



# SEMAPHORE



## December 2020

The LIST September meeting will be held on **Friday, December 18th, 8:00pm.**

To comply with current restrictions regarding gatherings, this meeting will be held via Zoom. Please see details and directions on how you can join the meeting as provided by Ed Koehler on page #3.

### THIS MONTH:

Alan Mark will present a slide and movie presentation of two trips. The first is a trip to Seattle and Canada taken in June of 2016. The second part will be a slide and movie of Scotland taken last August.

### IN THIS ISSUE:

Page 2	Membership Dues Renewal Form
Page 3	December Meeting Information
Page 4	LIST Happenings
Page 5	LIRR News
Page 6 & 7	LIRR Modeler
Page 8 & 9	RMLI & OBRM Updates
Page 10	RBM&N #2102 Update
Page 11	LIST Order Form

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

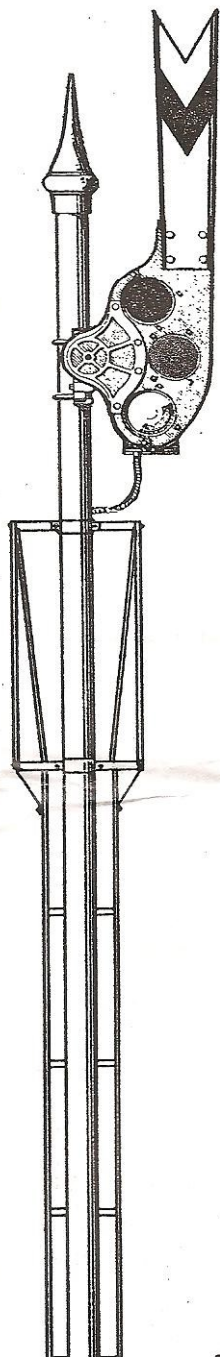
**LIST-NRHS.org**

**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





**LONG ISLAND-SUNRISE TRAIL  
CHAPTER**

*Founded in 1966*



**NATIONAL RAILWAY HISTORICAL SOCIETY**

**2021 CHAPTER**

**MEMBERSHIP DUES NOTICE**

**(Payable by January 1, 2021)**

<b><u>CHAPTER DUES:</u></b>	Membership	<b>\$15.00</b>
	Family Membership Per Person	<b>\$1.00</b>

**Dues Total**                    \$ \_\_\_\_\_

Chapter Donation            \$ \_\_\_\_\_

**Total Remitted**            \$ \_\_\_\_\_

Make check or money order payable to L.I.S.T. and **send with this notice** to:

Treasurer, L.I.S.T.  
111 Greenbelt Parkway, Holbrook, NY 11741-4439

Name: \_\_\_\_\_

Address: \_\_\_\_\_

Email: \_\_\_\_\_

Telephone: ( \_\_\_\_\_ ) \_\_\_\_\_

**IS YOUR ADDRESS LABEL CORRECT????** If not, please write correct address on this dues notice; also include your email and phone number.

\_\_\_\_\_  
Alan Mark, Treasurer

## December Meeting Information by Ed Koehler

### DECEMBER MEMBERSHIP MEETING

To comply with current restrictions regarding gatherings, this meeting will be held via Zoom®. Around 7:50 PM on December 18, 2020 you can connect to the meeting by entering the below link in your computer's search engine (Bing, Google, Yahoo, etc.) and hit enter. You can also enter this meeting by just 'clicking on the link' if it is displayed in underlined blue on your computer screen. You will be brought to the opening screen of Zoom® where you will be queried for your name. After entering your name hit return again and you will be placed in the 'Waiting Room' for the host to admit you to the meeting. If you want to speed up the process, go to <https://zoom.us/freesignup> on the Internet and select 'Sign Up, It's Free' (Do not enter your work E-Mail on this page.) Do note that your normal internet charges will apply for both the meeting and the sign up.

### FRIDAY, DECEMBER 18, 2020 AT 8:00 PM

After a brief business session, we will be offering a presentation, full details to follow.

