



# SEMAPHORE



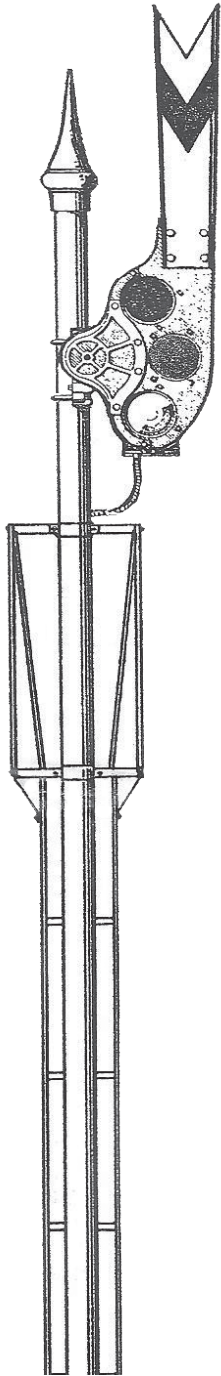
October 2023

The LIST Next meeting will be held on **Friday, October 20<sup>th</sup> at 8:00 p.m.**

This meeting will be **IN PERSON** at the historic Van Bourgondien house in West Babylon as well as **by ZOOM**.  
The address of the Van B house is 600 Albin Avenue in West Babylon.

## THIS MONTH

Ronnie Schnepf, a Director of the Oyster Bay Railroad Museum will present the history of the museum, current projects at the museum and a video of recent accomplishments.



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For Regular updates and other important information, visit the LIST Chapter website at: [LIST-NRHS.org](http://LIST-NRHS.org)

Our Chapter's mailing address is:

LIST-NRHS

PO Box 507

Babylon NY 11702-0507



*The Publication of the*  
**Long Island - Sunrise Trail Chapter**  
*of the*  
**National Railway Historical Society**



## October Membership Meeting Information by Ed Koehler

### LOG IN INFORMATION FOR THE OCTOBER MEMBERSHIP MEETING

Persons entering either this electronic meeting or the physical meeting room agree to not record any or all part of the presentation without the express written permission of the Long Island Sunrise Chapter NRHS, the host/producer and the presenter. Violations of this agreement could result in criminal and/or civil penalties. Thank you for your cooperation. Want to get in contact with a presenter? We will be happy to facilitate that.



**Former LIRR shop switcher 397 at the Oyster Bay Railroad Museum in May, 2017. E.M. Koehler image.**

**Friday, October 20, 2023 at 8:00 PM** eastern, **7:00 PM** central: The October Membership Meeting of the Long Island Sunrise Trail Chapter of the National Railway Historical Society will be held at 600 Albin Avenue, West Babylon, New York. We ask all local members to attend. For our out of town members, we invite you to participate via Zoom®. The entertainment will be supplied by the Oyster Bay Railroad Museum and will feature a PowerPoint® slide show on the history of the museum, the current projects at the museum and some video of their recent accomplishments. Ronnie Schnepf, one of the OBRM directors will be presenting to us.

To attend this event, click this link:

<https://us02web.zoom.us/j/87143100154?pwd=aVc4V2lwK2w2ODFiN2I3bVdOT3dzQT09>

Meeting ID: 871 4310 0154      Passcode: 304393

One tap mobile

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+19292056099,,87143100154#,,,,\*304393# US (New York)

Any questions or problem with Zoom® please contact Ed Koehler at EdwardMKoehler@nyc.rr.com or call him at 917-603-4276. E-Mail contact is discontinued at 5:30 PM eastern time the day of the event.

- \* \* \* -

**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.

- \* \* \* -

## LIST Happenings by Steve Quigley

Regretfully, we postponed our trip to the Danbury Railroad Museum. The day before we scheduled the trip, we had an incredible rainstorm in the NY Metro area. The subways were flooded and the Metro area railroads experienced delays, cancelations etc. As a result, we postponed the trip for another time.

