



SEMAPHORE



April 2016

The next meeting of LIST will be on **Friday, April 15th at 8:00pm** at the Christ Episcopal Church, South Carl Avenue and Prospect Street, Babylon, New York.

THIS MONTH:

Mike Boland will present a show titled "**LIRR Passenger Car Since 1945**". This show was presented at the 2016 Proto Rails Cocoa Beach (Florida) Railroad Prototype Modelers Meet.

IN THIS ISSUE:

Page 2	LIST Order Form
Page 3	LIST Happenings
Page 4	LIRR News
Page 5	Long Island Rail Road Modeler
Page 6 & 7	Stack Talk
Page 8 & 9	Museum and Excursion News

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

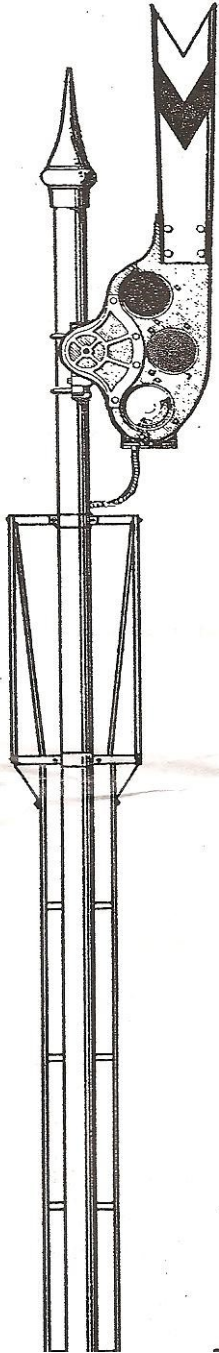
LIST-NRHS.org

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





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 _____
# _____	Steel Road Nostalgia, Vol. 1 the Northeast	@\$32 each Total _____
# _____	Jamaica Station Plaque	@ \$15 each Total _____
# _____	Jamaica Station by Dave Morrison	@ \$18 each Total _____
# _____	LIRR 175 th 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	@\$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 _____
# _____	100 th Anniversary Jamaica Station pin	@\$3 each Total _____

Shipping for 1 of the books or calendar, \$3.50. 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

The Long Island Sunrise Trail Chapter of the National Railway Historical Society is 50 years old this year! This historic milestone will be celebrated in several ways.

TICKETS FOR THE TOUR OF THE BROOKHAVEN RAIL TERMINAL ARE STILL AVAILABLE. The tour will take place on Friday, May 20th at the facility in Yaphank. The cost of the tour is \$10. It is possible that a NY & A freight train will arrive around 10:00 AM and we can watch the freight cars being distributed in this yard. This yard and the amount of cars it handles is growing by leaps and bounds so if you wish to attend, please send a check with a note to our PO Box.

One of the first ways we are going to celebrate our Chapters 50th Anniversary is with a caboose trip on the NY & A Railway.

THE CABOOSE TRIP WILL TAKE PLACE ON APRIL 15TH, 2016. Rain or Shine! There will be TWO trips on the NY & A that day courtesy of Paul Victor who is the President of the NY & A. At the present time, the trips will be 2 ½ hours long each and will travel where the NY & A conducts their freight operation.

THE CABOOSE TRIP IS SOLD OUT! If you wish to be placed on the waiting list, please call or email me.

I recently took part in a tour of Grand Central Terminal that was conducted by the retired spokesman of Metro-North, Dan Brucker. The tour was fun, interesting, informative and tiring as we walked all over GCT and as far as the Waldorf Astoria Hotel. I will be putting together this tour for Chapter members as I found it to be worthwhile. In a future edition of the Semaphore, I will inform you of the particulars. If you are interested in going on this tour, let me know.

As I noted previously, we have several Chapter members who have written books. The following is another of the many books that have been written by LIST Chapter members.

Andy Sparberg wrote a book titled

“From a Nickel to a Token.” It is subtitled “The Journey from Board of Transportation to MTA.” It is a hardcover book of 178 pages containing many photos of transportation in NYC.