To attend the meeting, just click on this link: <https://us02web.zoom.us/j/88578171209?pwd=M1o2WHRyVUU3VEtwS2FqNW14WHFRZz09>

Meeting ID: 885 7817 1209      Passcode: 720250

One tap mobile:

+19292056099,,88578171209#,,,,,0#,,720250# US (New York)

+13126266799,,88578171209#,,,,,0#,,720250# US (Chicago)

***In the future we would like to be able to send you a blind E-Mail directly with the link for the meeting so you will be able to access the meeting via a single click. If you have not already, please send your name and E-Mail address to [EdwardMKoehler@nyc.rr.com](mailto:EdwardMKoehler@nyc.rr.com) as he will be compiling a group E-Mail list for the Chapter. If you have already done this, you have no need to do it again.***

Any questions or problem with Zoom® please contact Ed Koehler at [EdwardMKoehler@nyc.rr.com](mailto:EdwardMKoehler@nyc.rr.com) or call him at 917 603 4276.

**Do you have something to offer?** If you have a computer based presentation or want to do a lecture via a computer based camera (or a combination of both); please send an E-Mail to President Steve Quigley at [csquigley@optonline.net](mailto:csquigley@optonline.net) and we will talk.



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

First and most important, I wish all of the members of LIST and your families to stay healthy and be safe.

PLEASE READ THE FOLLOWING IMPORTANT ITEMS!

Regretfully, I am canceling this month's IN PERSON December LIST Chapter meeting. We are planning on resuming our in person meetings as soon as possible.

WE WILL HAVE A ZOOM MEETING THIS MONTH ON DECEMBER 18TH. Please see this edition of the Semaphore as to how you may attend through your PC our Zoom meeting. In the future, we plan on conducting our in person meetings as well as having a Zoom meeting at the same time. Many thanks to Chapter member Ed Koehler for setting up and handling the technical aspects of our Zoom Meeting. For now, our Zoom meetings are available to LIST Chapter members only and invited guests, not to non-members.

We have included another copy of the annual dues notice in this month's edition of the Semaphore. If you have already sent in your dues for 2021, we thank you. If not, please send in your dues as soon as possible. Please send your dues to Alan Mark, our Treasurer. His address is on the dues renewal form. Thank you for your cooperation with this.

Our 2021 LIRR calendar has been delivered and is available to ship to you. We are able to retain last year's price of \$8 for Chapter members and are using the same printing company in Pennsylvania that we have used for the past several years. We will be running an ad in RAILPACE Newsmagazine in the edition that will be available in the December and January editions. We are advertising our 2 hardcover books and our 2021 calendar. Please look for it and let me know what you think of our ad.

We are planning a rail trip to Greenport with a date of April 24<sup>th</sup> 2021. This date happens to be the 187<sup>th</sup> anniversary of the LIRR. We will be including in the price of the ticket a book, a special pin and a booklet telling the story of the First Train to Greenport. We will have a docent on board who will tell us the history of the Line to Greenport and describe interesting aspects of this line. In addition, there will be raffles on board the train and other fun and interesting things.

Dave Morrison's new book on the Babylon Line should be available in January. Naturally, we will have it available for sale at a discount to Chapter members. When it becomes available, we will note it in the Semaphore.

We are always looking for articles 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.

I WISH YOU AND YOUR FAMILY A MERRY CHRISTMAS AND HAPPY CHANUKKAH!

I hope that 2021 is a healthy year to you all and brings us back to normal times.



## Long Island Rail Road News by Steve Quigley

December 31<sup>st</sup> is the deadline set by the FRA for the implementation of PTC [Positive Train Control] on the nation's railroads. The LIRR completed the installation of PTC through Jamaica in October and as of November 18<sup>th</sup> it is operating on 98% of the LIRR's route miles. The remaining portion is the complex of switches in Sunnyside known as Harold Interlocking. All testing has been completed and the LIRR expects to complete the installation of PTC as soon as Amtrak finalizes its PTC in adjacent rail lines. Management at the LIRR expects to complete 100% installation of PTC by the year's end deadline. Between the LIRR and Metro-North, the installation of PTC is expected to cost the MTA \$1.15 billion with it being mostly funded through a federal loan.

PTC is operational on 99.6% of the 58,000 miles of tracks in the United States. Of the 40 railroads covered under the law, only 1 is in risk of not completing the installation of PTC by December 31. The installation of PTC will not prevent trespassers from being hit by trains nor will it prevent car/train collisions at rail road crossings.

