



SEMAPHORE



May 2013

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

THIS MONTH:

This month will feature a "Mystery" Guest presenter!

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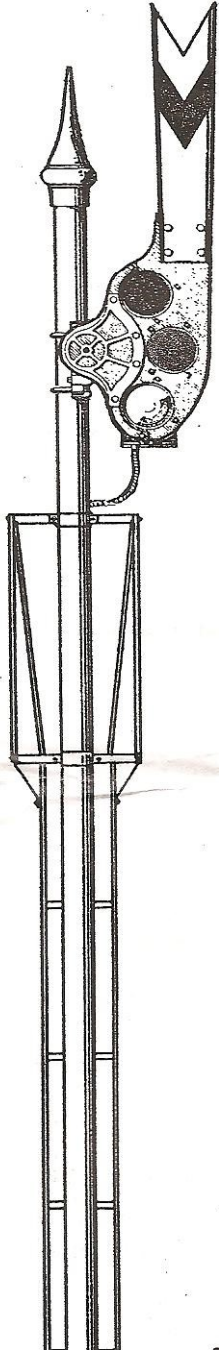
For regular updates and other important information, visit the Chapter website at:

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

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Babylon, New York 11702-0507



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





The following price list is for LIST members only!



# _____ LIRR 175 th Anniversary 60 page book	@\$10 each Total _____
# _____ NY Connecting RR Book	@\$27 each Total _____
# _____ Jamaica Station by Dave Morrison	@ 18 each Total _____
# _____ LIRR Stations by Dave Morrison	@\$18 each Total _____
# _____ The Long Island Rail Road, In color Vol. 1	@\$48 each Total _____
# _____ The Long Island Rail Road, In Color Vol. 2	@\$48 each Total _____
# _____ The Long Island Rail Road, In Color Vol. 3	@\$48 each Total _____
# _____ The Long Island Rail Road, In Color Vol. 4	@\$48 each Total _____
# _____ The Cast Iron Eagles of Grand Central Station by Dave Morrison	@\$5 each Total _____
# _____ Revisiting The Long Island Rail Road By David Keller & Steven Lynch	@\$18 each Total _____
# _____ The Long Island Rail Road Part Seven By Vincent Seyfried	@\$60 each Total _____
# _____ The Queens Blvd. Trolley By Vincent Seyfried	@\$50 each Total _____
# _____ The Rockaway Trolley By Vincent Seyfried	@\$50 each Total _____

Shipping for 1 of the books, \$3.00

Shipping for extra books, please call or e mail Steve Quigley for the shipping cost.

[NY State Residents, please add 8.625% tax to the total of the merchandise PLUS the shipping.

LIMIT ONE EACH OF THE SEYFRIED BOOKS PER CHAPTER MEMBER



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

We are in the early stages of planning a tour for this fall. Chapter member and historian, Dave Morrison will be conducting a tour of the Wading River line. Although the line has been out of service since 1938, a couple of bridges and some of the structures that were originally the stations on the line still exist. Dave's book on the Port Jefferson line should be available just before the tour and I am sure Dave will have them available for purchase and autograph in conjunction with the tour. We will be chartering a motor coach bus and as a result, seating will be limited. Although the tracks are long gone, a substantial portion of the right of way still exists for power lines. Stay tuned for additional information. As noted, Dave Morrison is the author of a new book on the Port Jefferson line. I have seen some of the pictures in the book and several are unique and not printed before. Please see this edition of the Semaphore for additional information on Dave's book.

Through the generosity of Chapter member William Bellmer, 3 of Vincent Seyfried books are available to Chapter members. The books are as follows:

- 1] The Long Island Rail Road, Part Seven, The Age of Electrification 1901-1916
- 2] The Queens Boulevard Trolley
- 3] The Rockaway Trolley

These books are NEW, NOT used. Due to the limited amount available, ONE copy of each book to Chapter members ONLY! As you know, Vincent was a long time Chapter member who passed away on April 14, 2012 and thus these books are out of print. Thank you Bill Bellmer for providing them to our Chapter! Please see the attached order form.

Our Chapter will be participating in Grand Central Terminal's "Parade of Trains" on May 11th and 12th. We will have a table in Vanderbilt Hall where we will be promoting our Chapter, the LIRR and its history, as well as selling books and calendars. These two days in GCT will feature 17 private rail cars from around the country, one of which is an ex NY Central 20th Century Limited coach. Next month, I will have additional information on this first ever train show in Vanderbilt Hall. As a result of this expo in GCT, Amtrak's National Train will not be held in New York this year. However, if you attended National Train Day in one of the other cities where it is held, please email me with information and I will try and add it to the Semaphore.

