



# SEMAPHORE



## June 2015

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:

This month's presenter will be **George Wybenga**. George's presentation will be a visit to the Spoorweg (Railway) Museum in Utrecht, the Netherlands, with a few surprise train related extras.

**THIS WILL BE THE LAST MEETING UNTIL SEPTEMBER!**

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

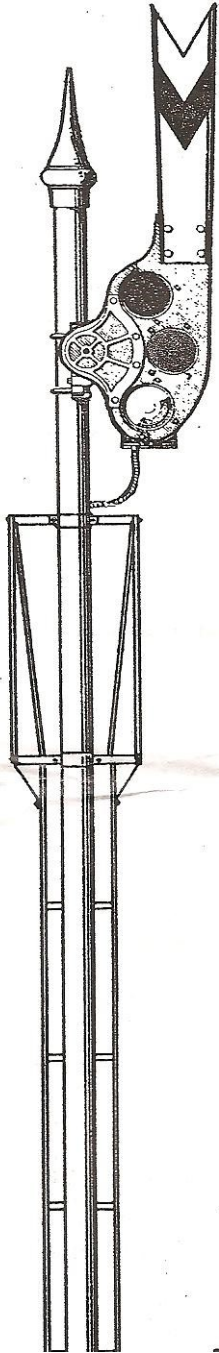
**<http://www.nrhs-list.org>**

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**P O Box 507**

**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!



- |         |  |                         |
|---------|--|-------------------------|
| # _____ | The LIRR Co. A Hist. 1834-1965 by Bob Sturm                    | @\$38 each Total _____  |
| # _____ | From a Nickel to a Token by A. Sparberg                        | @ \$25 each Total _____ |
| # _____ | Shortline RR's of LI by LIST                                   | @\$27 each Total _____  |
| # _____ | Jamaica Station Plaque   | @ \$15 each Total _____ |
| # _____ | Jamaica Station by Dave Morrison                               | @ \$18 each Total _____ |
| # _____ | LIRR 175 <sup>th</sup> Anniversary 60 page book                | @\$5 each Total _____   |
| # _____ | NY Connecting RR Book  | @\$27 each Total _____  |
| # _____ | LIRR Stations by Dave Morrison                                 | @\$18 each Total _____  |
| # _____ | LIRR Port Jefferson Branch by D. 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 | @\$3 each Total _____   |
| # _____ | The Long Island Rail Road By David Keller & Steven Lynch       | @\$18 each Total _____  |
| # _____ | The LIRR Part Seven by V. Seyfried                             | @\$50 each Total _____  |
| # _____ | The Rockaway Trolley by V. Seyfried                            | @\$50 each Total _____  |
| # _____ | Victorian Stations of the LIRR by Ron Ziel                     | @\$30 each Total _____  |
| # _____ | My Life on the LIRR by Mark E. Smith                           | @\$16 each Total _____  |
| # _____ | 100 <sup>th</sup> Anniversary Jamaica Station pin              | @\$3 each Total _____   |

Shipping for 1 of the books or calendar, \$3.00. Shipping for the pin is \$1

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!**



## List Happenings by Steve Quigley

Just a reminder, this is the final edition of the Semaphore until September. The editor and I are taking the summer off thus as the song goes, "We'll see you in September." However, if there is important news, we will publish a special edition if necessary.

The annual elections will be conducted at the June Chapter meeting. The slates of officers are as follows:

Board members are Michael Boland, Robert Cecere, Kenneth Katta, Kenneth Raffele, and Richard Schulman. The Secretary is Steven Rappaport, The Treasurer is Alan Mark, The Vice President is Robert Myers and the President, Stephen Quigley.

If you wish to be a member of the board or make a contribution in another capacity, please let me know by phone call, email or see me at the Chapter meetings. Help in a manner is always appreciated.

We have only a few copies remaining of the Chapters book, The New York Connecting Railroad. This excellent book was written by Bob Sturm and Bill Thom. At the present time, we do not plan on printing a second edition so this is your last chance to purchase this excellent book written by two of our Chapter members.