If I missed anyone, please let me know. [I am sure you will!] This list is currently limited to Chapter members and it can be on any topic.

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.

In each of the coming editions of the Semaphore I will note a special occurrence to celebrate the 50th Anniversary of The Long Island Sunrise Trail Chapter of the National Railway Historical Society. We are planning on many fun and interesting things this year!

WATCH FOR THEM IN FUTURE EDITIONS OF THE SEMAPHORE!!!!

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** and my telephone # is **631-487-4766**. Please email your articles.

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

LIRR NEWS by Steve Quigley

The LIRR plans to abandon 2 segments of track in Queens which is part of the East Side Access plan. 2/3 of a mile of the Lower Montauk Cutoff between mile post 0 and 0.69 and 0.38 mile of the Main Line Cutoff between mile post 0.38 and 1.2 in LIC are planned to be eliminated. The lift bridge over the Newtown Creek Dutch Kills section will be placed in the vertical position. Both segments do not have any passenger or freight customers at the present time.

The LIRR noted that ridership has increased significantly during 2015. The LIRR posted a 2.1% increase in customers with the result that the LIRR carried 87.6 million riders making it the busiest commuter rail road in the U.S. This represents the highest ridership since 1949.

The LIRR plans to introduce mobile ticketing later this year. This new fare technology will allow riders to buy and present their tickets on board using their smart phones. This mobile fare technology will allow riders to buy tickets on their mobile devices using a credit or debit card and then present their device for validation. [This would be similar to how my son uses his Smartphone as he rides from NY Penn to Poughkeepsie on Amtrak. SQ] This technology is already being used on approximately two dozen other transit systems around the world including the MBTA in Boston and NICE buses in Nassau County. NY's Gov. Cuomo has promised the technology would be partially rolled out in June.

[Last year, the train that I take in the AM tested the devices with the only apparent glitch being a small dead spot area out east. SQ]

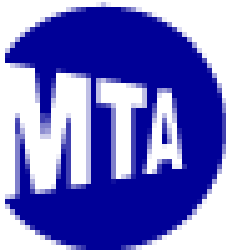
The LIRR plans to install cameras at some rail road crossings to try and deter motorists from trying to beat trains at some rail road crossings. The LIRR will install cameras at crossings that are presently undergoing other improvements. These crossings include intersections between Farmingdale and Ronkonkoma where the rail road is in the process of double tracking the line, between Speonk and Montauk where new signals are being installed and between Floral Park and Hicksville where plans for a third track are being drawn up.

At this time, the LIRR does not have the authority to issue summons based on recording of the violation. There were 12 grade crossing accidents on the LIRR in 2015 versus 4 accidents in 2014. Most of the accidents are as a result of the cars going around the gates. The plans for the third track between Floral Park and Hicksville include the elimination of 7 grade crossings.

Two grade crossings have been eliminated on LI since 1998. They are the Roslyn Road and Herrick's Road crossings in Mineola. At one time, the Herrick's Road rail crossing was the busiest RR crossing in the US in terms of the number of trains and the number of cars per day.

[I was stopped at that rail crossing many times before it was eliminated SQ]

The LIRR reported the best mechanical performance since the rail road began keeping records in 1981. The fleet of 1,185 passenger cars traveled an average of 208,383 miles between breakdowns. The M-7's traveled an average of 488,470 miles between breakdowns and the C-3 double deck cars traveled 120,652 miles between breakdowns. The DM's and DE's locomotives traveled 25,139 miles between breakdowns. The M-1 cars have all been retired and the electric fleet consists of consists of M-7 cars and still remaining M-3 cars.

**Long Island Rail Road**

THE LIRR MODELER by Mike Boland

This Month's Feature:

Proto Rails 2016 Conclusion (Pt. 3)

I wanted to finish writing about the Proto Rails 2016 RPM Meet by speaking about some of the many fine models that were on display. Just about all the models were in HO scale and there were four tables, the width of the ballroom that held them. Here are some examples of what I saw:

Dave Hussey of Canon and Company had a McCloud River 50-foot double wide-door IPD boxcar in brown and white.

