



SEMAPHORE



April 2011

The next meeting of LIST will be on **Friday, May 20th at 8:00pm** at the Christ Episcopal Church, South Carll Avenue and Prospect Street, Babylon, New York.

THIS MONTH:

This month, Past President Ben Young will provide our presentation. His topic will be Canadian Railroads in the 1950's..

IN THIS ISSUE:

Page 2	LIST Order Form
Page 3	LIST Happenings
Page 4, 5 & 6	Stack Talk
Page 7	LIRR Modeler
Page 8 & 9	Holban Yard
Pages 10 & 11	Maps and News

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

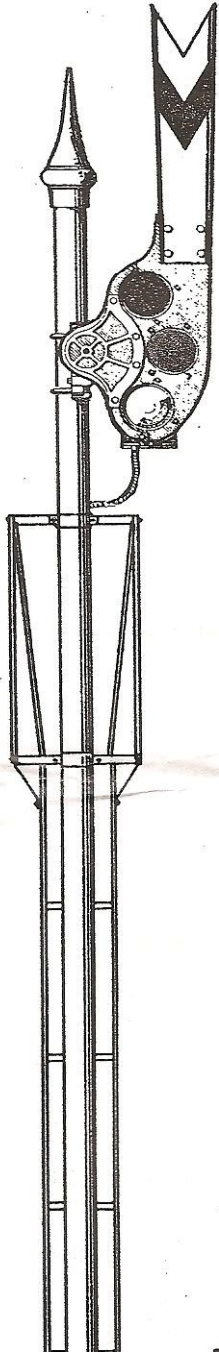
<http://www.nrhs-list.org>

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



LIST Merchandise

The following price list is for LIST Members ONLY!

# _____	2011 LIRR calendar	@\$8 each	Total _____
# _____	2010 Penn Station 100 th Anniv. Calendar	@\$5 each	Total _____
# _____	LIRR 175 th Anniversary 60 page book	@\$10 each	Total _____
# _____	NY Connecting RR Book by Robert Sturm and William Thom	@\$27 each	Total _____
# _____	Babylon RR pins [Trolley drawing]	@\$3 each	Total _____
# _____	The Long Island Rail Road, In Color Volume 1 1949-1966 by Art Erdman	@\$48 each	Total _____
# _____	The Long Island Rail Road, In Color Volume 2 1966-1990 by Art Erdman	@\$48 each	Total _____
# _____	Penn Tech Society, "The Keystone" With the Ron Ziel Penn Sta. article	@\$15 each	Total _____

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

Shipping for 2 to 4 calendars, please add a total of \$5.00

For more than 4 calendars, please call or e mail for the shipping cost.

Each additional book, add \$2.50.

Shipping for 1 to 3 pins, \$1.50

[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 \$11.40]

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

Elections will be in June for various positions in the Chapter. We have an open board member position. If you are interested in being a LIST board member, please e mail or call me. No pay, no benefits, just a say in how the Chapter is run. With an offer like that, how can you refuse if we ask you!

The Chapter purchased the last available copies of "The Keystone" quarterly. In it is an article by Ron Ziel on the history of Penn Station. When these are gone there are no more available so please place your order now if you wish to purchase it.

As you can see in the order form, the Chapter has purchased both volumes of Art Erdman's "LIRR History In Color." We have both in stock right now.

Just a reminder, the only book or periodical that the Chapter has endorsed is The NY Connecting RR book and the LIRR 175th Anniversary journal that we produced. We are buying books etc. as a service to our members.

Last month, I noted that the Transit Museum has an excellent exhibition titled "The Once and Future Pennsylvania Station." I neglected to mention that it is located in the Transit Museum Annex in Grand Central Terminal here in NY. The exhibition will continue until 10/30/2011. May 7th, 2011 is National Train Day. More information to follow!

Chapter Historian Robert Sturm made an excellent presentation at the Suffolk County Historical Society in Riverhead N.Y. on 3/26/2011. The topic was "An Overview of the History of the Long Island Rail Road. Approx. 50 people were in attendance for a very informative lecture. Thank you Bob!