The Chapter's book on the "Shortline Railroads of Long Island" was sent to the printer. This book is being produced by our Chapter with authors Ed Koehler and the late Harold Fagerberg. We hope to have this book available by the June meeting. The book has 128 pages, with maps, photos and roster lists of the Short Lines of Brooklyn and Queens. Naturally, Chapter members will receive a discount off the retail price.

As noted in this edition of the Semaphore, the LIRR will initiate the first time Cannonball express from Penn Station to Westhampton on Friday, May 24th - Memorial Day weekend. The train will then make several additional stops ending in Montauk. It is expected that at least one member of our Chapter will be on board for the entire trip. We hope to have a report on the trip in the June edition of the Semaphore.

We are always looking for new members. If you know of anyone who might be interested in joining NRHS – LIST, please contact me and I will send them information on joining.

If you wish to write an article for the Semaphore, just let me know and I am sure that we will be able to print it. I have a few articles waiting to be printed but we can always use more. My e mail address is csquigley@optonline.net and my telephone # is 631-487-4766.

Thanks to all who have renewed their membership in LIST and welcome to the new members who recently joined.

LIRR NEWS by Steve Quigley

Several diverse items regarding the LIRR and/or its real estate have been in the news recently.

- 1] It was noted that Amtrak has plans underway to build an additional tunnel under the Hudson [North] River into Penn Station. This will require the LIRR to move a maintenance facility from Manhattan to Queens for more than two years. The maintenance facility is presently located in the West Side Yard and will be relocated to the Hillside Maintenance Facility just east of Jamaica Station. This move is needed to accommodate Amtrak's Gateway Project which includes new tunnels and tracks between Penn Station and Newark that would run directly underneath the West Side Yards. The Gateway Project is expected to be completed in the year 2040 but construction on structural supports is needed to begin shortly due to the very substantial residential and commercial project that will cover the West Side Yards. Amtrak will reimburse the LIRR for the moving expenses and increased operational costs at Hillside and construct a new facility at the West Side Yards when complete.
- 2] Newsday has reported that the Babylon line is the busiest line of any of the LIRR's lines. It carried an average of 64,000 riders per day last year. The 17.4 million annual trips represent a 1.4% increase in ridership over 2011. The Port Jeff line actually carried more riders but that total also included the Huntington line. The LIRR had 0.9% more riders in the year 2012 than in 2011 but the increase would have been substantially larger [4.3%] were it not for Super storm Sandy which knocked out among other things, the Long Beach line for a period of time. The statistics noted in the article are as follows. Total ridership 2012, 81.7 million; Fare Revenue \$581.4 million. The West Hempstead line carries an average of 2,920 riders per day making it the least traveled line of all of the LIRR lines.
- 3] A new head of the MTA has been picked by NY State Governor Andrew Cuomo. The person nominated is Thomas Prendergast who will be the chairman and chief executive of the entire MTA which as you all know includes the NYC bus and subway systems as well as the LIRR and Metro-North rail lines. Mr. Prendergast held various management jobs at the MTA before being the 35th president of the LIRR between the years 1994 and 2000. He left the MTA in 2000 and returned in 2009 to head NYC Transit. Mr. Prendergast will remain as president of NYC Transit until he is confirmed by the NY State Senate. During his time as the head of the LIRR, the new fleet of double decker coaches as well as the new diesel locomotives was introduced.
- 4] The first details of planned renovations to Penn Station were introduced earlier this month. Among other items, the plan includes turning 33rd street into a pedestrian plaza and opening up sidewalk skylights to let daylight into the underground train terminal, sort of if I may borrow a phrase, "Back to the Future." Skylights were incorporated into the design of the original Penn Station which was built over 100 years ago. These improvements were submitted by Amtrak, the LIRR and NJ Transit and the vision is to recapture some of the grandeur of the original Penn Station which was demolished in the mid 1960's to make way for Madison Square Garden which sits atop the tracks and waiting areas of the 3 railroads. More details to follow as they are released.