“The Reluctant Weatherer”—identity unknown—had a Monon welded-sided 40-foot boxcar from an old CB&T kit that was a work in progress.

My friend Bob Stefano, who built one of the famous NS CD (construction debris) high-sided gondolas that is a favorite of mine, had some great covered hoppers on display. No one weathers freight cars better than Bob of Thoroughbred Models; he’s a big NS modeler.

Bill Darnaby of “The Maumee Route” had a display of 16 tank cars, mostly all black, in a group entitled “Tanks A Lot.”

Gilbert Thomas, one of the many presenters, had some nicely-weathered covered hoppers and two yellow-painted CP Rail cabooses.

Andy Harman, a big passenger car fan, had his incomplete heavyweight New York Central “20th Century Limited” on display and gave an interesting talk on building the high-window heavyweight NYC observation cars made from Branchline kits.

Dr. Bruce Smith gave a first-class presentation on the famous PRR X29 boxcar and had a number of steam and electric locomotives as well as freight cars. It models the 1940s-1950s PRR.

Carl Marchand had some nice-looking SCL motive power.

Howard Garner had two wooden boxcars; he models 1905.

Al Brown was a presenter and had an assortment of boxcars and tank cars.

Fenton Wells showed his freight cars, pulpwood cars and fine Southern Railway passenger cars.

Ross Dando had some freight cars and homemade resin flatcars.

Greg Martin, of “Shake and Take Clinic” fame, had covered hoppers and boxcars. His X45 PRR/PC boxcar is a classic and I hope to do one soon.

Steve Hile had some great models and had easy-to-read information sheets to read and enjoy.

Larry Lawler had his exquisite X45 single-door 50-foot boxcars. Great!



Stack Talk by Neil Moran

UNITED KINGDOM – YORK: Just about every trip with the train “Flying Scotsman” #60103 has been sold out. Yes, it’s true! In fact, all seven excursions that ran in March were sold out and the locomotive performed well. The engine appeared in BR Brunswick Green and those are the colors until she bowed out of normal service in 1963. As stated above, all upcoming excursions are sold out and that includes trips through September. The Scotsman is making 12 excursions in May, seven in June and running eight times in July (due to maintenance work). August and September finds her polishing the rails five more times each. Currently, there are no scheduled runs for the fall months but that probably will change. The “Flying Scotsman” now has the number 60103 and is a 4-6-2 Pacific type that was originally numbered 1472 in 1924 the year it was built. In 1928 the “British Empire Exhibition” made the “Flying Scotsman” famous as well as being featured in many more publicity events for the LNER. In 1928 she received a newer and bigger tender which meant that the train did not have to stop for water. This new tender had a built in corridor which allowed a second crew to take over without stopping. The “Scotsman” became the first non-stop train London to Edinburgh on May 1st 1928 at a reduced travel time of eight hours. A few years later in 1934 she was officially clocked at 100 mph a record which still stands today for a non-excursion train. As Robert Browning famous poet once said “Oh to be in England”!! Aye! In deed she is a Bonny Lassie – Cheers!

WASHINGTON – ANACORTES: Recently Brook Middleton and Per Kefgen were at the Depot Arts Center in Anacortes, Washington to show off their “Tommy Thompson” train, a forgotten treasure of Anacortes. The small steam engine and three passenger cars cruised downtown Anacortes for twenty years as a popular tourist attraction and a big draw for children of all ages. The steam train has not run since 1996 the year the owner died. The locomotive is a 0-4-0 20-inch gauge that was built back in 1872. Now some 1400 hours later, Mr. Middleton has completely restored the first of three passenger cars. A few months ago the restoration group brought the engine up to 150 psi for a test and by midday the locomotive rumbled down the almost 100 years of track before reversing back up the track all without incident. She has passed state testing and now serious work begins on other details. Good news indeed!!