In April of this year, "Transit Transit News here in NY will run a show on the story of Penn Station. CableVision on LI will have it on Channel 18, Tuesdays at 7 PM and on Channel 25 on Saturdays at 9:30 AM and Sundays at 2:30 PM. John Turkeli who is an expert on Penn Station was involved in the production as well as Mike Charles who is from Public Affairs of the LIRR. This show will also be able to be seen in NYC on Time Warner Cable.

Chapter member Mark Sullivan made an excellent presentation at the March Chapter meeting. His topics were UP trains out West as well as the Illinois Terminal RR Museum. Thanks to Mark for an enjoyable presentation on these 2 interesting topics.

I am departing from the norm in that typically our annual Treasurers Report is included in the Semaphore. Due to the fact that every page of the Semaphore is filled, I am not including it. If you wish to obtain a copy, I will mail it to you upon request. Send a letter, e mail or call me and I will gladly send you a copy of our annual financial statement.

If you require a copy of the annual financial report or have any other questions or comments, please e mail me at csquigley@optonline.net or call me on my cell phone at 631-487-4766.

Thank you. Steve Quigley

Stack Talk by Neil Moran

CHINA-FUXIN: Due to the decline in steam operations at other locations, Fuxin has become one of the most steamiest places left in China with at least 14 engines under steam. Unlike some other railways, operations here are spread out, and can be difficult to track down the working locomotives. Rail fans seem to spend their time around the Wulong Mine area. This is a modern colliery around one mile southwest of Wulong yard, the mine produces coal for the power station east of the Wulong yard. The yards are full of SY Class Mikado's. Sometimes there are five to six 2-8-2's operating. They are busy working the yard, and making up coal trains that will go on the China Rail main lines. The line is not particularly photogenic, as the parallel main CN Rail is electrified, and has many poles alongside the yard of Fuxin. One has to make sure your back is to the main line if you don't want poles in your picture. The crews are friendly to rail fans, and even will invite you up in the cab for a trip to the open pit. Naturally it goes without saying, they are expecting a tip of about 20 yuan. However, the opencast pit is slowly disappearing, and the washery has now been demolished, and many of the lines in and around the pit either lifted or disused. Certainly by mid-summer this oasis in the desert will soon become a memory.

PINGZHUANG: This system has plenty of photographic potential with 100% steam operation on a deep mine system along with very attractive industrial background at the washery, along with some deep mines. The problem here is that trains rarely seem to run with good lighting conditions. So one has to improvise. Another problem is a seemingly imminent departure could turn into a several hours wait. But when you catch a departure, it seems the heavens open up and a giant light shines over head. The startups, as one English bloke said "are jolly good" which means you have died and gone to the big round house in the sky. There is a slight grade in the yard, and as the engine moves forward slowly with lots of slips which is pure heaven for the photographer. Then the engineer opens another notch which produces more slips until she grabs the rail. Sometimes the SY Class Mikados move so slowly, you can walk alongside the engine. These trains are headed toward Wufeng. Once again the yard master is friendly towards rail fans, provided of course, you leave him with the usual amount of goodies, then the place is yours.

KENYA-NAIROBI: Geoff's trains tours in London, England is offering some delicious delights for the adventurous steam aficionado. A special private powered train will embark on a 13 day excursion out of Nairobi to Bulawayo and Zimbabwe. This trip starts Wednesday May 18th in Nairobi where you will be staying at a first class hotel. Then the following morning you will board your train powered by a 2-8-4 Tribal Class locomotive #3020 named "Nyaturu" around the Nairobi region. The following day you make a run from Nairobi to Konza where the engine will be turned for the return trip back to Nairobi. This trip will be pulled by a Garratt #5918 a 4-6-4 + 4-6-4. Sat. May 21st photograph both #5918 and #2409 both Garratts shunting the yard in Nairobi, after lunch, a round trip with both Garratts to Mackara. After supper visit the yards at Nairobi for more yard moves, and a night photo session. Day five fly to Johannesburg, and on the following day, fly to Victoria Falls. Tues. May 24th Victoria Falls to Livingston in Zimbabwe. Behind a Class 15A 4-6-4 + 4-6-4 Garratt. Multiple run bys over Victoria Falls, and at the Maramba River, and the Livingston station. Return to Victoria Falls for a magnificent sunset cruise on the Zambizi River, with wildlife galore. Wed. 25th Thomson Junction to Victoria Falls behind a Class 15A 4-6-4 + 4-6-4 with special period coaches. Thurs. May 26th Victoria Falls to Thomson Junctions and return behind a Garratt 15A Class. This trip includes a trip to Hwange Colliery to see additional Garratts in operation Fri. May 27th Thomson Jct. to Dente only. Sat. May 28th Dente to Bulawayo with a Class 15A and a 16A 2-8-2 + 2-8-2 Garratt. Sun. May 28th Bulawayo to Cement with many runbys at Bulawayo Station. After lunch a Garratt 14th class 2-6-2 + 2-6-2 will make a round trip to Cement, and the end of the trip with night photo session at the Bulawayo Station. Fly to Johannesburg the following morning for connections home and totally exhausted!! But wait there's another trip right after that. Read next month's column. By the way, all trips from point a to point b will have multiple runbys. Please contact geoffs-trains.com/south-africa.