THE LIRR MODELER by Mike Boland

This Month's Feature:

***MODELING THE MB62 AND MBM62 FROM THE CON-COR
MODEL IN HO SCALE PART 4***

As we said last time in our feature, a modeler can leave the model intact and it will appear very close to the prototype. We, however, opted to do a little modifying of the model to give it more a LIRR look. With a few windows added, one door remodeled, a new door added and several minor but simple “tweaks,” a modeler can make his Con-Cor motorized-baggage-mail MU car into a strikingly-similar model of cars 1209 and 1210.

Here’s what to do: Remove the square-like box vents along each side of the roof. A small set of needle-nose pliers will do this. Fill the small round hole with putty and sand to make it unnoticeable.

With pliers, remove the vertical grabirons on each end sill. There should only be horizontal ones beneath the portholes at each end of the car. Remove by file and fine sandpaper the curving drip strip beneath each headlight on the ends of the car. Be careful not to include the headlight housing.

Now comes the fun, or hard part, depending on how you look at it. The sides of the car have to be modified, so we will work on one side of the car first. Place the car in front of you so that the RPO (Railway Post Office) section is at the right. This is the side that had a narrow engineer’s door added to the car—probably in 1925 or later, we’re not sure—for easy access to the RPO end of the car. We’ll be adding a door here where the window is.

Our series continues next time. Until then, happy modeling!



Stack Talk by Neil Moran

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

UNITED STATES – CHAMA, NEW MEXICO: The Cumbres & Toltec Railway recently named Mark B. Garcia as it's Executive Director, Mr Garcia assumed this position under the supervision of the S&T Commission. The Commission also named John Bush as it's President. Mr. Bush will manage the day to day operations, while Mr. Garcia will handle the Commission's relationship with the two states, their states historical office, and funding request to the legislatures, and other funding requests. The C&T is well positioned to launch a long term growth, and development phase, increasing ridership, and expanding the facilities to prosper in future years. They also plan on repairing the track, and building a new roundhouse and a new station in Chama, N.W. Most important, the railroad will start this season with four operable steam locomotives. Something they have not been able to say in close to 10 years. The 2013 season will run from May 23rd through October 20th. As for the #463, she's not been fired up in over ten years. That all changed two years ago when the restoration started on the K-27 2-8-2 was steamed up slowly and moved about the yard at a slow pace. Crews checked for leaks and other problems they might face, but every moving part functioned well, the engineer even blew the whistle several times, and that too went well. This project took two years of dedicated work at a cost of \$1.3 million dollars. Meanwhile volunteers worked on other pieces, and reassembled the entire Mikado. As for the break-in-runs, the Mike went out on the line hauling ballast and other materials. This helped the engine to get fined tuned for regular service on the line. The 463 is one of only two Baldwins of this class remaining; the other #464 runs on the Huckleberry Railroad near Flint, Michigan.

CALIFORNIA – ARNOLD: This historic Shay locomotive #4 is now at the White Pines Logging Museum in White Pines, California right near Arnold. The engine was acquired from the Nevada State Railroad Museum back in 2004. Since that time the group has been doing extensive restoration on the Shay for the past seven years. The logging museum purchased the engine for \$22,000. They also received a grant from Caltrans to assist in the boiler restoration, and repair the Shay's running gear. This engine was built in 1920 for the Yosemite Lumber Company and is a standard guage three truck, three cylinder locomotive. It worked in the Stanislaus National Forest from 1920 to 1943. She pulled logs on flatcars from the forest to Merced Falls where there was an electric powered sawmill. The goal of the Logging Museum is to offer the public the opportunity to see the Shay in action at the museum's grounds in the White Pines and Arnold area.

ARIZONA – WILLIAMS: The Grand Canyon Railway is now operating former Chicago Burlington & Quincy 2-8-2 #4960, but only on the first Saturday of every month from May through September. The 1923 Baldwin will pull trains on the 65 mile route from Williams to the Grand Canyon. No 4960 was one of two steam locomotives retained by the Burlington route into the early 1960's for their famous steam program. The Mikado last ran for the CB&Q in 1966. After several ownerships, the engine was purchased by the Grand Canyon RR in 1989. Under the supervision of former Chief Mechanical Officer Robert Franzon, work began in 1993 to rebuild and update the Mikado to modern standards. Today, the engine is unusual in the she uses waste vegetable oil for fuel. The Grand Canyon also uses reclaimed rain and snowmelt to supply water for the #4960.