COLORADO DURANGO: There’s something wonderfully romantic about a steam locomotive, they speak to you and each one has its own personality. For instance, the #498 a 2-8-2 Mikado owned by the Durango & Silverton Narrow Gauge Railroad. The locomotive was recently fired up for the first time in over three years. It was built by the American Locomotive Company in 1923 for the Denver & Rio Grande Western to run on its narrow gauge rail lines in the mountains of Colorado. The narrow gauge meant the trains could make tighter curves and navigate mountain passes and tunnels of Western Colorado. This Class K28 is a heavy Mikado #282 produced roughly 28,000 pounds of tracking effort. This Mikado Type locomotive should be in operation this year.

ARIZONA – WILLIAMS: The Grand Canyon Railway has already started their steam program for 2016. On February 3rd they ran during the “Presidents Day Special” from Williams up to the Grand Canyon with #4960 Mikado in the lead. There are other trips slated for the #4960 this year but as of this writing nothing definitive, sad to say. The former Chicago Burlington & Quiney was built in 1923 by the Baldwin Locomotive Works. For years the Grand Canyon Railroad ran trips up to the Grand Canyon which was indeed famous for its steam excursions in fact they also operated a 4-8-4 #5632 but was scrapped a sad day indeed. Today the #4960 uses vegetable oil for fuel and it also uses reclaimed rain water and snowmelt water for water for the locomotive.

NORTH CAROLINA – BRYSON CITY: Great Smokey Mountain officials say they will make their deadline for getting a steam locomotive back up and running in Bryson City. The project has been in the works for many years. The steam engine should be ready to go by July 2016 according to GSMRB Marketing Manager Sarah Pressley (no relation to Elvis).

Stack Talk...continued by Neil Moran

She also said "the return and restoration of engine #1702 has always been the desire since the engine stopped running in 2005 due to mechanical problems. Its return would mean an increase in tourism dollars for the town of Bryson City. Structurally the #1702 is in fair condition. Their primary focus was on the firebox and boiler rebuild along with rust resulting from its dormant state. Believing the return of the steam engine would bring tourist dollars into Bryson City the city council took out a \$700,000 loan for the project. A team of three full time shop workers were hired with skills ranging from welding to manufacturing to do the restoration on the engine. Right now full body sand blasting is almost done and more than 1000 stay bolts were removed and are in the process of being replaced. The tender and the #1720s cab are now getting attention which includes new flooring, windows and seating. Here is a brief history of the locomotive. She was built in 1942 as a Class S-160 2-8-0 by the Baldwin Works and it worked only on the Warren & Saline Railroad until her retirement in 1960. Welcome back noble warrior!

LOUISIANA – NEW ORLEANS: Former Southern Pacific Steam Locomotive #745 is resting quietly outside a hospital parking lot that is slowly rusting in peace. Number #745 is a 2-8-2 Mikado built in 1921 at the Alfiers Shops in New Orleans. During her days in the sun she hauled mostly freight and occasionally passenger trains. She retired in 1956 and placed in Audubon Park to rot in peace. For the next 30 years that's exactly what #745 did until a group was formed to get her out of the park. They have worked hard to get the locomotive to a location near the Public Belt Railroad where the group must first build an engine house to protect the locomotive and hopefully turn the building into a museum for tourists. The #745 is the last surviving steam locomotive built in Louisiana all the rest were shamefully destroyed. The group is also seeking volunteers and donations.