We have purchased and received copies of Chapter member Andy Sparbergs new book, "From a Nickel to a Token." It is the story of "The Journey from Board of Transportation to MTA." There are many photos of the NY subway system that have never been published before. As usual, Chapter members receive a discounted price off the regular retail price. Please see the order form in this edition of the Semaphore for ordering information.

We are looking for photos of the LIRR from any era to be placed on our website. We now have the capability to have your photos on our website which is LIST-NRHS.org. WE WANT YOUR PHOTOS TODAY so send them to me and I will have them placed on our website. However, the photos are to be sent to me by email so if you have prints or slides, have them scanned so they can be sent to me by e mail. You will be given appropriate credit.

Several people have sent in photos, I hope you enjoy them. Don't you wish to share some photos of the LIRR that you have taken with other fans of the LIRR and its people?

We are always looking for new members. If you know of anyone who might be interested in joining LIST, please contact me and I will send them information on joining. Remember, if you bring in 2 new members in one year, your total annual dues will be free for the following year.

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 [sooner or later]. My e mail address is [csquigley@optonline.net](mailto:csquigley@optonline.net) and my telephone # is **631-487-4766**. Please email your articles.

**LIRR NEWS by Steve Quigley**

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

Congratulations to the people of the LIRR for safely and quickly transporting 28,583 Belmont Stakes attendees. As you know, American Pharoah won the Triple Crown and there were 90,000 people in attendance to witness this historic run. Transit riders reported smoother trips to and from a station that the LIRR had spent \$4,000,000 to improve. Longer platforms to handle 10 car trains as well as high level platforms as opposed to steps greatly increased the loading and unloading capacity at Belmont Station. Less than 1 hour after the race ended, more than 10,000 people were out of the station and on trains. Trains were staged on the nearby Hempstead line and as the trains departed the Belmont branch, other trains took their place. LIRR President Patrick Nowakowski estimated that the people of the LIRR moved passengers more than twice as quickly as it they did last year.

Two major art installations are going up at LIRR stations, one at the renovated Massapequa Station and the other at the Wyandanch Station. The art which was commissioned by the Arts & Design arm of the MTA, aims to add some beauty and culture to the construction projects taking place at these stations. The projects are funded through 1% of the construction costs. The winning artwork proposals were selected from approximately 200 submissions.

The head of the MTA, Thomas Prendergast, assured customers on May 20<sup>th</sup> that the region's transportation network has technology in place to help prevent accidents like the one that killed 8 Amtrak passengers. Soon after the Metro-North derailment in December 2013 which killed 4 people, the MTA installed automatic speed control technology at all sharp curves and bridges on Metro-North and the LIRR. The technology automatically slows a train if it approaches too fast.

The MTA has said that it is moving forward on a \$1 billion plan to install Positive Train Control accident prevention technology on the LIRR and Metro-North by 2018.

The LIRR Commuter Council called on the LIRR to learn at least one valuable lesson from the Amtrak accident, the importance of designing train cars with passenger safety in mind. As the LIRR's next fleet of M-9 electric train cars is being designed, the Commuter Council urged the LIRR to use input from passengers from recent train accidents to design a safer car.

The developer of a Manhattan hi-rise plans to spend \$220 million on improvements in and around Grand Central Terminal that could shave a few extra minutes off the commutes of thousands of LIRR riders. The planned upgrades by SL Green Realty Corp., include a spacious Transit Hall at street level where future East Side Access commuters can wait for their trains and new hallways stairs and escalators inside Grand Central that will give LIRR riders direct paths to subway connections and to 43<sup>rd</sup> street. By knocking down walls, extending hallways and building new stairs and escalators, SL Green's plan will allow LIRR riders to directly access the subway system 1 level away. The developer also plans to build a 4,000 sq. ft. transit hall at 43<sup>rd</sup> street and Vanderbilt Avenue to create a spacious, glass enclosed street level waiting area for LIRR commuters complete with a digital train departure board and direct path down to the railroads passenger concourse 140 feet below.