UNITED KINGDOM-YORK: Work continues at the DB Meiningen shop on repairs to Tornando's firebox. All replacement staybolts are in place with over half of the final welding required now completed. The replacement firebox side plate work has been drilled and fitted. Focus has now turned to the four foundations ring corners. When this is completed a hydraulic

Stack Talk...continued by Neil Moran

test will be done to see if all the above repairs are o.k. During the past three months, planned winter maintenance was on schedule to the frame, wheels, cylinders and other movable parts. The repaint of Tornados into BR Brunswick Green is almost completed along with the exterior of the tender. Very soon the locomotive wheels, frame, cab and boiler cladding will be finished. Once Tornado's boiler has been reunited with it's frame that will be quickly followed by an in the frame steam test, and the rapid re-assembly of the locomotive. The engine will then conduct both light engine and loaded test runs early in May. As of now the first full excursions should take place Thursday May 26th with the Cathedral Express from Steam Dreams Tours from London to Bath and Bristol. This will be followed by trips to Edinburgh, Plymouth, and Carlisle to Canterbury.

CANADA-SQUAMISH: The former Canadian Pacific Royal Hudson #2860 4-6-4 owned by the Province of British Columbia is undergoing an extensive inspection. Chief Mechanical Officer Russ Grycan will inspect the flexible stay bolts while the boiler jacket and lagging are removed. Further interior work will be done at this time as needed. The 1940 built 4-6-4 ran excursions out of North Vancouver to Squamish from 1974 to 1999. And then retired with serious problems. She was returned to steam back in 2006.

UNITED STATES-WASHINGTON, MT. RAINIER RAMBLER: This pike is pleased to announce a special charter excursion on Sat. May 21st they will be operating a triple header out of Elbe, Washington starting at 11am across the Nisqually River Bridge at Mineral Lake for a catered BBQ lunch. After lunch, the triple header will then head down to the large wooden trestle at Divide where several photo runbys will take place. The engines used are Rayonier #2 a Willamette Geared Shay which was recently restored in 2099, the Westfork logging 3-truck Heisler, and Palson #70 a ex Baldwin 2-8-2 Mikado, Many photo stops will be taken throughout the day. For further information call 503 292-5055 or 1-800-717-0108.

COLORADO-GEORGETOWN LOOP RAILROAD: Former Colorado & Southern 2-6-0 #9 has been placed on static display in a park in Breckenridge Colorado. The engine was built back in 1884 by the Cooke Company, and was in service at the Georgetown Loop Railroad in 2006 after a complete overhaul paid for by the Colorado Historical Society. Unfortunately the mechanics at the Georgetown Loop RR discovered serious problems while inspecting #9. She had developed a very bad crack in her cylinder casting. This forced her removal from service for the remainder of that year, and has been sidelined ever since. Hence the move to display her at Breckenridge.