KENTUCKY – NEW HAVEN: A new non-profit corporation wants to bring a steam locomotive from Nelson County to Lexington, Kentucky to restore it and then run passenger excursions in the area. The Kentucky Steam Heritage Corporation is launching a vigorous campaign to raise money for the restoration of the locomotive owned by the Kentucky Railroad Museum in New Haven. "We want to get this thing running and make it a Central Kentucky attraction" said Chris Campbell President of the Kentucky Steam Heritage Corporation. The locomotive in question is the 2-8-4 Berkshire type #2716 built by the American Locomotive Works in 1943 for the C&O R.R. The engine and her 89 sisters were the staple of the Ashland to Lexington Line for over 15 years. When the sad time came for the #2716 to retire in the late 1950s it was thankfully donated to the Kentucky Railroad Museum where it has been in New Haven since 1990. Unfortunately, all her sister locomotives were torched. The Berkshire fortunately was kept indoors in New Haven for a long time but the elements have taken their toll. Restoration preparations have already begun this Spring on the locomotive.

PENNSYLVANIA – PORT CLINTON – Here is some outstanding news to finish the column. The Reading Blue Mountain and Northern Railroad has begun work on restoring #2102 a T1 Class 4-8-4 originally built in 1945 in Reading, PA. Repairs have already started. The front end is out and work has started on the Jacketing, piping, superheating units, tubes and flues. Also the work in the cab has begun. The #2102 will be disassembled far enough to perform a complete ultrasound testing and inspection. Andy Muller Sr. owner and CEO of the company anticipates the T-1 to be operational by the middle of 2017. The steam engine is housed at the Port Clinton Shops less than 20 miles from Reading at the former Reading Company Mainline. "The possibilities are endless to use the #2102 in special excursions through the area" said Andy Muller.

Now it's time to thank all the people who send me the news you just read. John Bien (Dayton Ohio Railroad Society), Peter Chatman (London, England), Richard Taylor (New York Railroad Enthusiast) and from me your humblest servant in Steam! And remember Steam Never Dies!

UNTIL OUR TRACKS CROSS AGAIN



20th Century Steam Program N&W 611 Update

Reprinted from **TURNTABLE TIMES**, *The Official Newsletter of the Roanoke Chapter, National Railway Historical Society, Inc.*

While the Norfolk Southern 21ST CENTRUY STEAM PROGRAM has officially ended, as reported in The Roanoke Times, we are looking forward to more steam excursions in 2016 with our hometown 611 by the Virginia Museum of Transportation with help from the Roanoke Chapter. As always, enjoy these trips while you can, by riding and working. You never know when the "plug" will be pulled and the excursions will end, as happened in 1994. Thanks to Norfolk Southern, trips with 611 will happen in 2016 but who knows after this year.

Here is 611's 2016 schedule as recently announced by VMT:

April 23, 2016 - The Roanoker, Greensboro, N.C. to Roanoke, Va

April 24, 2016 - The Roanoker, Greensboro, N.C. to Roanoke, Va.

May 7, 2016 - The Powhatan Arrow, Roanoke, Va., to Lynchburg, Va.

May 7, 2016 - The Pelican, Roanoke, Va., to Walton (Radford), Va.

May 8, 2016 - The Powhatan Arrow, Roanoke, Va., to Lynchburg, Va.

May 8, 2016 - The Pelican, Roanoke, Va., to Walton (Radford), Va.

June 4, 2016 - The American, Manassas, Va., to Front Royal, Va., (runs once)

June 5, 2016 - The American, Manassas, Va., to Front Royal, Va., (runs twice)

Over the weekend of May 14, 2016 - visitors to the Virginia Museum of Transportation will get to view 611 fired up, and meet the crew.

June 4, 2016 - After the morning excursion, 611 will make a guest appearance at the Manassas, Va., Heritage Railway Festival.

June, 2016 - 611 on display at the VMT.

July, 2016 - 611 will be featured at the North Carolina Transportation Museum for special events.

Early August, 2016 - 611 return to VMT.

Early September, 2016 - 611 again will return to the NCTM for special events and maintenance.

Sept. 24-25, 2016 - 611 will travel to Danville, Va., to be featured during Danville Rail Heritage Days.

611 will return to Roanoke after the NCTM events conclude in the fall.