LIRR ridership has reached 28% of normal levels. The LIRR cars are cleaned and disinfected daily with station waiting rooms being cleaned continuously. [At the Babylon station, there exists a table with a container of hand sanitizer that is available to be used by all]

The LIRR introduced a laser train to be used to remove pectin residue that accumulates on rails during fall leaf season. The pectin can result in wheel slip slide that then can flatten train wheels. The car or cars, or even the entire train may have to be removed from service to retrue the wheels. This year, a second laser train was added and the LIRR is working with the manufacturer to increase the trains speed from 15 MPH to 25 MPH. As a result, flat wheels have been reduced nearly 65% from 2019. This results in less train cars being taken out of service.

With 10 months to go before its scheduled opening, construction of the new LIRR Elmont station is proceeding with the installation of precast station platform sections for eastbound trains being put in place. The new station will feature a pedestrian overpass, free Wi-Fi, digital screens, elevators, canopies, phone charging stations and shuttle busses for people heading to the UBS Arena. 150 parking spaces will be set aside for Elmont residents. A pedestrian overpass will be constructed to go over the Cross Island Parkway as well. The North platform for westbound trains is scheduled to be opened by the end of 2022.

On Friday, October 25<sup>th</sup>, a ground breaking ceremony was at Pipe Stave Hollow Road in Miller Place for the path that will be known as the "North Shore Rail Trail." This 10 mile long path which parallels Route 25A is the former LIRR Wading River branch that was discontinued in 1938. Sections of the old branch have power lines and the path is in use by bikers and joggers at the present time. It is unknown as to the expected completion date of this project. The Rocky Point Station which for many years was used by Thurber Lumber, was recently torn down.

## ***THE LIRR MODELER*** by Mike Boland

### ***This Month's Feature:***

## ***MODELING WALTHERS 50-FOOT FGE RBL PLUG-DOOR BOXCARS—PART 2 (CONCLUSION)***

Well, it's the end of the year so this is a good time to finish my series on the Walthers 50-foot FGE plug-door boxcar that I started last month. As you recall, I had two decorated kits and three undecorated kits. I had purchased the two decorated kits and one was an Erie-Lackawanna car in an attractive light blue paint scheme with white lettering; the other car was a Chessie System CSX car in their Enchantment Blue with yellow lettering.

These two cars were fairly easy to assemble and both needed little work. The two cars assembled quite nicely and were ready to run very quickly. I didn't like the silver-painted galvanized roof—a separate part—so I decided to paint them both in order to make them appear a little older and more used; hence, they needed more weathering. I did this by painting each roof in a different color with an airbrush. Since I wanted to “knockdown” the bright silver-colored roof I used a bottle of Floquil (remember them?) D&H Gray, a light gray color that I thought was more in keeping with the well-weathered roof of an older car.

One thing I didn't do—since I didn't have the time as of this writing—was to weather the roof even more with some oil paints to really rust the roof. That will be a subject of a future modeling feature next year, I promise!

I also substituted Kadee #148 magnetic couplers for the older NMRA X2F fixed plastic couplers that came with the kits.

Here's what I did with the three undecorated cars:

The first car I painted in the Penn Central paint scheme with Deepwater Green, which is the correct name of this paint. I used Scalecoat Penn Central Green—yes, that's what the paint companies call it!—and used Model Master Railroad Tie Brown for the underbody, trucks and wheels. The Penn Central Railroad leased their cars but had them painted and lettered in their paint scheme. They were lettered in white and were numbered PC 369071 through 369320, a lot of 250 cars. They were built in November 1972 and the PC classed them as X73 boxcars.

I used various decals from Microscale, Herald King and the PC Historical Society here and “cobbed” them to get all the lettering right along with the reporting marks for my PC boxcar. Interestingly enough, these PC cars kept their original numbers when they were absorbed by Conrail; this was a practice that Conrail employed with some of its many, many freight cars. A total of 244 cars of these original 250 cars remained in service in 1982.

This Penn Central-painted but leased lot followed 69 cars numbered 369000 through 369070 and these cars were painted with yellow sides, brown ends, brown lettering and striping. Reefer Yellow paint could be used here and Boxcar Red for the brown ends; use Microscale decal set 87-238 with PC reporting marks if you want to model this car. In later years, Conrail repainted these cars with brown lettering and stripe but no decals are available.



## ***THE LIRR MODELER...continued*** by Mike Boland

There were also seventy-five ex-E-L cars that were assigned to Conrail; these cars were numbered 360582 through 360656. These cars had yellow bodies and black lettering and were the E-L cars that wore the very attractive light blue paint scheme.

