

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



We know you miss seeing our steam locomotives as much as the UP Steam Team misses operating No. 844 and Big Boy No. 4014 across the Union Pacific system. To help us stay connected, the Steam Team has put together a twenty minute "virtual tour" video of the Steam Shop in Cheyenne, and Steam Club members get the first look!

That's all for now. Stay safe, and we'll see you trackside,

Union Pacific Steam Club

<https://www.youtube.com/watch?v=Tw50sr0Cai0&feature=youtu.be>



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



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

THE LIRR MODELER by Mike Boland

This Month's Feature:

SUMMER READING REVISITED

Where did the summer go? Even with wearing a mask, social distancing and not going indoors to malls, movie theatres and restaurants, I stayed healthy and virus-free and even managed to enjoy myself, even without Major League Baseball, which started late, and no Cape Cod Summer League Baseball. While I worked on my trains and got a little closer to my planned basement layout, I caught up on some modeling and reading, so I thought I would review some books about trains and model railroading. Here they are:

From Trains Magazine comes "Heavy Hauls," a magazine-style book that is about the railroads that move America's big tonnage such as coal, intermodal stacks and grain. This is a good read on today's railroads and what they move.

"Turbine Power," by Walter Simpson, is a very interesting book about a bold technology and its fate. Included in this fine book are the MTA gas-turbine cars that ran on the LIRR and Metronorth. UP gas turbines and the United Aircraft Turbo Train are also included including other experimental projects, too. This is very informative reading from Trains Books.

"Waterfront Railroads of New York Harbor Volume II" is by Bob Yanosey and a soft-cover thin book from Morning Sun. It covers a number of railroads, including the LIRR and their marine operations. There are a number of great photos here if you like this subject and I must purchase Volume 1 as soon as I can.

Another item from Trains Books is "Conrail and Its Predecessors," a wonderful book that covers CR from storied bankruptcies to unexpected profits. It's written by Brian Solomon and is profusely illustrated with great color photos. All railfans in the Northeast should get this book especially if you're a fan of PRR, NYC, PC, CR, LV or other railroads. An exceptionally good book for everyone.

Two special issues of Model Railroader are "Best of Scenery" and "Scenery & Structures-Projects for Train Layouts."

The book "Best..." has 33 detailed projects to make your layout more realistic and it's all about structures, bridges and rural scenes.

The second book, "Scenery...", has 18 projects to make your layout more realistic.

And last, there is "CSX at 40," a Trains Special Collector's Edition about the colorful history of this great company. All contemporary railfans should have this one.

Until next time when I return to modeling the LIRR, happy modeling!



Oyster Bay Railroad Museum by John Specce, President

Greetings from the Oyster Bay Railroad Museum and we hope that you are well.

We officially opened our Visitor Center and Display Yard on July 18th, following all recommended guidelines promulgated by the NY State Dept. of Health. Although July was relatively quiet for attendance, August, and so far, September resemble numbers closer to last year at this time. Our docents at both locations are working diligently to ensure the safety of visitors.

The station restoration project continues at full speed, with the exterior completion date scheduled for mid-September.. I suggest you visit our website to see the very detailed and exacting work that is being performed to replicate the look of the station at the turn of the 20th century.

Meanwhile, at the Display Yard, our dedicated volunteers continue to work on various projects, including Locomotive 35, the Ping Pong coach, and the turntable. Great progress is being made on all three, and as usual, there is the continual maintenance chores required of our other displays.

Our very popular major fundraiser, the Summer Solstice, scheduled for June 16th, was cancelled for obvious reasons. This is a major source of income and in an effort to replace that income, we initiated a summer appeal to not only our members, but friends and past supporters of the Solstice. I am happy to report that as of this writing, we have matched the income that was generated by Summer Solstice. Thanks to all that have come forward and contributed to the appeal.

Let's hope that by the next edition, things will have gotten better and we can return to some sense of normalcy. Stay Safe!!



The historic Oyster Bay Train Station is in the final stages of exterior restoration work on south and west sides.



Ping Pong Coach work included the repair of the window ledges and installation of additional floor supports.



Steam Locomotive #35 work included the final preparation work before painting of the cab and the installation of new studs on the boiler.

Railroad Museum of Long Island by Don Fisher, President

The Railroad Museum of Long Island is pleased to announce a series of **"September Guest Appearances"** by **Long Island train clubs** at our Riverhead Museum site, 416 Griffing Avenue. Each weekend in September, club members will exhibit their train layout under our big tent alongside Caboose C-68. The members will be physically distanced and wearing masks - but their trains will be running for your enjoyment!