NORTH CAROLINA – SYLVA: The Great Smoky Mountain Railroad steam excursions could venture further East later this year if railroad officials and the Jackson, County Commissioners can come to an agreement. The Sylva Herald reports that Jackson County Commissioners are considering a \$700,000 forgivable loan to the railroad in exchange for steam excursions in both directions between Dillsboro and Bryson City, home base of the railroad. Tentatively, the agreement calls for regular excursions between the two towns. The excursions would at first be powered by diesel engines, but would convert to steam power after a locomotive once used by the Great Smoky is returned to running condition. This loan would act like a grant with an annual portion forgiven if the railroad fulfills its promise. The locomotive in question is the 2-8-0 #1702, and was built by the Baldwin Locomotive Works, and a former U.S. Army engine that ran during and after World War II. The Jackson County Commissioners were scheduled to meet early last month. So far I have heard nothing on their decision.

Stack Talk...continued by Neil Moran

NORTH CAROLINA – BONSAL: The New Hope Valley Railroad has recently completed the movement of the former Cliffside Railroad 2-6-2 #110 from Stone Mountain, Georgia, to Bonsal, North Carolina. In fact the Stone Mountain Memorial Association donated the locomotive to the railroad. Twelve volunteers and two contractors traveled to Stone Mountain to move the engine. It took eight days to make the 320 mile trip. The locomotive was built in 1927 by the Vulcan Iron Works who moved her to the McRae Lumber & Manufacturing Company in Quincy, Florida. In 1930 it was sold to the Beachwood Band Mill Co. at Cordele, Georgia. Three years later, it was sold to the Birmingham Rail & Locomotive Company who later sold it to the Cliffside Railroad. As New Hope Valley Railway is celebrating their 30th Anniversary this year, it's only fitting to bring engine #110 back to it's original glory. A dedicated team of NHVR volunteers has been restoring and running trains since 1983. The NHVE will restore the #110 so it can operate on the four mile mainline used by the railroad for public rides. The restoration effort will take five to seven years and cost around \$350,000 to get the old girl running again.

NEW JERSEY – BRIDGEPORT: Steam engine #9 was built by the American Locomotive Works in Schenectady, New York for the U.S. Army in 1942. It's a 0-6-0 and originally numbered #4023. After working in Fort Dix for a few years she was renumbered #616 and transferred to the Army's Fort Eustis, Virginia. In 1958, the Army was retiring it's steam locomotives, and #616 was sold along with two of her sisters to the Blue Ridge R.R. in Piney River, Virginia. Once again they renumbered her to #9 and has been that way ever since. The Virginia Blue Ridge used the 0-6-0 in freight service until they converted to using diesel engines in 1964. So once again she was out of a job. It was reborn again when "Steamtrains" Inc. bought her to run on the New Hope & Ivyland R.R. in Pennsylvania. There it ran for three years mostly as a backup for the 4-6-0 #1533. It went out of service again in 1970 sitting on a side track in the yards. Once again her dramatic return to service occurred in 1976, but lasted until 1981. But alas it was used again as a backup for the 2-8-0 #40. In 1990 #6 was sold to SMS President Jeff Sutch who spent time on the N.H&I and ran the 0-6-0 many times. So it moved to the SMS Locomotive Shop in Bridgeport, N.J. At present some progress has been made on the engine. It has been sandblasted, and the brake rigging has been inspected, along with the springs. The power reverse unit has been completely rebuilt and ready for installment. Brake shoes and wedges are finished now, and ready to be put on. Right now the group is working on the side rods and value gear parts. Boiler work is the next big project. The SMS Rail Lines hope to have her ready in a years time.

PENNSYLVANIA – STRASBURG: After 33 years of on and off efforts to restore historic Long Island Railroad Steam Locomotive #39 in Riverhead. The group recently shipped the engine to the Strasburg Railroad to continue the overhaul. Facing an uphill battle to restore #39 to excursion trips on the Long Island R.R. the museum wisely decided to move her out to Strasburg where they have the proper facilities, manpower and expertise to get it running again. The contract, as it stands right now stipulates that the Strasburg R.R. must raise and contribute \$900,000 to truck the locomotive and tender to it's museum. The railroad will contribute \$1 million in parts and labor to complete the restoration within three years. After that, the museum would lease #39 which was built in 1928, and last ran in 1955 for 48 years. This partnership seems to be the best way to restore her to full power. Sadly, it will be some time before the locomotive runs on the Long Island R.R. again, and indeed if ever. But the goal of both parties is to have her under steam again. One of the groups many challenges was there are no water facilities in Riverhead and Greenport, no place to turn it, and no facility to house the locomotive. Plus no rolling stock to run trips. It would cost over \$3 million to install and restore the turntable in Greenport. The museum out in Long Island received \$800,000 from a Federal Transportation grant, and that money went to help send the boiler and firebox to Strasburg for repairs. Linn Moedinger, President of the Strasburg R.R. said ridership has improved to a point, where we now can use a third large locomotive to pull our trips. He also said #39 is basically a Pennsylvania locomotive due to ownership of the Long Island R.R. at one time, so from the historical Interpretation standpoint, she's right at home. The engine is one of three remaining G5 class built for the Pennsylvania Railroad. She was built in 1928 and retired in 1955. Strasburg has set no date as to when the locomotive will be up and running. But what a wise move for both parties.