To model my second FGE RBL car, I decided that I wanted to do a Conrail model. To model this car I also used some old Herald King and Microscale decals and had to do a bit of “cobbling” to get this car right; I used some photos of the prototype to accurately model the lettering of the car insofar as there were inconsistencies and variety when it came to Conrail and how the railroad giant painted and lettered their cars, particularly boxcars.

Conrail had nice placement of its lettering on this car and it did not use their huge “can-opener” herald on the car sides. By the way, there has been much talk about the color of Conrail boxcars and just what color “Conrail Boxcar Red” actually was. Many modelers have all kinds of formulae to get the color right in their eyes but I simply used Scalecoat Boxcar Red #1—that’s right, Scalecoat has three distinct colors in this category—and it dries with a nice shine or sheen, if you will, which makes the car a lot easier to decal.

It’s been thought that when Conrail was formed, the respective shops of those railroads who were included in it used their available paints on hand for their initial Conrail repaints, meaning that there were several distinct versions and varieties of Boxcar Red until such time as the fallen flags’ own paint supply was exhausted and a standard Conrail Boxcar Red color was used.

I painted the underbody, wheels and trucks Railroad Tie Brown, which is available from both Scalecoat and the soon-to-be-discontinued Model Master line of paints by Floquil-Testor’s. (Yes, once again these guys do a real good dis-service to modelers everywhere!)

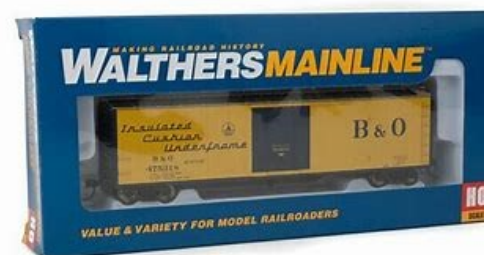
The third and last car I painted in the Fruit Growers Express Southern Railway paint scheme. I painted my car Reefer Yellow and the galvanized roof I painted gray; I used Microscale HO decal set 87-238. This car had no striping! Microscale’s set will let you number a car from several railroads including SCL, Southern, C&O, N&W, RF&P, CRR, FEC, NS, FGEX, PC, CG, L&N, PRR, WP, WPLX, B&O and C&EI. Unfortunately, I have not gotten the chance to letter the car at the time this feature was written.

If you prefer to buy your FGE RBL cars already assembled and decorated, Walther’s has the following roadnames available: C&O, CR (yellow car with brown lettering), SCL, BAR, BCOL, BN, CP and C&NW. Just make sure you take care of the galvanized silver roof.

These cars were very popular and served warehouses, canning plants, printing plants, paper mills and much more so you can use more than one car on your layout.

And don’t forget to give them some really good weathering!

Merry Christmas and Happy New Year from the LIRR Modeler!  
And happy modeling!



## Railroad Museum of Long Island Update by Don Fisher

Announcing the Railroad Museum of Long Island's Collectible Car Club offering for 2021, The White Rock Products Boxcar - Lionel SKU 21-01100



Begun as the "White Rock Medicinal Water Company" in 1871 Waukesha, Wisconsin, the White Rock Beverage Company has quenched the thirst of Americans for 150 years!

Known for its iconic logo, the kneeling nymph known as Psyche "The Goddess of Purity" was named one of America's most recognizable trademarks of the first half of the 20th century. She represents the purity, quality and vitality of every White Rock product.

Remarkable highlights of this intrepid American beverage company's history include:

- "Santa Claus" enjoyed White Rock Mixers and Ginger Ale as early as 1915!
- In 1924, CNN's Anderson Cooper's mother, Gloria Vanderbilt, was baptized with White Rock Water!
- Before the start of his famous 1927 trans-Atlantic flight from Roosevelt Field, Long Island, Charles Lindbergh christened his plane, "The Spirit of Saint Louis," with White Rock Sparkling Water!

White Rock Beverages was purchased by the Morgan Beverage Company of NYC in 1948. With strong family ties to Westchester County and Westhampton Beach, New York, with their early bottling plant located in Brooklyn and their Corporate HQ in Whitestone, Queens, the RMLI celebrates their 150th Anniversary and 78 years of operations on Long Island.