L. I. HOTrack HO train club ~ Modular Layout Guests

On Saturday and Sunday, September 12 & 13, we will host the Long Island **HOTrack HO scale train club**. Trains will run from 12 noon to 4:00 PM each day. Physical distancing will be in effect around the train layouts and on the G-16 park train ride. Please remember to bring your masks.



Sunrise Hi-Railers O scale ~ Modular Layout Guests

On Saturday and Sunday, September 19 & 20, we will host the **Sunrise Hi-Railers O scale train club**. Trains will run from 10:00 AM to 3:00 PM each day. Physical distancing will be in effect around the train layouts and on the G-16 park train ride. Please remember to bring your masks.



Long Island Garden Railway Society ~ G scale Layout Guests

On Saturday and Sunday, September 26 & 27, we will host the **Long Island Garden Railway Society G scale train club**. Trains will run from 11:00 AM to 3:00 PM each day. Physical distancing will be in effect around the train layouts and on the G-16 park train ride. Please remember to bring your masks.

Please note: if the threat of a hurricane or tropical storm is imminent, we will have to take the tent down and cancel the guest appearance for that weekend. Please: no hurricanes in September!!

Wooden Toy Train Play Days Cancelled

The Officers and Board of Trustees of the Railroad Museum of Long Island sadly announce the cancellation of our seventh annual **"Wooden Toy Train Play Days,"** originally scheduled for Columbus Day Weekend - Saturday and Sunday, October 10 and 11, 2020.

At this time of Coronavirus, and with an abundance of caution in **mind**, we believe it is better to wait until next year to bring all the young people and their families together to enjoy Wooden Toy Trains!

Recollections of Mineola-Garden City Freight By Walter J Hilsenbeck



At times he resembled someone in the stock exchange as nearly all the phone calls to the office were his. Shortly after the arrival of the new agent, he was found to be under the influence and slept in the office overnight. After several warnings he was removed from the position and later terminated from the job. It was a real shame because he was a very talented individual. The car checker and damage inspector was probably in his late thirties and fast talker, like a used car salesman. His primary duty was to track all cars on the secondary, converse with Joe, the A & P warehouse manager whom also performed a similar check. A list of cars including the drill order was left in a coffee shop in that area for the

crew of L-68. The initial track check form was turned over to the car record clerk. Our agent Bob found this man starting work at 9:30 AM instead of the 8 AM as required. By starting late, he copied the warehouse manager's numbers instead of doing a physical check. One day, the warehouse manager had a car on his check that our man copied that was actually in L I City with a load of rotting lettuce. Needless to say, this clerk was also terminated from his job due to "Dereliction of Duty and Falsifying Records." Earlier, I had noted Bob Hickerson whom was a veteran employee. He worked with my late father-in-law John Duryea as a clerk in the Jamaica area. One time when moving some heavy items out of a box car, they slipped and struck John on the head causing a blood clot to form. Bob's immediate response was to get him to a hospital quickly and he recovered very nicely after that. The hospital was the old Van Wyck facility and it is long gone.

As I noted earlier, Bob knew all the ins and outs and was a great teacher as well as a friend. In the late 1950's, I became the car record clerk and also the track checker on the Mitchel Field secondary. Being unable to drive for awhile that winter when I lived in Bellaire, I took a Hempstead bound train and detrained at Country Life Press. I then walked along the tracks to Clinton Road where the track check began. After completing this work I went to the Commercial Rest [a local coffee shop] where I met conductor Meyers of the L-68. This was usually around 9:30 and then our agent Bob would pick me up and we would go to the office. There, I performed all the duties as a car record clerk. At day's end, Bob would drop me off at Mineola station where I caught the last MU to Bellaire.

One afternoon, Bob told me I was to see the boss at Jamaica whose name was Bob Richardson. Bob hinted to me what it was about and said Don wants to promote you to the Extra Agent position which was the next step. He also said he would miss my being there but would not hold me back. In closing, Bob Hickerson was my first sponsor to the next level in what was then the station department. I had a few sponsors over the years, the last being Larry Dixon who introduced me to the operating department where I retired as a Transportation Manger. I cannot omit the name of the person who succeeded me at Mineola/Garden City. He is LIST Chapter member Walter Schaffner.



Walter Jack Hilsenbeck. LIRR service 4/1/1956 to 11/1/1988.