Our 2024 LIRR calendar is selling very well. We have sold approximately 80% of the total order in less than one month and expect it to be a sell out again like our 2023 version. We increased our initial order from last year due to our 2023 version selling out. If you wish to order our excellent calendar, please do so soon as we do not hold any calendars waiting for an order. The order form is in this month's Semaphore.

The annual dues notice will be mailed in the November edition of the Semaphore. Your prompt payment is appreciated by our Treasurer, Alan Mark. Please do not mail your dues to our PO Box as we have to forward it to Alan at his address. If you wish to order a calendar or book, please make a separate check for the dues as we prefer them separately. The dues are remaining at \$20 for another year even though postage and printing costs of the Semaphore have risen [like everything else!].

Thanks to Chapter member Al Johnson, our website is being totally revised. Al has taken on the task of managing the substantial changes that are taking place to it. We should have the revised version completed in approximately one month. When it is finished, I will let you know and I hope you will peruse it and provide us with comments.

The NY Transit Museum continues to have excellent programs, tours and trips. One tour that is coming soon is "Take the Best Subway 101 Tour in NYC." There are multiple dates through December of this year. The tours cost \$30 and they start on October 12th and continue until December 7th. It consists of a guided tour of the subway, visiting stations, learning about its secrets as well as exploring art and architecture. You will also view exclusive archival images from the Museum's collection along the way. Please see the Transit Museum website for additional information.

On Saturday, October 7, my wife [Chapter Secretary Christine] and I took "An Afternoon Ride to Green - Wood Cemetery which was sponsored by the NY Transit museum. We rode from 96th St. 2nd Ave [Manhattan] to 25th st. Brooklyn in an excellent condition R1-9 subway train. The ride was great and everything was well organized. The tour of Green-Wood Cemetery was very informative with many notables permanently residing in this beautiful park like setting. Kudos to the people of the Transit Museum who provided us and 250 others with a great and enjoyable and informative day!

Just a reminder!

The presenters of our Chapter meetings put in a substantial amount of time and effort in producing a show that we hope you like. PLEASE do not interrupt the presenter and keep comments to yourself. Hold your questions until the end of the show unless the presenter states they are open to questions. Courtesy and etiquette should be maintained during the meeting. We thank you for your cooperation in this matter!

**THERE WILL NO VIDEO TAPING OR PHOTOS OF THE MEETING CONTENT WITHOUT THE EXPRESS CONSENT OF THE PRESENTER.**

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 do not mail me hard copies of your articles. Please email your articles as we have to retype mailed copies.

**PLEASE SEND ME YOUR EMAIL ADDRESS AND I WILL EMAIL YOU THE SEMAPHORE WITH COLOR PICTURES!**

**LIRR News** by Steve Quigley**THEN and NOW**

Catherine Rinaldi, Acting President of the LIRR announced on Monday, September 18 that she will step down from her role as interim president of the LIRR. There have been growing calls from many LIRR riders, local officials and two LIRR representatives on the MTA Board for the LIRR to have its own, separate president. Robert Free, whom is the LIRR's vice-president of operations, will take on the role of acting president in addition to his current duties. Ms. Rinaldi is currently the president of Metro-North and she assumed the role of LIRR acting president in 2022. She has served as Metro-North's president for the past 6 years. Under Ms. Rinaldi's tenure, the Third Track Project was completed, and Grand Central Madison was opened. However, during this time LIRR customer satisfaction substantially decreased which was mostly related to the opening of Grand Central Madison and the resulting schedule changes.

Mr. Free joined the LIRR more than 30 years ago and began his career as a station cleaner and was appointed VP of operations in March of 2022. We wish Mr. Free success with his position as acting president of the LIRR!

The new Massapequa pocket track is finally in service which corresponds with full East Side Access service. A new 12 car pocket track east of the Massapequa station was built as part of the many East Side Access Projects. Three switches, five signals and approximately 1,000' of track were built at the cost of approximately \$19 million. The pocket track is located between the two main tracks thus was easier to build because the existing tracks did not have to be relocated or modified.

On September 22nd, the LIRR announced the grand re-opening of an upgraded Mineola station. The Grand Re-opening was attended by Catherine Rinaldi, interim president of the LIRR, various LIRR senior management, local politicians as well members of the media.