On the Friday before Memorial Day this year, the 12 car LIRR Cannonball which departed Penn Station at 4:06 PM, had approximately 2,500 passengers on board a train that seats about 1,700 people. About 800 people had to stand from Penn to Westhampton which is the 1<sup>st</sup> stop. It has been rumored that the Hampton's Reserve section of the Cannonball is sold out for the entire season. The Hampton's Reserve section of the Cannonball is the 2 car private, reserve only section that has waiter service at the rider's seats. It appears that additional, nonstop service to the Hamptons is needed. [If you build it, they will come!]

## *THE LIRR MODELER by Mike Boland*

### *This Month's Feature:*

## MONTAUK IN JUNE 1973...Conclusion

Let me end my series about my favorite terminal at the east end and south fork of Long Island. Montauk was always a run that commanded the highest horsepower LIRR locomotives could muster. So, in the old steam days that meant PRR K4s 4-6-2 Pacifics and later diesel days saw Fairbanks-Morse C-Liners of both 2000 and 2400 horsepower as well as 1600 horsepower H16-44s that sometimes were double-headed. The later Alco era on the LIRR saw RS-1s there, despite their 1000 horsepower and beginning in 1955, the 1600 horsepower RS-3s. Ex D&H RS-2s 1519 and 1520 also appeared in the early 1960s and were usually double-headed but most trains were powered by Alco Century C420s beginning in 1963 when the fleet of 22 locomotives arrived. They provided the power for most trains. And this fleet of Phase I C420s was increased in 1968 by the additional purchase of eight more C420s in a Phase 2 design with High Adhesion trucks. And many times, the Century locos were double-headed too. Montauk was a great place to see diesel lashups and leased power, too.

By 1973 all of the Century LIRR locomotives had been painted in the original MTA blue and yellow paint scheme. It was the same with the RS-3s and all other LIRR locomotives for that matter.

Overland offered both Phase I and Phase II C420s in Ho scale brass and they are very nice models but expensive and they were imported 20 years ago and obviously unpainted. More recently Atlas has brought out the run of C420s in both N and HO scale in the blue and yellow paint scheme. While Atlas has brought out an Alco RS-3 in two LIRR paint schemes, it has not brought out the blue and yellow paint scheme. Modelers desiring a MTA blue and yellow RS-3 will have to purchase an undecorated one and paint it. I've been doing some experimenting on selecting the right colors for the blue and yellow but I haven't reached any final selection or determination yet. I did use a Testor's Blue in a small bottle and mixed a batch of yellow with pretty good results. More to follow.

Just make sure you go to the heavy weathering route when it comes to these locomotives. Other than an Phase II (L2) C420 222 through 229, all Alcos would be off the property by 1976.

An item to add in the yard is a number of oil drums used as giant garbage cans. Their color differed through the years but they were especially obvious during the halcyon days of the parlor car era. Yard and station tracks originally were jointed rail but welded rail was recently installed. Some jointed rail near the station building still remains. A short high-platform replaced the low-level platforms that crossed the station track in the year 2000 or so.

A great idea is to visit Montauk some day this spring or summer and to search the Internet for vintage photos of this east end terminal. There are a lot.

Have a great summer and see you in the Fall! Until then, happy modeling!





## Stack Talk by Neil Moran

For some of you, this will be your last “Stack Talk” column until next September 2015. I will forgo steam news for “Across the Pond” as there is literally an avalanche of exciting steam news coming your way. So let’s open up the throttle!!

NORTH CAROLINA – SPENCER: On the 30<sup>th</sup> of May, history came alive as the powerful and beautiful JClass #611 streamlined steamed out of Spencer and headed for Roanoke, Virginia over track very familiar to her, over the former Southern Railroad. Heading 220 miles to Lynchburg. Leaving Lynchburg, she relived her days when it powered Norfolk & Western passenger across the Blue Ridge Mountains. Norfolk and Southern had so much confidence in the locomotive that it ran without diesel assistance. This trip was only for invited guests and VIPs. A gala celebration was held at the depot in downtown Roanoke, now the O. Winston link museum. This event was free, and opened to the massive crowd that attended. Now, the first opportunity for the public to ride behind the 611 will come on the following weekend (June 6-7) with excursions between Manassas and Riverton, Junction. This will be a 102 mile roundtrip over former Southern Railway tracks. A morning trip around 9 am takes place June 6<sup>th</sup> and on June 7<sup>th</sup> the second excursion will leave approximately the same time, with other trips booked for the afternoon. The following weekend (6/13-14) the J611 will pull a 260 mile roundtrip between Lynchburg and Petersburg. On July 3<sup>rd</sup> and 5<sup>th</sup> she will be polishing the rails out of Roanoke to Lynchburg, a 98 mile roundtrip in the morning, and in afternoon will make a second run across the famous Christiansburg grade to Walton and back. A few months ago, restoration crews insulated the locomotive’s massive 300 PSI boiler, and final touches were done on the Jacketing and the painting of the J611. Yes, make no mistake, the Queen has returned!!