Recollections of Mineola-Garden City Freight By Walter J Hilsenbeck

My first article about the freight operation during the late 50's was mainly about the crews servicing this area. Now, we will get into the manpower in the office.

First is agent Charlie Embert. Charlie was a slightly built man that wore wire rimmed glasses. He was a real gentleman. His pet named Bonnie was a mini poodle that always occupied the one side of the chair he was seated on. He drove a 1958 Edsel to and from his home in Floral Park each day. On one occasion when I asked to be absent from the job to visit my future wife Juanita Duryea who was working the Massapequa ticket job, Charlie replied, Yes of course, and Walt, here's the keys to the Edsel, make a real good impression." Of course I took him up on the offer.



In the late 50's, Charlie left this agency and was appointed passenger agent at Flatbush Avenue. This was a management position and served Charlie well. He retired in the early 60's and told his superior he did not want any formal party or send off. If they insisted, he said "All right, but I want to have Mr. Goodfellow to attend." Mr. Goodfellow did attend the luncheon at the old Garden City Hotel and so did Walter Schaffer and yours truly.

Charlie's successor at the freight office was Bob Hickerson who lived in Greenlawn and was agent at Huntington. The Huntington agent was in charge of Cold Spring Harbor, Syosset, Greenlawn and of course Huntington which had a very large freight operation. He was more than qualified to assume his new position. Unlike his predecessor, Bob was a very hands on type of manager. He mastered his new assignment very quickly and was always willing to lend a helping hand. There was no fooling Bob, he knew all the ins and outs, no lame excuses.

The cashier, Chester Smith, was the typical old type Railroad clerical employee. His work was flawless and it consumed most of his eight hour tour of duty. Our major consignees like Newsday, A & P and others had credit so they were billed directly by Long Island City and we would receive a listing of who were current and those being dunned. All other billing was handled by Chester with payments going directly to us. Each day

Chester was required to strike a balance and he never failed. No computers etc, just a manual hand cranked adding machine. Chester also resided in Floral Park and his wife Marge dropped him off each morning and retrieved him in the afternoon, usually about 4:30. He was a delight to work with and taught me many things including the necessary tools to cover his vacation of three weeks duration.



The next two names are omitted for obvious reasons after you read this. The car records clerk records all traffic, drill orders [except for the L-68], orders all empties for loading and other duties. This man was in his mid-thirties, well dressed, vest and all and smoked at least a pack of cigarettes during his tour.

Penn Station at 110 Years, by Bob Sturm Reprinted from Semaphore "Extra Section", September 8, 2010

The original concepts underlying Penn Station date back to the early 1890's. A leader in the drive to gain access to Manhattan and the port facilities of New York harbor was Austin Corbin, President of the Long Island Rail Road. His concept was to provide direct access to the commercial district of lower Manhattan and to the continental rail network, first via the CNJ and later via the PRR.

Each of the major carriers (Erie, DL & W, LV, PRR, B&O and CNJ) were independently exploring concepts and routes of their own. Various terminal locations were studied, along with bridge types and tunneling techniques. The major hurdle was not the engineering and construction capabilities, but rather the enormous capital costs required; the individual carriers could not attract enough investment capital to go it alone.

The PRR finally decided to proceed with a plan to go forward and approached the other railroads to construct a crossing and terminal to be used in common. Lengthy negotiations went nowhere. Meanwhile, railroads in Britain and France were employing electric traction. This mode of power suggested tunneling as a more viable method to gain access to Manhattan.

At the same time, the PRR felt the need to compete with the New York Central in terms of accessing New England and Canada and to provide freight service to and from the large manufacturing areas that were expanding in Brooklyn and Long Island City. The PRR combined the two concepts and decided to proceed independently with a project modestly named "The New York Tunnel Extension". As modest as it sounds, the project included the following:

Four tunnels under the North (Hudson) River, A terminal station complex encompassing 28 acres, An intermediate station at 33rd street and Fourth Avenue, Six tunnels beneath the East River, A 208 acre passenger storage yard (Sunnyside), A freight tunnel between Greenville, N.J. and Bayridge, The New York Connecting Railroad and Hellgate bridge complex, An electric generating system to provide power to the terminal, tunnels, and LIRR electrification, A new rail connection between the LIRR mainline and Glendale, A system of piers along Newtown Creek to facilitate intermodal freight handling. Obviously, all the planned improvements were never built! (In this writer's opinion, these criticisms were valid.)