As a most important local beverage of Long Island's North Shore Gold Coast and New York City, enjoy White Rock Products delivered to your train room with this highly decorated "Made in America" boxcar from Lionel. Please go to [www.rmli.org](http://www.rmli.org) for an order form for this handsome collectible car. I invite you to look it over and consider adding this unique boxcar to your collection.

Please understand, this will be a very limited edition collectible, received only by those who order and pay for the car on or before Friday, February 19, 2021. Your order enrolls you in the "RMLI Collectible Car Club" and you will receive future announcements about the cars we produce for our Museum's club members. Remember, this is a one-time offer for this particular collectible car, after February 19th no more orders will be taken and this car will not be re-issued. These cars are not available in stores!

Your collectible car purchase will not only bring you a highly detailed Lionel "Traditional O" model, but will help sustain the all-volunteer Railroad Museum of Long Island. Your purchase supports our education and restoration programs, care for our collections and the development of new exhibits, and importantly, the care, maintenance and operation of the Historic Lionel Layout.



## Oyster Bay Railroad Museum Update by John Specce

Greetings from the North country and hopes that your Thanksgiving holiday was enjoyable.

The Museum officially closed its doors to visitors on Sunday, November 22nd. Despite the restrictions in place regarding visitation by the public, our attendance was still reasonable under the circumstances. The Visitor Center, at 102 Audrey Avenue in the downtown was officially closed at the end of September, and all operations will commence at the historic landmark station in April 2021. For those who may not be familiar, the station is located at the Railroad Plaza, approximately 1000 feet north from our former Visitor Center. The decision was made to relocate for several reasons, the most prominent being that with a substantial amount of the station having been restored, we want to promote its continued rehabilitation.

At the Display Yard, things continue to move forward at a feverish pace. Our crew working on Steam Locomotive #35 has managed to complete the repainting of the cab before the cold weather set in, leaving it in a shiny coat of gloss black until springtime arrives. New windows are being fabricated and all interior components are restored and ready for reinstallation. In anticipation of reassembly with the cab on the boiler, the cab supports, plates, brackets and a number of other appliances have also been brought out, needlescaled, primed and painted. Meanwhile, severely corroded staybolt caps are being replaced, as well as all corroded and damaged mounting studs on both the firebox and the boiler. Finally, volunteers have begun needlescaling the locomotive frame and running gear. It's our hope to be able to reassemble the major components of the locomotive sometime in 2021 as we rearrange a number of other display pieces on site.



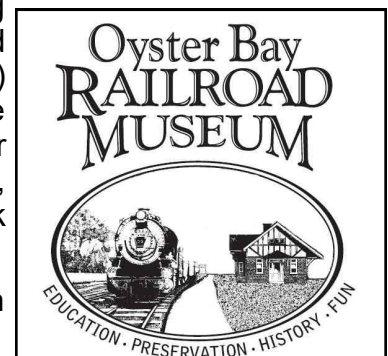
Other projects being tackled as time and manpower permit include the stripping and repainting of the World's Fair Alco Cab and the ground-up restoration of the P-54 Ping Pong Coach. The cab should be finished by spring with paint work waiting for warmer weather, and the Coach will become a major focal point of our efforts throughout the summer as the walls are repaired, windows reinstalled and a new floor is poured over the rebuilt and reinforced steel structure.

Off site, our volunteers have performed an incredible task, the removal of over 1500 feet of 100lb rail from an industrial siding in Farmingdale. We're not just talking about the rail, but pulling all spikes, unbolting all joint bars, removing all tie plates and relocating and stacking the rail itself. What's more, this job was completed over just two days, using almost exclusively hand tools and with all

but two of the dozen volunteers being well over 50 years of age! All materials were donated the property owner, and will be reused at our Oyster Bay Display Yard as we develop the site for proper display of our equipment in the coming years.

The Oyster Bay Railroad Museum remains committed to the ongoing preservation and restoration of Long Island's rail heritage. We hold regular work sessions most Saturday's year-round (weather permitting) and welcome all volunteers, of any age 18 to 80, and of any skill set. We encourage everyone to check out our website at [www.obrm.org](http://www.obrm.org). For regular updates and photos of our progress, work session notifications, and other related information, we encourage you to "like" our Facebook page at **OYSTER BAY RAILROAD MUSEUM**.

Until next time, we wish you the happiest and healthiest holiday season and a most prosperous new year!



