), Rich Taylor (NRHS-NJ) and also from your most humble servant in steam.

## UNTIL OUR TRACKS CROSS AGAIN





# Membership Information

## Long Beach Station Centennial Anniversary

Mike Charles of the Public Affairs Dept. of the LIRR is looking for memorabilia items of the LIRR's Long Beach Station. 2009 is the 100th Anniversary of the Long Beach Station and a display is being arranged. The items will be loaned, copied and then returned to the respective owners. The originals will not be displayed unless the owner of the item agrees to that aspect. Otherwise they will be returned shortly. Items such as postcards, booklets, timetables, pictures, etc. are requested.

Credit will be given to the person who loans the item.

Please contact Dave Morrison @ 516-935-3145 or Stephen Quigley @ 631-669-4159 if you have items that you wish to loan for this display.

## Semaphore Articles

You may have noticed that there are occasional omissions of certain reports from the Semaphore. Case in point, we occasionally have to leave out Mike Boland's article on model railroading, Neil Moran's "Stack Talk" or the updates on OBRM and RMLI. This is often done to allow room for other important events such as the LIRR 175th Anniversary Symposium and the like. Other times, it is because we have not received the necessary information and want to get the Semaphore out to you in a timely manner. We also try to keep the font large enough for our readers to easily view while still keeping the number of pages down so as not to increase the postage. Either way, you may be sure that we will continue to keep you up to date on everything that has proven to be of interest to our readers. Meanwhile, we would like to remind you that if you have any interesting news items or stories you would like to share with our readers, please feel free to send them to us for future use.

They may be sent to Steve Torborg at: [storb35@aol.com](mailto:storb35@aol.com)

## Long Island Live Steamers

The Long Island Live Steamers invite the Sunrise Trail Chapter of the NRHS to hold a picnic at our facility on August 1 from 11:00 until 3:00 during the day set aside for regional rail interest clubs. As has been the custom, you bring your members and your picnics, we'll bring the trains for you to ride and / or inspect. We look forward to seeing you then.

## 2010 LIRR Calendar

The 2009 LIRR Calendar was a complete sellout! At the present time, we are in the beginning stages of compiling photos for the 2010 Calendar. If you have photos of LIRR buildings, engines, rolling stock or other pictures, please submit them to myself or John Scala. We want to have the calendar available in September of this year, so please submit them as soon as possible. Early LIRR photos would be welcomed even if they are in Black & White. All photos will be returned if requested.

## Other Publications

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

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

## Historical Videos

In Commemoration of the 175th Anniversary, the Long Island Rail Road now has several historical videos posted on their web site. These videos, all produced at different times over the past few decades, show many historical highlights of the railroad's history. Visit the LIRR web site at:

<http://www.mta.info/lirr> and click on the 175th Anniversary icon.

Long Island Sunrise Trail Chapter  
National Railway Historical Society  
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Hey, all you Dads out there - why not give yourself  
a treat for Father's Day?

The Chapter has produced a great 60 page color  
Journal commemorating the 175th Anniversary of  
our beloved railroad.

The pages are packed with historical articles, ac-  
companied by numerous photographs and illustra-  
tions.

Why not help support this Chapter project and buy  
a Father's Day copy for yourself?

Already got a copy? Buy another and give it as a  
gift to someone who enjoys history.

The Journals sell for \$10.00 to Chapter members  
and \$14.99 to others. If you order by mail, please  
include an additional \$4.00 for postage.

**175th Anniversary Journal**  
**Long Island Rail Road**  
**April 24, 2009**



Long Island Sunrise Trail Chapter  
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