TENNESSEE – CHATTANOOGA: Southern Railway #4501 2-8-2 Mikado built in 1911, once more returns to the rails after its return to excursion service last year. And here is her schedule for this year’s 21<sup>st</sup> century program. The first trip is on June 27<sup>th</sup> from Bristol, Virginia to Bull Gap, Tennessee. Next, on June 28<sup>th</sup> the following day, Bristol to Radford, Virginia. As of now, #4501 next excursion isn’t until September 12<sup>th</sup> but that could change. As of now, the #4501 will run out of Chattanooga to Cleveland, Tennessee on the weekend of October 3<sup>rd</sup>, and then on Sunday, October 4<sup>th</sup>. Atlanta to Toccoa, Georgia. Former Southern Railway #4501 was the pioneer engine in Norfolk Southern’s initial steam excursion program that operated from 1964 to 1994 (thirty years). It returned to excursion service in 2014 after being rebuilt at the TVRM’s Chattanooga shops.

INDIANA – FORT WAYNE: The Fort Wayne Railroad Historical society is thrilled to team up with Norfolk Southern Railway again in 2005 to offer people the joy and unique and exciting opportunities of seeing, and riding behind 2-8-4 Berkshire #765. She was built in 1944 by the Lima Locomotive Works. This year the locomotive will visit Buffalo, New York on its first trip there since 1985. That’s 30 years ago. The Berkshire, and also it will run out of Allentown, Pennsylvania region for the first time since 1988. Then make her grand initial appearance at Steamtown National Historic site in Scranton Pa. This event will commemorate the 100<sup>th</sup> anniversary of the Nicholson Viaduct, also known as the Tunkhannock Viaduct. Now, here is the schedule for the #765. June 18-19 Fort Wayne to La Fayette, Indiana. July 24-25 Youngstown to Ashtabula, Ohio, August 1-2 Buffalo to Corning, New York, August 8-9 Allentown to Pittstown, Pennsylvania, August 15-16 Scranton to Binghamton, New York, and September 12-13 Scranton to Nicholson, Pennsylvania. The Fort Wayne Railroad Historic Society was formed in 1972 with the goal of saving former Nickel Plate locomotive #765 from rusting in peace in a city park. The group was successful in restoring the engine to operation on September 1, 1979. Since then, the #765 has operated on over a dozen different railroads from New York to Rock Island, Illinois, hauling over 350,000 passengers on excursion trains covering over 52,000 miles of operation. She’s quite the Lady – isn’t she!!

## Stack Talk...continued by Neil Moran

CALIFORNIA – LOS ANGELES: Former ATSF 4-8-4 #3751 is finally on the move again after a long hiatus she went to Fullerton, California for their Railroad Days celebration on May 2-3. This event was organized for the 15<sup>th</sup> year by the Southern California Plaza Association. Railroad days is a free community event that was held at the Fullerton train station. But bigger adventures are awaiting her for this 4-8-4. Quite possibly she may polish the rails between Los Angeles and San Diego. Right now this run is booked for September 19-20 if all goes well. This gives the Northern a chance to stretch her legs, something she was built for. Go to Chris at Traintrips B12 for trip and ticket information. We now start to move East!