First publicly announced in 1901, the project opened in stages in 1910, with LIRR inaugurating service on September 8 of that year. Critics of the day bemoaned three aspects of the project: It was located too far west, Herald Square being considered more suitable, The depth of track level and the means of access to the platforms was confusing, There were insignificant space allowances for suburban and commuter traffic.

Some of the amenities included in the terminal were a fully staffed medical facility, a segregated waiting room for mourners, a YMCA and a suite of offices for railroad executives, including those of the LIRR. Formal and informal restaurants were placed in an arcade of upscale shops.

The terminal and its approaches have served well over the years, in spite of the steady shift in traffic patterns from long intercity trains (which often operated in multi-sections) to ever increasing numbers of commuters whose trains are operated in peak hours. Concourse areas for suburban riders have been greatly expanded, and vertical access has been added to improve pedestrian movement.

In addition to increase in suburban and commuter traffic, Amtrak Acela service has recaptured a significant number of riders from airline shuttle flights to Washington and Boston.

All things considered, Penn Station has served the traveling public well in the last 100 years. It has always operated at its train movement capacity, and the terminal facilities have been expanded, improved and air conditioned to meet the needs and expectations of today's travelers. That's not too bad for a facility that was conceived and designed in c1900.

SEPTEMBER MEMBERSHIP MEETING

September 25, 2020

Please note that this is the fourth Friday of the month

To comply with current restrictions regarding gatherings, this meeting will be held via Zoom®. Around 7:50 PM on September 25, 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 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.

To attend the September membership meeting please type this link into your Internet Search Engine or if you are viewing this digitally and it is underlined in blue, just click (or control/click) on it:

<https://us02web.zoom.us/j/88072298523?pwd=QXZNNkdPR0lBemtLdmRnN1dHVmFkZz09>

Additional Information: Meeting ID: 880 7229 8523 and the Passcode: 573492

To access via a mobile phone not on the internet (normal telephone charges will apply):

Dial by your location and be ready to input the Meeting ID and Passcode

+1 929 205 6099 US (New York)

+1 301 715 8592 US (Germantown)

+1 312 626 6799 US (Chicago)

+1 346 248 7799 US (Houston)

+1 669 900 6833 US (San Jose)

+1 253 215 8782 US (Tacoma)

The entertainment portion of the meeting will be a 'double-header' as follows:

A QUICK TRIP OVER THE PENNSYLVANIA RAILROAD'S NEW YORK DIVISION

This presentation features photography from 1974 mixed with a series of aerial photographs from the Library of Congress and a group of historical images illustrating rail operations between Long Island City and Trenton in the Northeast Corridor.

THE EAST BROAD TOP RAILROAD IN 2019 AND 1974

Take a photographic trip over the East Broad Top Railroad in 2019. This is especially timely as the line has just been purchased by a preservation group and much work had been put in hand. The presentation ends with a photographic attendance at the 1974 Steam Spectacular featuring triple headed steam locomotives.

In the future we would like to be able to send you a blind E-Mail directly with the link for the meeting. Please send your name and E-Mail address to EdwardMKoehler@nyc.rr.com as he will be compiling a group E-Mail list for the Chapter.

Any questions or problem with Zoom®, please contact Ed Koehler at EdwardMKoehler@nyc.rr.com or call him at 917-603-4276.

LIRR NEWS by Steve Quigley

To paraphrase the beginning of a famous book, It was the Best of times and the Worst of times.

This summer the passenger load on the LIRR is off by 75%+-. However, the On Time Performance is 95%+. I have noted recently an increase in the number of commuter cars in the Babylon Station parking lots recently but it is still way off from the number of cars at the beginning of the year.

The LIRR has completed installation of PTC [positive train control] technology on 94% of its tracks with at that time, was 4 months to go before the federal deadline. It was stated by LIRR management that the railroad will be able to fully implement PTC before the deadline of December 31, 2020. 100% of the LIRR's cars have the equipment and software to operate PTC, however, the remaining incomplete 6% is within the areas of Jamaica and Harold Interlocking in Sunnyside Queens.