UTAH-HEEBER VALLEY RAILROAD: This operation for years has been having serious financial problems. It seems now that has all come to a head, and as of right now it doesn't look like this steam line will open the 2011 season. The Heeber Valley RR has carried thousands of riders for decades on this scenic line. With our country in a recession for some time now, reality has reared it's ugly head. Executive Director Mr. Craig Lacey said "that while the railroad isn't technically loosing money, increasing maintenance costs are continually putting our railroad into the red, the drop of customers hasn't helped either". Adding to the woes of the railroad is that ex Union Pacific #618 2-8-0 has been a problem for years. Restoring the locomotive isn't cheap, and it's costing them a tidy sum to run again. The railroad first operated there in 1899, taking passengers to various locations in the valley. Today this is a wonderful trip through the beautiful Wasatch mountains and past Deer Creek Lake into Vivian Park. Let us all think good thoughts that this Historic Railroad can chug on for this year!!

MARYLAND-CUMBELAND: To keep bringing tourists and money into the country the Western Maryland Scenic Railroad has to keep putting money into it's track and also maintain steam locomotive former Baldwin built 2-8-0 #734, the locomotive is also called "Mountain Thunder", and for those who have ridden behind her, you know why she is called that. Ridership was up substantially in the 2010 calendar year. A total of 38,000 passengers rode in 2010. Among the costs

Stack Talk...continued by Neil Moran

facing the railroad are a regular program of maintenance of the #734. One big item facing MSRR will be the federal inspections that is mandatory and that will come in 2015. This work will run close to \$40,000. Hopefully grant funding will help a lot. Tie replacement is a never ending process and each year the railroad must replace a portion of 40,000 ties on the line. This year alone they have replaced 800 ties, and saved money using CSX rejected ties. These ties are still good and cost \$34 a piece, that saves more than \$9 per tie off the price of a new tie. As a special fund raiser the Western Maryland has added two photo specials Sat. April 30th and May 1st. The star performer will be ex Baldwin built 2-8-0 #734, also known as "Mountain Thunder". She will be pulling a consist of vintage freight equipment. There will be many many photo runbys during these days of course the most photogenic spots are Helmstetter Horse Shoe Curve, and the turntable shot up in Frostburg. For ticket prices , and further information contact Carl Franz at CMFRR@aol.com.

MICHIGAN-OWOSSO: Here is a progress report on Pere Marquette #1225 a 2-8-4 Berkshire that was built by Lima Locomotive Works, the locomotive was in service from 1941 until the railroad merged with C&O in 1947. She remained in service on C&O's Michigan line until 1951. Slated for scrapping , the #1225 was acquired by the Michigan State University in 1957 and placed on static display. In 1978 the Michigan State University Railroad Club formed the Michigan State Trust for Railroad Club Project #1225. Then in 1983 the engine was moved to the Ann Arbor Railroad Shop at Owosso. The locomotive moved under its own power in November 1985 for the first time since it's retirement in 1951. She is currently being prepared for future operations at the shop in Owosso. At the end of March much work has been done , the firebox stripped and contents stored in the tender. The tender has been moved into the shops alongside the Berkshire . All the super heaters have been removed and tubes have been removed. A good portion of the firebox will have to be replaced, while doing the ultrasound tests, crews took apart the cab by removing all the seats, controls, plumbing and brackets in the cab. Then work will begin on the running gear, but thats another story.

WEST VIRGINIA-ELKINS: This museum acquired two Baldwin 2-8-0's in 2005. For the past three years they have been in the process of restoring West Virginia #9 that was built in 1906. The West Virginia Railroad was a short line that ran from Kingwood to Tunnelton in Preston County W.V. It hauled coal for 105 years. The original plan was to restore the locomotive to operating condition, and to do major restoration. Later however, during the restoration process a number of problems were found that require serious repairs. To date museums volunteers have dismantled the engine, the cab and tender tank. These two items have been sent out to a factory for sand blasting, painting and repairs done on the tender frame. The running gear (wheels, axles and side rods) were taken to the Allegheny welding shop in Dakand, Maryland. They will also turn the wheels and axles, main axle bearings have been rebuilt or replaced as needed, and all side rods have been replaced. The boiler was taken to Sistersville Tank Works to repair the firebox or replace if everything goes according to plan the boiler was to be finished by March. The group hopes to have the #9 operational this spring. We wish them good fortune on the project.