The Sag Harbor and Scuttle Hole Railroad

The Sag Harbor and Scuttle Hole Railroad

Train tales from the RMLI's Dusty Corner Archives

By Bob Myers and Paul Carr

Imagine riding on a scenic steam train on a beautiful autumn day in what is now wine country on Eastern Long Island. The dream was called the Sag Harbor and Scuttle Hole Rail Road (SH & SH), a vision of longtime Long Island Rail Road authors, Ron Ziel and George Foster. In 1965, the organizers, along with LIRR supervising operator W. S. Boerckel, the project's technical advisor, advocated the building of a three and a half mile tourist railroad on the existing roadbed of the LIRR which ran almost 5 miles from Bridgehampton to Sag Harbor. The roadbed was all that remained in the Sag Harbor area after the LIRR abandoned the line in 1939 (but survived amazingly enough into the 1950's under private usage). The railroad was scheduled to operate from Scuttle Hole across the Bridgehampton-Sag Harbor Turnpike, edging Little Long pond and terminate at Mashashimuet Park. The original plan was to extend the railroad into the Sag Harbor waterfront on Long Wharf. However, the founders were not aware that the old roadbed no longer existed.

The Sag Harbor and Scuttle Hole Railroad...continued

The founders believed that the growing summer population in Sag Harbor and surrounding towns, combined with the proximity of the area to New York City, would attract thousands of tourists and railfans to the railroad. The SH & SH's roster would be comprised of former Brooklyn Eastern District Terminal (BEDT) locomotive # 12 (a 1919 Porter 0-6-0) and several passenger coaches which included a former New Jersey Central coach owned by Ziel. While the railroad never materialized, Ziel and Foster's exerted tremendous efforts to make their dream a reality. The founders organized a series of steam locomotive excursions in 1967 operated by the SH & SH on the LIRR's Montauk line in an effort to raise publicity and funds for the new railroad.

Regrettably, the excursions would be the only trains operated by the SH & SH. Despite the personal and financial efforts of Ziel and Foster, the projected railroad was fiercely opposed by local farmers and residents of the area, who had no desire to see the ashes of steam locomotives return to their land coupled with an increase in vehicular traffic. Consequently, the SH & SH failed to gain other financial investors. While Ziel and Foster were unable to see their railroad plans come to life, their efforts garnered new interest in resurrecting live steam operations on eastern Long Island.

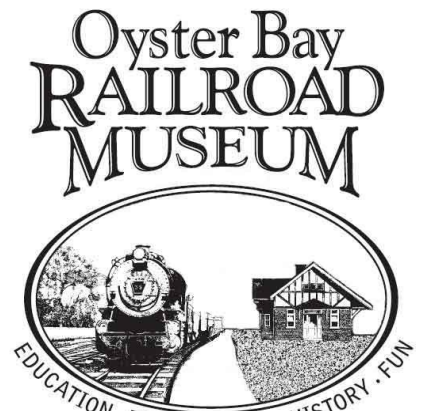
Perhaps, the creation of a new steam railroad (possibly named the Greenport, Peconic and Riverhead Rail Road, or GPR RR) powered by RML's engine (G5's 4-6-0 #39) might be the first step. The GPR RR could make stops at the numerous wineries and pumpkin farms on Sound Avenue, and we're sure numerous steam enthusiasts would agree that the proposed GPR RR would have received Ziel and Foster's blessings.

See 1967 excursion flyer on the back cover of this newsletter.

Museums Update

Spring greetings from the Oyster Bay Railroad Museum! This is the time of year where we are gearing up for our prime tourist season from May through September. Planning was underway during our dormant months of Jan-Feb-March for the new season and we are looking forward to another banner year. The Museum is scheduled to re-open in late April, early May.

At the Visitor Center, the floor space has been rearranged to accommodate two exhibits; "Train Wrecks, How the LIRR Became the Safest Railroad" produced by our curator, Josh Stoff, and a Diorama of the Oyster Bay station and yard, circa early 20th century, constructed by Board member and modeler Gary Farkash. The Visitor Center is the first stop for those coming to the Museum, especially those who avail themselves of the LIRR's One Day Getaway package to Historic Oyster Bay Village.