SOUTH DAKOTA – MADISON: Following a three year restoration by volunteers, former Duluth & Northeastern 0-6-0 #29 is back in steam at the Historic Prairie Village in Madison. The locomotive last operated 15 years ago when it was tested under steam in 2013, located two miles west of Madison on 120 acres, Prairie Village has more than 40 buildings and a train station. The railroad consists of more than two miles of track, and the trains runs every Saturday starting at 1 pm throughout the summer months. The 0-6-0 will play a big part on "Summer Treashing Jamboree" on August 22-2. The event generates over 20,000 people. Lima Locomotive Works built for the U.S. Army in 1944. After World War II in 1947, she was sold to the Bay Terminal Railroad in Toledo, Ohio and renumbered #111. Then in 1955 it was sold to Iron & Steel Processing Plant in Toledo, Ohio, who then resold her the following year to the Duluth & Northeastern at Cloquet, Minnesota. The switcher lasted till 1964 when the company dieselized. #29 is one of three D&NE steam engines that remain active. D&NE #14 a 2-8-0 Consol is still operating at California's Fillmore & Western Railroad, and another 2-8-0 #28 is owned by the Lake Superior Railroad Museum in Duluth, Minnesota. That group is working to restore #28 to service sometime this year.

MICHIGAN – MT. PLEASANT: Another Berkshire returns to the rails this time it's the #1225 2-8-4 former Pere Marquette. This giant will power the special "Back to the Bricks" special that departs Mt. Pleasant, Michigan on Saturday June 6<sup>th</sup>. The excursion will travel to Cadillac where the riders will detrain and visit the automotive exhibit in the city park. They can also observe cars cruising through town while enjoying music and other activities. The #1225 will also make a side trip from Cadillac to Manton where they can turn the Berkshire and head back to Mr. Pleasant.

WEST VIRGINIA – CASS: The Durbin & Greenbrier officially took control of the Cass Scenic Railroad on January 1, 2015. This is the start of a new beginning for this railroad. Their first big event took place on May 15-17 with their Grand Opening (Under New Management). The railroad spared nothing in the way of equipment. They fired up everything they could do to give the rail fans their monies worth. These included Shay #4 (1922 – Lima), Shay #5 (1905m- Lima), Western Maryland #6 (1940 – Lima), and Heisler #6 (1029). In addition, Durbin & Greenbrier Valley Climax #3 (1919 – Lima) was under steam, and ran as part of the new partnership between the Durbin & Greenbrier Valley Railroad and the Mountain State Railroad and Logging Historical Association. Steam returned to Cheat Bridge for two days during the Cass 3 day event. This gala weekend was catered for photographers and serious railroad fans that featured photo runbys at Whitaker, Spruce, and Balk Knob to mention a few. There was a special two day rare mileage across the West Virginia Central trackage between Spruce and Cheat Bridge. This excursion was powered by Cass Heisler #6, a former Meadow River Lumber Company, a three truck locomotive that was built in 1929. The selection of the Heisler was made due to her ability to perform at greater speeds over the route. Now if you did not want to go on the above excursion, you could have ridden behind a pair of Shay engines climbing Bald Knob. Choices – Choices -choices!

## Stack Talk...continued by Neil Moran

WEST VIRGINIA – CASS: Here is another story out of Cass. This steam locomotive has spent the last 37 years at the North Carolina transportation Museum in Spencer, and finally its good going home to Cass, West Virginia. The locomotive is the former Durbin & Greenbrier Valley Railroad 2-8-0 Consol #4. The engine will be trucked to Cass in pieces where the Durbin & Greenbrier Valley Railroad will get it back to running condition and use it on excursions throughout the mountains. The D & GVR bought the locomotive for \$150,000 from the North Carolina Transportation Museum. “Not only will the engine get the overhaul it needs, but will return to the state where she operated for decades said Foundation’s President Steve Merch We appreciate the role #4 played in the development of the museum here in Spencer”. The workers at Cass say it will take about a year to get #4 working again. The former Buffalo Creek & Gauley #4 was built by the Baldwin Locomotive Works in 1926 for the National Railroad in Mexico, but never arrived there. Instead, it was sold to the Buffalo & Gauley Railroad which hauled coal and lumber in Clay County, West Virginia. She stayed there till 1965, and became a fan favorite until pulled out of service that year.