There is a new feature on the LIRR Train Time that can now predict how crowded each train will be based on ridership patterns of the previous 7 days. This past June, the LIRR rolled out real time train loading data on its app. This app uses load weight sensors built in the cars suspension systems to detect how many people are on board each car. It allows people to choose where to sit and even where to position themselves on station platforms. Originally, the train loading feature was only available on the electric trains but since cameras have been installed on the Bi-Level cars, this feature is now available on the diesel cars also. [This train Time app introduces riders to a vast amount of information that can be used in various ways. You should check it out! SQ]

The New Hyde Park Road railroad crossing has been eliminated as of the end of August. The crossing has been closed since February and since then, the land adjacent to the tracks has been excavated and a new 3,550 ton bridge was moved into place in July. The new roadway includes 5 lanes for car traffic and pedestrian walkways on both sides of the traffic lanes. The construction was completed early and thus the ceremony opening it was on August 24th. The NHP Road crossing is one of eight that is in the process of being eliminated as part of the Third Track Project which has been progressing through the pandemic.

New York State has begun issuing \$50 fines to passengers on the LIRR who refuse to wear a mask to prevent the spread of the corona virus. If a rider does not have a mask, the MTA will provide one for them. An option for a rider whom does not wish to wear a mask is they will be asked to leave the train. The MTA has already distributed 4 million masks throughout its system. Enforcement of the rule will be conducted by the MTA Police.



STAY SAFE AND BE WELL!



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 September 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 SEPTEMBER 25TH. WE HAVE PUSHED BACK THE MEETING ONE WEEK DUE TO A SCHEDULING CONFLICT. 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. It shall be interesting!

Our 2021 LIRR calendar is at the printer and we should receive it shortly. 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. The printer has provided us excellent quality and service thus we will utilize this company for our 2021 calendar. I wish to thank the members of the calendar committee, Bob Myers, Bob Sturm, Mark Sullivan, Walter Hilsenbeck and Ed Koehler. Many thanks to them for their time and effort in producing an excellent calendar that I know you will all like. Thank you to the several people whom contributed their pictures, photos and slides as well as Don Fisher of the Railroad Museum of Long Island in Riverhead who let me look through and utilize their photo files. Many thanks to everyone for their time and effort in helping us produce an excellent calendar that I know you will all like!

We were in the planning stages of having a trip to Greenport on the LIRR this year. However, due to unforeseen track work on the Main Line between Floral Park and Hicksville, we are postponing the trip to a tentative date of April 24th 2021. This date happens to be the 187th anniversary of the LIRR. We plan on 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.

Bob Sturm's new book is in the final stages of being written and we hope it will be printed and published this fall. Our Chapter is providing support so that this important work will be available to be read by all who appreciate the history of the LIRR. The book will cover the History of the LIRR from 1948 to 1980. I have read a draft copy of the book and it is the same fine quality as Bob's first LIRR History book! You will enjoy reading it and learning the why and how things happened on the LIRR during that time span.

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





SEMAPHORE



September 2020

Welcome back, we hope you had a great summer!

The LIST September meeting will be held on **Friday, September 25th, 8:00pm.** To comply with current restrictions regarding gatherings, this meeting will be held via Zoom. Details on how you can connect may be found on page 4.

THIS MONTH:

Ed Koehler will present on the Pennsylvania Railroad's New York Division, and on the East Broad Top Railroad.

Details of this presentation may be found on page 4.

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For regular updates and other important information, visit the Chapter website at: **LIST-NRHS.org**

Email: lisunrisetrail@yahoo.com

The Chapter mailing address is:

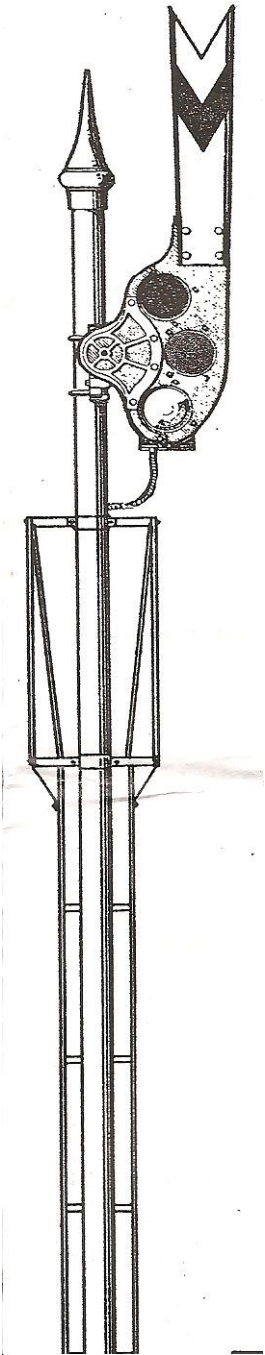
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LONG ISLAND-SUNRISE TRAIL CHAPTER
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