Once again It's time to thank all the people who sent in the news you have just read. John Biehn (Dayton RR Society), Peter Chapman (United Kingdom), Paul Kalka (RRE – NY), Rich Taylor (Kearney NJ), and from your most humble servant in steam.

UNTIL OUR TRACKS CROSS AGAIN



*Famous 'Cannonball' Will Run Express from
Penn Station to Westhampton in 94 Minutes
Reserved Seating Available For Extra Fee
New 'Cannonball' to Run West For Return Trip on Sunday Evening*

New Yorkers looking for the fastest and most direct way to the Hamptons on summer Friday afternoons will find their dream ride leaving Penn Station aboard the Long Island Rail Road's re-launched 'Cannonball' train, which will depart from Manhattan for the first time in LIRR history.

The Railroad's fastest train to the East End will run non-stop from Manhattan, arriving 94 minutes later in Westhampton with follow up stops at Southampton, East Hampton Bridgehampton and Montauk. That's a one-seat, \$27 ride from Midtown to Montauk with the reserved seating available for an extra charge.

The Cannonball will depart every Friday from Penn Station at 4:07 PM as a peak train, arriving in Westhampton by 5:41 PM, covering 76 miles in just one hour and 34 minutes. Then on Sunday evenings, the LIRR also will introduce the Cannonball (West), bringing customers back from Montauk to Penn Station, including a nonstop run from Westhampton to Jamaica and then on to Penn.

The new service is set to launch on Friday, May 24 and blast off again every week through the Labor Day weekend offering the added benefit of the LIRR's Hamptons Reserve Service – a reserved seat and wait staff to pamper you – for an extra charge.

"There's no better way to get from Manhattan to the Hamptons," said LIRR President Helena E. Williams. "Our customers have long asked for a one-seat ride from Penn Station to the Hamptons and we are listening to them. This move eliminates the need to change trains with baggage at Jamaica."

Hello Hamptons, Goodbye Traffic

In prior years, Cannonball service originated from the Hunterspoint Avenue Terminal in Long Island City. LIRR customers will still be able to catch other Montauk-bound trains at Hunterspoint Avenue on Thursday and Friday afternoons, with connecting service from Penn Station and Atlantic Terminal in Brooklyn. To alleviate crowding, extra LIRR trains have been added for this summer season on the Montauk branch through the Labor Day Weekend.

At Penn Station, customers will board comfortable, bi-level coaches powered by a dual-mode locomotive that will operate on electric power from Penn Station and later switch to diesel power. The designated platform for the Cannonball will be Track 19 out of Penn Station but customers are advised to listen for announcements at Penn Station in the event of a track change. The double-deckers are fully air conditioned with comfortable 2x2 seating on each level. Westhampton is the first stop at 5:41 PM., followed by Southampton at 6:03 PM, Bridgehampton 6:13 PM, East Hampton 6:25 PM and Montauk 6:48 PM. The Cannonball (East) will not stop at Hampton Bays or Amagansett

'Cannonball' (West) Will Provide Return Service on Sunday Evening

On Sundays, the LIRR will introduce return Cannonball (West) service, leaving Montauk at 6:37 PM, East Hampton at 7:01 PM, Bridgehampton at 7:10 PM, Southampton at 7:20 PM, Hampton Bays at 7:31 PM and Westhampton at 7:39 PM. The train will then run express to Jamaica, arriving at 9:10 PM and complete its journey at Penn Station 9:33 PM. Customers also will be able to reserve seats for an extra fee on the westbound Cannonball via the Hamptons Reserve service.