The enhancements to the station are as follows:

Platforms that can accommodate 12 car trains, an additional pedestrian overpass walkway, a renovated station building, platforms and stairs that are heated to melt snow and ice and a 20' tall statue of Bessie and Roxey.

The current Mineola station building was opened on September 22, 1923 which makes it 100 years old as of the date of the re-opening. The original Mineola station was built in 1837 and in 1865 a depot building was built and named Mineola Junction. A descendant of George Eggers who was the first person to buy a ticket at the new Mineola station in 1923 attended the re-opening ceremony.



## The LIRR Modeler by Mike Boland

### THIS MONTH'S FEATURE: 1950 ON THE LIRR WAS AN INCREDIBLE YEAR!

After writing about the LIRR MU Passenger Car roster of 1950 not too long ago for the SEMAPHORE, I came across a locomotive roster or "1950 Locomotive Assignment" piece of paper as the LIRR information sheet calls itself. It's an interesting document and reveals quite a lot about my favorite railroad. The LIRR's roster of locomotives includes steam, electric and diesel-electric power. There is also "borrowed" PRR power—more about this later!—as well as a number of steam locomotives stored as the railroad transitioned from steam to diesel power. What's so fascinating here is that LIRR electric locomotives, both AC and DC units, are at the height of their glory but more about this later, too. First, let me write about steam.

**Steam:** The LIRR rostered 49 steam locomotives in 1950. Other than G5s' #36 and #44, all the other G5s locos are active in passenger service. As for freight operations, nine H10s 2-8-0's are on the roster for freight service, numbers 111 through 119. Four C51s 0-8-0 switchers round out steam operations, along with six K4s' borrowed from the PRR that were to be returned to the PRR on July 5, 1950! These K4's wee #3655, #3740, #3880, #3887, #5365 and #5406. These big Pennsy beauties were probably used in east end service to Montauk and surely pulled my favorite PRR ex-Pullman heavyweight 28-1 parlor cars. A number of steam locomotives were stored: three G5s' with one G5s awaiting disposition (scrapping, most likely!); four class C51sa switchers; and 12 class H10s locomotives.

**Electric:** The railroad utilized both AC- and DC-powered locomotives. The AC locos were the famous PRR B1 locomotives, which were short, six-wheel boxcab electrics and usually used in pairs with the railroad referring to them as BB3's. These locomotives switched the railroad's Bay Ridge Yard using 11,000 volts of AC. They worked the four floatbridges, making up and breaking up freight trains moved over water by carfloats between the PRR floatbridges at Greenville, N. J. and Bay Ridge in Brooklyn, where they were reassembled and pulled by the New Haven Railroad for New England destinations.

There were 13 two-unit locomotive pairs of these BB3's and they also switched the Bay Ridge Branch between the floatbridges and east to the LIRR's Fresh Pond Yard. Catenary had been strung overhead but oddly, most local switching was done by LIRR steam locomotives, and then diesels in later years! However, all the sidings between New Lots Yard and some tracks of Fresh Pond Yard—probably the upper level by the New York Connecting Railroad—had catenary but apparently the LIRR elected to go non-electric here. Why? Good question!

Powered by the LIRR's third rail, there were 15 two-unit DD1 AC-electric locomotives originally used in passenger service with each one of the two units in a 4-4-0 wheel configuration, hence their "D" designation, similar to a steam locomotive with the same wheel arrangement. The pair of locomotives had to be operated together; they could not operate as a single unit. These locomotives were at first used in through or "one-seat ride" service to and from Penn Station. In later years, they were used in work-train service and after freight sidings were electrified, they were used in LIRR freight service with the use of reacher flat cars equipped with third rail shoes to assist in operation. By this time, DD1 units #345, #346, #347, #350, #355, #357 and #359 were out of service.

The 15 DD1's made the "one seat ride" possible for commuters for decades but this would end in about a year (1951) when the DD1's were withdrawn from service. It would prove to be too expensive as the DD1's were too old to be equipped with Automatic Speed Control (ASC) and maintain when ASC was installed in LIRR locomotives and MU control motor cars in 1951. In addition to the DD1's, there were two shop electric switchers, #320 and #322, that were also powered by the LIRR's DC third rail.