TENNESSEE-CHATANOOGA: The Tennessee Valley Railroad Museum has announced that their rebuilding has come to a completion on the former Southern #630. As of the last week in March she has gone through serious testing with everything working well. Right now it's hauling passengers trains on the TVRM. It has been given a new paint job, the smokebox has been done in a Grey graphite color, while the engine and tender are painted solid black, and she really gleams in the sunlight. The next project for the TVRM is the former Southern Engine #4501 a 2-8-2 Mikado. Both these steam locomotives will join in the celebration of the return to steam on the Norfolk & Southern along with US Army #610. Its always nice to end the column on a high note isn't it.

Now its time to thank the people who took the time to send me most of the steam news you just read aboute. John Biehn (Dayton RR Society), Mike Eagleson (Glenridge-NJ), John Reilly (NRHS-NY), Rich Taylor (NRHS-NJ) and from your most humble servant in Steam.

THE LIRR MODELER by Mike Boland

THIS MONTH'S FEATURE:

PART 3 OF MODELING MP70B DOUBLE-DECKERS IN O SCALE

Let's finish our O-scale resin-cast double-decker made by Joe of Island Modelworks (Model #4024) so we can get our MP70Bc—that's how the LIRR classed our model—into commuter service.

At the time of this writing, we're still not sure as to whether we will use scale or tinplate wheels on our model. We many want to use it as a static or stationary display; in this case, we would use scale wheels, available from Northwest Shortline.

If we decide to run our double-decker with our Lionel and MTH MP54s in O-gauge tinplate, then obviously, we will use tinplate rather than scale wheels.

Nonetheless, let's discuss what we need to add to our model to make it look more like the prototype. Some of these details are on the HO brass double-decker that was imported by NJ International almost four decades ago and some are not. Many of these items are in the super-detail category so let's start. (Since the double-decker is offered in HO scale resin, HO modelers can add the same items to make their model look more realistic; it's just a matter of working in a different scale. In fact, the HO scale models are very impressive-looking.)

On the roof of our double-decker, we sanded the curve of the roof to improve its appearance. As cast, it's a little too squarish. Also, the headlight housing must have its cover or flash removed from its opening so a piece of clear plastic can be inserted.

We also removed the two vents on the roof with a hobby knife and file since they appeared to be the incorrect size. Replace them with scratch-built vents made from scarp styrene. Use prototype photos here for measurements and specifications.

There are seams along the balloon roof that can be modeled.

The sides and ends of the car need to have these items added: red marker lights made from red jewels mounted in small styrene tubing; whistles painted bronze and formed from styrene rod; two vertical grabirons by the storm door; three safety chains across the storm door, if it is in a closed position, other-wise they can be overlooked; two horizontal grabs mounted at the bottom of the end sills; windshield wipers on the engineman's porthole after adding clear window material; passenger handrails on both sides of all four doors formed by brass piping; window guards at the bottom of each window along the upper tier of windows (make these from brass piping, too) and widening the buffer plate at the bottom of the storm door with styrene—the molded buffer is too short and should be as wide as the width of the door above it.

We'll paint and letter our model next time.

Until then, happy modeling!



THE HOLBAN HUMPH by J. J. Earl

Anyone driving up the hill off Liberty Ave at 184th Street into Holban yard these days would hardly think that Holban was once the main hub for freight on Long Island. Today it is a parking lot for employees in the Hillside facility.

When I retired in 1995, the “yard” consisted of six tracks. One track held forty stone cars and one track had to remain clear so that moves could be made from one end of the yard to the other. That left four tracks for any other cars that might come our way for the engineering Dept.

It was not always this way.

In the late fifties and through the seventies the yard was a sorting place, or marshaling yard for all freight destined for east of Jamaica.

During the day, sixty car hauler freights came in from Yard A and set their cars of onto Holban Hump.

These trains came in through Jamaica and Hillside to set their cars off onto one of nine hump tracks. It was impossible for the crew to relay hand signs (no radios) to the engine crew as the train traveled east on Hollis lead to clear the switch leading to the hump, when the switch was clear, the conductor “pulled the air” on the hack. When air came back up, the engine crew started to shove west. The first train in for the day would shove right to the hump, stopping on the bridge over Liberty Ave, where the conductor pulled the air once more..