## Reading and Northern #2102 Update

As many railfans around the country know, the massive 2102 steam locomotive is being rebuilt by the Reading and Northern Railroad at their shops in Port Clinton, PA. The T-1, 4-8-4 wheel arrangement takes much time and effort to repair into working order. At this point, several Reading & Northern workers and contractors are working five to six days per week to get 2102 back on the rails.

The shop stayed busy working on the 2102 this winter/spring. In February the last of the 724 new staybolts were installed. In March water was put in the boiler and pumped up to operating pressure.

In mid-March we saw our first completed item come from the foundry. This new cast fire door frame will be joined by all new grate holders, fingers and side bearers in the coming weeks. All of the stoker equipment is rebuilt and on hand along with the new steam dome lid.

Work also included beading all tubes and flues, buttoning up repairs to the feed water heater and pump, machining new tri-cocks, water glass valves/plugs, and plumbing in various items.

The last few months have been extremely busy at the steam shop. The 425 and 2102 successfully completed hydro's with the FRA. Work has accelerated on the 2102 and much work has been completed. The ash pan is back under the firebox and welded in, and new grates are being installed as we speak. The stoker engine repairs are completed along with the stoker jet manifold. The trailing truck rockers received a lot of work and were the last item to be completed to let the locomotive down off the jacks. On Wednesday, August 28, the 2102 was moved outside for the first time in four years. This was done to place the engine over the pit for needed maintenance. The repairs to the throttle valves and seats has been completed and the throttle quadrant is installed.

The tender and cab were also moved inside to continue needed repairs. The tender received a new hand brake and repaired rigging. Repairs were also made to the coal gates, toolboxes and we are in the process of rewiring the entire tender. We are currently fabricating brackets to hold water treatment containers on top of the tender. Repairs have been completed to all front end components including the cyclone, exhaust nozzle plates and smokebox doors. The front is complete and assembled including the headlight. Work has just begun to assemble the first of two air pumps. Seal welding the tubes and flues has begun on the rear tube sheet. Stay tuned for exciting updates in the coming months.

The 2102 continues to be put back together as we get closer to a test fire. The firebox is now complete with all new grates installed as well as the stoker elevator, firing table, fire door frame and fire doors. Most of the piping needed for a fire-up is mounted. The two cross compound air compressors have been rebuilt and tested. Work continues under the locomotive as all grease cellars have been taken out to be cleaned and repaired. The last of the lubrication lines are being buttoned up and servicing of the lead/trailing truck roller bearings is completed.

We are finishing up rebuilding the air compressor radiator and continue repairs to bracing in the tender coal bunker. The chips continue to fly as we machine 95% of our own parts in house. This has been huge advantage for us and eliminated lots of down time waiting for parts. Look for a test fire in the coming month as we enter the final stage of this momentous project.



Copyright RailPictures.Net  
Image by Kevin Madore



## The following price list is for LIST members only!

# _____ 2021 LIRR calendar	@\$8 each Total _____
# _____ LIRR Multiple Unit Cars by M. Boland	@\$48 each Total _____
# _____ LIRR Main Line East by D. Morrison	@\$18 each Total _____
# _____ LIRR Trackside with Matt Herson by M. Boland	@\$48 each Total _____
# _____ LIRR Oyster Bay Branch by D. Morrison	@\$18 each Total _____
# _____ The LIRR Co. A Hist. 1834-1965 by Bob Sturm	@\$38 each Total _____
# _____ Shortline RR's of LI by LIST	@\$27 each Total _____
# _____ Steel Road Nostalgia, Vol. 1 the Northeast	@\$32 each Total _____
# _____ Steel Road Nostalgia, Vol.2 the Northeast	@\$32 each Total _____
# _____ Jamaica Station by Dave Morrison	@\$18 each Total _____
# _____ Sunnyside Yard & Hell Gate Bridge- D. Morrison	@\$18 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 Long Island Rail Road, In Color Vol. 5	@\$48 each Total _____
# _____ The LIRR, In Color Power 1952-2015	@\$48 each Total _____
# _____ The LIRR Part Seven by V. Seyfried	@\$25 each Total _____

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

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

NY State Residents, add 8.625% tax to the total of the merchandise PLUS the shipping] \*\*\*\*\*

NY RESIDENTS, THE COST OF THE MAILED CALENDAR IS \$12.49



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

---

*HAPPY  
HOLIDAYS TO  
ALL!  
From LIST-NRHS*