**Diesel-electric:** What is really surprising is the number of diesels at this time—49!—that are in service from different builders. In addition to the railroad's famous first two diesel-electric locomotives—#401 and #402—there were switchers from both Baldwin and the American Locomotive Company (ALCo). Earlier, there had been a two-unit diesel locomotive that later could be operated independently of each other. This was LIRR #403A and #403B, built by Baldwin-Westinghouse but these two units were gone by 1945. These first two "pioneers" would last into the 1950's.

There now was a Baldwin VO-660 (#403:2), four DS 4-4-6 switchers and one DS-4-4-10 switcher, which was equipped with ASC and operated on the mainline in freight service. The ALCo's were yard switchers—first, there were the 600-horsepower S1's and then later the more powerful S2's, which were 1000-horsepower each. There were 14 ALCo S1's and 14 ALCo S2's used in switching service, once referred to as "shifting" by the LIRR. There were nine ALCo RS1's, which were 1000-horsepower road switchers that were equipped with steam generators for passenger service. These units were used in both freight and passenger service.

Fairbanks-Morse (F-M) also had locomotives on the LIRR roster. There was one F-M H15-44, the former F-M demonstrator #1503, which was purchased by the LIRR and later upgraded to 1600-horsepower to match the other LIRR F-M H16-44 units that the railroad would ultimately purchase. These were #1501, #1502, and #'s 1504 through 1509.

Also on the roster were "cab" units, probably the most exotic of all LIRR diesels; these were the Fairbanks-Morse C-Liners, short for "Consolidation Line." These were the first two C-Liners in a purchase of nine CPA20-5 2000-horsepower locomotives and four CPA24-5 2400-horsepower C-Liner units. More units would be coming in July 1950 and three of the 2000-horsepower units were already on the property but not in service.

So for the LIRR, still under the control of the PRR, which was in the background but still present, as of June 30, 1950, 131 locomotives were in service and on LIRR property. Five years later, AC electric, DC electric and all steam locomotives would all be gone! Amazing! Absolutely amazing! Yes, 1950 was an amazing year for the LIRR in so many ways!

And for me, I was only four months old! Doris and Vinny Boland's first-born! A brother and sister would come later but I had already become a LIRR fan for life!

How about that!

Until next time, happy modeling!





## LIRR Unveils Upgraded Mineola Station on Station's 100th Birthday

Metropolitan Transportation Authority (MTA) Long Island Rail Road (LIRR) announced the opening of an upgraded Mineola Station. The enhancements are part the LIRR Expansion Project from Floral Park to Hicksville, as well as part of a broader LIRR initiative to strengthen the reliability and resiliency of LIRR infrastructure.

The upgraded station features:

- New, wider platforms with partial canopies that can accommodate 12-car trains
- Two pedestrian overpasses (one just east of existing station building and another with elevators located at Main St.)
- A renovated station building that is fully accessible to all in accordance with the Americans with Disabilities Act (ADA)
- A majestic 20' tall bronze sculpture, Bessie and Roxey, commissioned by MTA Arts & Design
- Standard USB charging stations, digital signs and audio speakers announcing upcoming train arrivals, security cameras, customer help and emergency phones, platform shelters with electric radiant heat
- A system to automatically prevent buildup of snow and ice on the platform and on stairs
- New "Kiss and Ride" at Main St with parking
- A future newsstand located within new west overpass building
- New elevators at the Main Street Overpass

"The opening of Main Line Third Track and the inauguration of Grand Central Madison service means that 80 more trains are stopping at Mineola Station every day," said LIRR Interim President and Metro-North Railroad President Catherine Rinaldi. "Thousands of LIRR customers who travel to and from Mineola now have a modern station with wide, accessible platforms, beautiful artwork and modern amenities."

"Third Track is a terrific example of how we can maximize improvements to our system by bundling station upgrades into our megaprojects," said MTA Construction and Development President Jamie Torres-Springer. "Using innovative contracting methods allowed us to make major renovations to stations as we increased capacity. Now, Mineola residents have access to a state-of-the art facility that can better accommodate the large increase in service brought about by the opening of Grand Central Madison."