Customers are urged to consider buying roundtrip reserved tickets to ensure a seat on this popular train. To help achieve an on-time departure, Cannonball customers also are urged to arrive early at Penn Station and give themselves extra time to board. The LIRR reserves the right to restrict the number of standees on the Cannonball trains in order to maintain safety standards. Luggage also must be placed properly under seats or on overhead racks to avoid blocking doors, isles and exits.

The Cannonball has a long history of service to the East End and was first introduced as an express train that operated between Long Island City and Southampton in the 1890s. Ferries transported Manhattanites to the Queens shore in the days before the construction of Penn Station and the East River Tunnels. The Cannonball is the only named train operated by the MTA and it makes the longest run on the MTA map, covering a distance of 117 miles from Manhattan to Montauk.

Improved Service for the East End

The new Cannonball service is part of a larger effort by the LIRR to improve Montauk service this season to meet growing demand. The LIRR's Montauk Branch saw a 34% increase in summer ridership in 2012 compared to 2011.

“The East End and Fire Island are key tourist and vacation destinations and the Long Island Rail Road is continually looking for ways to better serve these important markets,” Williams said.

Montauk schedules have been revised and adjusted to close service gaps on weekends and to address growing demand for stations that serve customers taking ferries to Fire Island via Bay Shore, Sayville and Patchogue.

For example, a weekday eastbound train from Jamaica to Speonk has been added departing Jamaica at 12:43 PM. In addition, a westbound train has been scheduled from Speonk at 3:05 PM as an extension of an existing service that previously started from Patchogue. These new scheduled services will run weekdays from Memorial Day through Columbus Day.

Hamptons Reserve Service

Tickets for exclusive Hamptons Reserve Service are priced at \$47 when purchased in advance. The package includes a one-way rail ticket for \$27 plus a Hamptons Reserve seat charge of \$20 allowing customers to enjoy reserved seating and the service of onboard attendants who serve snacks and beverages at their seats. Seat reservations must be made in advance and customers can make seasonal and weekly reservations for Hamptons Reserve Service. For more information or to join our mailing list go to www.mta.info/lirr/hamptons

Midtown to Montauk Service:

Cannonball (East) - Fridays only May 24-August 30 and on Wednesday, July 3

Departs Penn Station every Friday at 4:07 PM, stopping at Westhampton at 5:41 PM, Southampton at 6:03 PM, Bridgehampton at 6:13 PM, East Hampton at 6:25 PM and Montauk at 6:48 PM. The Cannonball East will not stop at Hampton Bays or Amagansett.

Cannonball (West) - Sundays except Mondays on the Memorial Day and Labor Day Weekends. It will also run on Thursday, July 4.

Departs Montauk at 6:37 PM, East Hampton at 7:01 PM, Bridgehampton at 7:10 PM, Southampton at 7:20 PM, Hampton Bays at 7:31 PM, Westhampton at 7:39 PM, Jamaica at 9:13 PM and Penn Station at 9:33 PM. The Cannonball West will not stop at Amagansett.

For More Information

Customers can find new Montauk timetables at terminals and at stations along the branch as well as the MTA website www.mta.info/lirr or by calling 511, the New York State Travel Information Line and saying “LIRR” If you are deaf or hard of hearing, use your preferred relay service provider on the free 711 relay to reach the LIRR at 511.

Customers can find new Montauk timetables at terminals and at stations along the branch as well as the MTA website www.mta.info/lirr or by calling 511, the New York State Travel

**Cannonball at Easthampton 09/1962
Collection: Dave e Keller**



Long Island Sunrise Trail Chapter
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Chapter member Dave Morrison has written another book to be published by Arcadia Publications in the *Images of Rail* series. His new book, *LONG ISLAND RAIL ROAD - PORT JEFFERSON BRANCH*, should be available for sale at the June chapter meeting. The retail price is \$21.99, but Dave will sell the book at the meeting for \$20.00, and he'll donate \$2.00 for every book sold at the meeting to the chapter. AND, Dave will autograph his book for you.

Dave was Branch Line Manager for the Port Jefferson Branch throughout the decade of the 1990s. He has an in-depth knowledge of the branch and a passion for railroad history. The book has over 200 photographs and images that tell the story of the branch from Hicksville to Wading River. The foreword was written by David Keller, who contributed many photographs and did a thorough job of editing the book. Chapter members Ron Zinn and Gene Collora also contributed some outstanding photographs.

This is one book that you'll surely want to add to your railroad library.