Subsequent trains would of course stop their trains to clear the adjacent track.

By ten thirty at night, the hump tracks were full of freight and the hump crew was ready to “Roll'em” as the conductor would call out in a rather loud and boisterous voice ON THE HUMPH. This was after one of the brakemen would walk the length of each line of cars and bleed the air from each car. He would close the angle cock on the fifth or sixth car from the east end so that air could be used to help the engineer to better control the brake. If this was not done, it was very possible for the weight of the line of cars to pull the whole drag, engine and all, over the hump and into the yard. Hopefully the conductor realized what was happening and was able to alert his crew to run down and line the yard for a clear alley. (track)

At this time, Holban Yard had twenty six tracks to make up trains and a double end “runaround” track where hacks were stored.

The conductor controlled the move from the hump by means of a signal that he operated from a shanty on top of the hump. The signal was back far enough for the engine crew to follow the command. The signals were position type with three vertical; shove ahead three diagonal, back up and three horizontal meant stop.

A list of riders was kept by the conductor to record the responsibility of each rider to ascertain they were doing their job properly. Any damage to a car, it was listed who rode the car off the hump.

One night, I looked at the list and wondered why I was taking many more rides than the other men. A little later on as I was walking, lantern under my arm, from riding a car safely into a track, I noticed two brakemen standing and talking and bobbing their lanterns up and down. They told me that they were doing that so it would appear from up on the hump that they were walking back. A lot of the brakemen were always getting out of the way to let the other guy go first.

Two switch tenders and five brakemen were employed to cut the freight all into the proper tracks for the morning trains.

Usually the cars on the hump were all rolled by 2:00am when were free to relax for awhile. Many of the crew liked to play cards, I would rather take a nap.

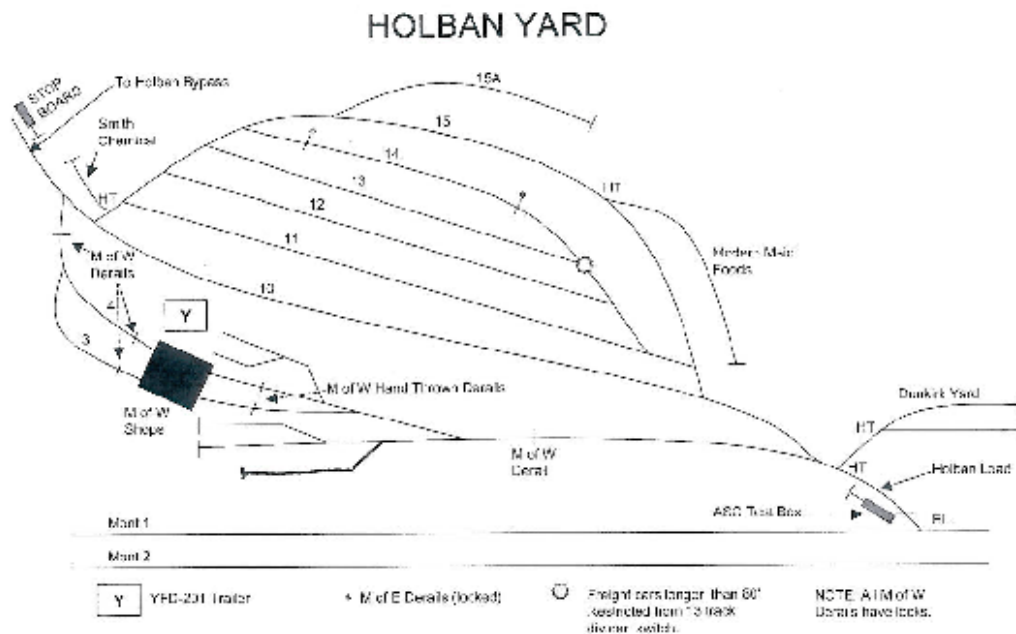
One night when I was a switch tender, I had made myself a bunk in the switchtender shanty. This bunk was only about a foot wide but if I didn't move around while I slept, I'd be all right. It was bitter cold that night and the fire in the pot-belly stove was going dim. Before I lay down, I climbed onto a coal hopper in the yard to acquisition some fuel.