"I am proud to commemorate the 100th anniversary of the Mineola Long Island Rail Road Station, which has served as an historic symbol of connectivity and community for Long Island commuters. To this day, it remains a vibrant hub that is essential to our region's growth and has played an integral role in the lives of countless residents and visitors alike for generations," said New York State Senator Kevin Thomas. "The Mineola LIRR Station remains a vital gateway of opportunity and progress, whose enduring presence is a testament to the resilient spirit of Long Islanders. Here's to the next hundred years of service and progress."

"Mineola Station is much more than just another railroad stop, it's an integral part of our history. Long Island was America's first suburb and that wouldn't have been possible without the Mineola Station," said New York State Senator Jack M. Martins. "It's 100 years old now so you might even say the island grew up with the station. That's why today, she serves as a major transportation hub for all of Nassau County."

"The revitalization of the Mineola LIRR station has been an integral part of the vision of the Village of Mineola's master plan for over 20 years. Now that the station is complete, it is a great complement to the ongoing transit-oriented developments, and general downtown revitalization that the village has made its central priority for well over a decade," said Mineola Mayor Paul A. Pereira. "Our residents, business owners, commuters, and visitors have been rewarded for their patience and understanding during construction with a beautiful state of the art transit facility that will serve generations to come."

When the ticket office at the newly built Mineola station opened at 7:00 a.m. on Saturday, Sept. 22, 1923, George Eggers of Glen Cove bought the first ticket followed by Peter L. Cody of Roslyn and Ray Bernard of Mineola.

The original Mineola station was built in 1837 and in 1865 a depot building was erected and named Mineola Junction. A second station was built in 1883 and was replaced by a new station in 1923.

According to the Long Island Rail Road Information Bulletin of Dec. 3, 1923, a large delegation of LIRR officials led by General Superintendent C. Dwight Baker and the Railroad band boarded a special train at Jamaica at 1:00 p.m. destined for Mineola station and the "Station Day Celebration" activities.

Celebration Chair R.T. Childs celebrated the new stations' opening exclaiming, "For years it has been regretted among the well-wishers of Mineola that our railroad station facilities were so inadequate. Today all that is changed. We hope another change may soon take place, and that in the very near future we may again welcome you and your associates to celebrate the electrification of the line to Mineola."

## LIRR Unveils Upgraded Mineola Station... continued

The upgraded station features new public artwork created by artist Donald Lipski. *Bessie and Roxey* (2023) celebrates two separate but interconnected figures of Long Island history, aviator Bessie (Bessie) Raiche and Roxey, the LIRR dog.

Commissioned by MTA Arts & Design, *Bessie and Roxey* is a majestic 20' tall bronze sculpture that lifts two incredible stories from the early twentieth century. Raiche, the first woman to pilot an airplane solo, stands proud on her plinth. Seated at the top of her raised left arm is Roxey, de facto mascot of the Long Island Rail Road.

"*Bessie and Roxey* is whimsical and inspirational. Donald Lipski's vision brings home to the Mineola community these all but forgotten stories," said MTA Arts & Design Director Sandra Bloodworth. "Although these notable Long Island residents did not cross paths, the pair is connected through time and place. Stories of their courage and determination have gone unsung for many years. Their shared local history is now forever preserved."

"Bessie Raiche was a maverick and pioneer of her times; blazing the way in aviation, medicine and women's rights," said Executive Director Cradle of Aviation Museum Jennifer Baxmeyer. "The Cradle of Aviation Museum is honored to participate in LIRR recognition of her contributions and achievements."