### UNTIL OUR TRACKS CROSS AGAIN

## NRHS Vermont Rails 2015 Master Schedule of Events

### Sunday, June 14-

7 am – 3 pm: VRS Photo freight train Rutland – Smithville

8 – 9:30 pm: Presentation: *Photographing Railroads: Like Day and Night*—Kevin Burkholder

### Monday, June 15-

8 am – 8:48 pm: Amtrak/S&NC trip Rutland-North Creek, NY

### Tuesday, June 16-

10 am – 8 pm: VRS rail trip Rutland – Bellows Falls

### Wednesday, June 17-

7:30 am – noon: Rutland RR Museum

8:00 am – 5:45 pm: Heritage Tour: Vermont Products & Parks

12:30 pm – 2 pm: NRHS Advisory Council Meeting

2:30 pm – 6 pm (or sooner): NRHS Board of Directors Meeting

6:30 pm – 7:30 pm: Reception for Roundhouse Donors

8:00 pm – 9:30 pm: Presentation: *Lost Shortlines of Vermont*—Dwight Smith

### Thursday, June 18-

10:00 am – 8:00 pm: VRS rail trip Rutland – Burlington

1:30 pm – 4:30 pm: Shelbourne Museum Tour (Burlington)

2:00 pm – 3:00 pm: Tour of VRS Burlington Roundhouse

### Friday, June 19-

9:15 am – 12:15 pm: Omya Rail Tour I

11:30 am – 2:30 pm: Omya Rail Tour II

8:00 am – 2:30 pm: Heritage Tour: Rutland Maple & Marble Industries

1:15 pm – 2:15 pm: *Discussion of History of the Rutland Railroad*—Jim Shaughnessy

2:15 – 2:45: Presentation: *West River Railroad Project*, Larry Robinson, Champlain Valley Chapter

3:00 pm – 5:00 pm: Annual NRHS Membership Meeting

6:00 pm – 7:00 pm: Convention Reception

7:00 pm – 9:30 pm: Convention Banquet

### Saturday, June 20-

10 am – 8:00 pm: VRS rail trip Rutland-Hoosick Jct.

### Sunday, June 21-

12 noon – 4:00 pm: VRS Fathers’ Day Rail trip Rutland-Ludlow.



## NYC Transit Completes Upgrade of Locomotive Fleet by Joseph Calisi

Subway riders see MTA New York City Transit's fleet of more than 6,000 stainless steel subway cars on a daily basis, but what they may not realize is that an impressive roster of specially-designed diesel-electric locomotives are ready, willing, and able to haul work trains to the farthest segments of the subway system. NYC Transit has a new fleet of locomotives to haul work trains and pumping equipment to trackage where power to the third rail has been cut off for maintenance.

The last of 28 new R156 locomotives, costing \$2.5 million each, was delivered to the agency's Linden Yard in Brooklyn this spring. The final locomotive was delivered on a railroad flat car then placed on NYCT rails.

The units they replaced have seen nearly a half century of service.

Motive Power Inc., a subsidiary of Wabco and long-time supplier of components for NYCT subway cars, custom-built the fleet of new 875 hp, four-axle diesel locomotives in Boise, Idaho. They are equipped with a six-cylinder prime mover and four traction motors each. They were designed to meet NYCT's unique requirements for specifications such as cabinet space, electrical conduits, and cabling allocations for future Communications Based Train Control implementation.

The R156 uses some of the latest NYCT subway passenger car components, such as the basic R160 passenger subway car truck design. Building with service-proven designs is expected to result in reliable operation and increased maintenance efficiency.

The new units have some significant improvements, which include AC propulsion, a higher horsepower rating, microprocessor controls, advanced fuel efficiency, and emissions reduction technology. Advanced instrumentation and electronics, including a monitoring and diagnostic system with enhanced software, an automatic fire suppression system, and a sophisticated wheel slip and slide detection system, are among the additional features deployed.

Enhanced crew safety features like lower exhaust-level emissions make it easier to and safely operate and maintain than their predecessors. They also meet the latest crashworthiness and safety standards set by NYCT's Office of System Safety.



*An NYC Transit R-156 locomotive in MoW service in March 2015. Mike Michaels*

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

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**Summer is here!**

**Please support your local  
railroad museums!**