I didn't know about kettle coal at the time. It was a very soft and oily coal. Before I knew it, I had a roaring fire in that little pot belly and I went right to sleep. About a half our later, I woke up in a sweat. The pot belly was glowing red---The stove pipe was glowing red--I grabbed my jacket and ran out the door and when I looked back--the metal stack on the glowing red roof was glowing red. I learned about kettle coal that night. I learned that you could start it with a match.

Needled to say, the crew got a good laugh at my expense that night.

Well. Here we are half way through the night so I think I'll tie-up now if the card game is over so I can sleep on the table.

See ya after tie-up



IN OTHER NEWS...

Dave Morrison is in the process of writing a history of Jamaica Station and he needs photos of railroad employees at work in the station building, the platforms of the towers in the 1970s or before. Dunton Shop photos would be of interest, but the subject matter will not cover Morris Park. If you have clear, sharp photos, you may contact Dave at daverail999@gmail.com or 516-935-3145.

Transit Transit news magazine is a half-hour award-winning television show which airs on both PBS and Public Access cable television. The show can be seen in almost 20 million homes in the New York tri-state area.

The monthly news magazine show, which is produced entirely inhouse at MTA New York City Transit, is about the 70,000 men and women of the Metropolitan Transportation Authority and its agencies: NYC Transit, MTA Long Island and MTA Metro-North commuter railroads, MTA [Long Island Bus](#), MTA [Bridges and Tunnels](#), MTA [Capital Construction](#), and the MTA [Bus Company](#)

Transit Transit is our key effort to communicate our corporate message to both employees and the riding public. In fact, it helps viewers understand who we are and how much of a role we play in their daily lives.

The program has stories about interesting places to see and things to do with just the swipe of your MetroCard. We also take occasional looks at other transportation systems around the country and the world. Additionally, the program provides information regarding safety, health, science, train/bus schedule changes, track/station rehabilitation efforts and community service.

All of the reporters and hosts of the show are volunteers who donate their time and talent. College interns also work on the show. Of the many students who seek careers in broadcast communications and journalism, its one of the few opportunities where interns get real hands on experience.

Transit Transit first aired January 4, 1997 on WNYE-TV, Channel 25. WNYE-TV is a fully accredited PBS station. Today, it is presented more than 92 times a month on 30 cable channels and seen by millions of viewers.

PENN STATION HISTORY A WALKING TOUR: One of New York City's most remarkable treasures, the original Pennsylvania Railroad Station, is lost forever. Even though the grand station is gone there are still many hidden relics behind the walls and in plain sight at the new station. Join our reporter Michael Charles on a walking tour as we celebrate the 100th anniversary of Penn Station. <http://www.mta.info/nyct/trantran/about.htm>

Long Island Sunrise Trail Chapter
National Railway Historical Society
Post Office Box 507
Babylon, New York 11702-0507

EASTER BUNNY EXPRESS TRAINS

on the
**Cooperstown &
Charlotte Valley
Railroad**



Hop Aboard For All The Fun ...

- Easter Egg Roll & Hunt With Prizes •
- Free Goodies & Refreshments For Kids & Adults •
- Two Hour Train Ride With The Easter Bunny & Friends •

FOUR TRAINS TO CHOOSE FROM
Saturdays & Sundays,
April 16, 17, 23, 24, 2011 @ 2pm

\$17 Adults, \$16 Seniors, \$14 Children (3-12), Under 3 Free!!

RESERVATIONS & PREPAYMENT REQUIRED
SEATING IS LIMITED

Most Major Credit Cards Accepted. Group Rates Available For 10 Or More.
All Trains Leave From The Milford Depot, NYS Route 166
(136 East Main Street), Milford, NY



For Reservations Call 607-432-2429
For More Information On This Train Or To Receive A Brochure For
Our Upcoming 2011 Season Call 607-432-2429 or write:
Leatherstocking Railway Historical Society
P.O. Box 681, Oneonta, NY 13820-0681

Or Visit Our Web Site At www.lrhs.com