The long-awaited renovation of the historic landmark station is moving along nicely. All is in place for the initial components of Phase 1, which includes replacement of windows, doors and brickwork on the west and south sides. Materials have been ordered and the contractor is ready to begin once they have been received. This is the first step in the realization of the dream of a fully restored station to become the future permanent home of the Museum.

The Display Yard survived the winter with flying colors - all equipment and structures are in good shape - work sessions should commence sometime in mid- April, weather permitting.

Our quarterly Newsletter, the **Oyster Bay Express**, is back in business. Should you wish to receive a copy just email us at Johnspecce@gamil.com. Thats all for now and we look forward to seeing you at the Museum!.

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

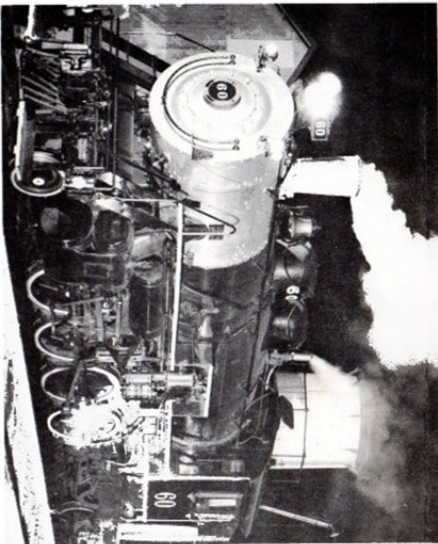


VIA THE LONG ISLAND RAIL ROAD

THE FIRST STEAM LOCOMOTIVE EXCURSIONS ON THE
 MONTAUK BRANCH SINCE DIESELIZATION IN THE 1940'S!

- ★ JAMAICA and BABYLON to EAST HAMPTON and MONTAUK
- ★ SUNDAY, OCTOBER 29, 1967
- ★ and
- ★ SUNDAY, NOVEMBER 26, 1967

RAIN OR SHINE



*The Sag Harbor
 Scuttle Hole
 Rail Road*

Ex-Great Western 2-8-0
 from Colorado will run
 on the Long Island R. R.

Photo by Michael A. Engleton

How long has it been since you last thrilled to a ride behind a huge belching, clanking steam locomotive? 10 years? 20 years? Have your children ever seen one of these great machines which built America into a modern industrial nation?

The Sag Harbor & Scuttle Hole Rail Road will operate Autumn foliage excursions to East Hampton and Montauk to recapture the travel thrills of past generations. Ride the route of the famous Cannon Ball to the fabulous South Fork and see charming East Hampton—called "the most beautiful town in America" by National Geographic Magazine.

Lunch and entertainment in East Hampton; or you may take the side trip to Montauk, where the train will be turned. Light refreshments will be available on the train.

SCHEDULE

Leave JAMAICA	7:55 A.M.	Leave MONTAUK	2:10 P.M.
" BABYLON	8:43 A.M.	" EAST HAMPTON	2:52 P.M.
Arrive EAST HAMPTON	12:35 P.M.	" BABYLON	7:13 P.M.
" MONTAUK	1:13 P.M.	" JAMAICA	8:06 P.M.

For railfans and shutterbugs, there will be four photo run-pasts, plus water stops, where the locomotive may be photographed and sound recorded.

ROUND TRIP TICKETS ONLY — NO PASSES HONORED

- ★ JAMAICA or BABYLON to EAST HAMPTON and return
- Adults \$12.95 Children (under 12) \$10.50
- ★ EAST HAMPTON to MONTAUK and return
- Adults \$3.95 Children (under 12) \$2.95

The November 26th trip will be operated only if tickets are sold out by November 15th. High ticket sales alone will ensure more steam trips on other L.I.R.R. branches in the future.
ORDER NOW — CAPACITY VERY LIMITED