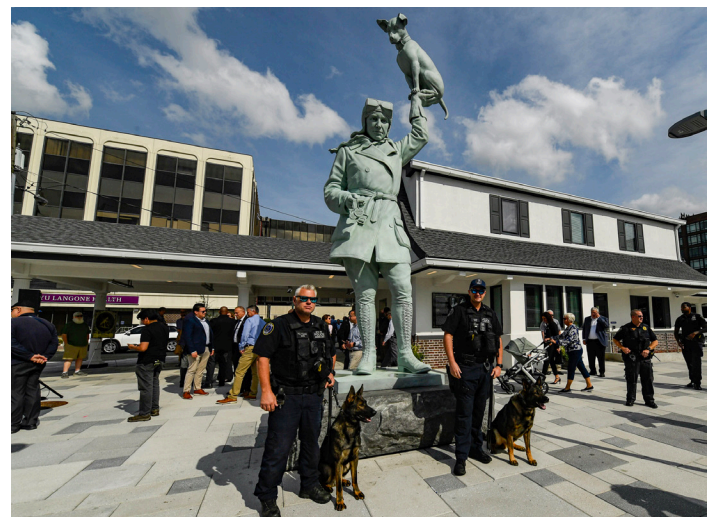
"To me, the warm, traditional style of the station called for a bronze statue, something I'd never made. I hope it is loved and enjoyed by generations," said artist Donald Lipski.

Mineola Station on the Main Line of the LIRR serves nearly 14,000 customers daily and consistently ranks as the third busiest station east of Jamaica. All trains for the Port Jefferson, Ronkonkoma, and Oyster Bay branches run through Mineola Station, as well as a few for the Montauk Branch. The station sits adjacent to the Mineola Intermodal Center, operated by Nassau Inter-County Express (NICE) Bus.





# LIRR Unveils Upgraded Mineola Station... continued





## Lindenhurst Railroad Museum Information by Skip Meinhold



**LINDENHURST HISTORICAL SOCIETY  
1901 RESTORED LONG ISLAND RAIL ROAD DEPOT  
AND FREIGHT HOUSE MUSEUM  
IRMISCH HISTORICAL PARK, LINDENHURST, N.Y.  
by "Skip" Meinhold, Museum Manager**

The 1901 Restored Long Island Rail Road Depot and Freight House Museum will officially reopen for the 2023 season on Wednesday, June 7th and will be open all Wednesdays, Fridays and Saturdays from 2:00PM till 4:00PM through to October 28th. Admission is FREE but donations are gratefully accepted.

Within the last 3 years, LIRR Cabin Car C-53, behind the depot, on tracks laid with the help of the Oyster Bay Railroad Museum many years ago, was repainted back to its original factory coloration of orange and black with yellow highlights. This was accomplished with the help of Twin Forks Vice President Gerard Jewels. ART SIGNS in West Babylon was contacted to make the LONG ISLAND lettering down both sides and all lettering on the roof ends and cabin car weight. They even made ' The Route of The Dashing Commuter ' logos and had them installed also.

Next project will be to restore and repaint the inside of this cabin car. This cabin car is one of only 6 that were made for the Long Island Railroad as they have no side pushouts or cupolas. Of the 6 made in 1958 by the International Rail Road Car Company, only 3 remain in existence; ours, one in Oyster Bay and one in the LIRR Team Yard on Albin Avenue in West Babylon. Unfortunately, cabin car C-50 in the team yard, is rusting away and is basically used for storage on a siding.

This museum is dedicated to the rail road and the initial South Side Rail Road Company back in 1867. Without the railroad, there would be no Lindenhurst.

A wall with a large South Side schedule is on display as well as a wall deicated to "Mile-A-Minute" Murphy who pedaled a Columbia Tribune " Blue Streak " bicycle behind a LIRR train, over the course of a mile, in under one minute in 1899.

All are welcome to come and visit.

Contact "Skip " at [mrskip613@yahoo.com](mailto:mrskip613@yahoo.com) or my cell at 631-678-2698 ( leave msg )

**LIST Publications ORDER FORM***The following price list is for LIST members only!*

# _____	2024 LIRR Calendar <b>NEW</b>	@\$8 each Total _____
# _____	The LIRR drawings of Vincent Quatroche <b>NEW</b>	@\$10 each Total _____
# _____	LIRR Port Washington Branch D. Morrison <b>NEW</b>	@\$18 each Total _____
# _____	The LIRR 1949-1980 by R. Sturm <b>NEW</b> Vol. 2	@\$38 each Total _____
# _____	The LIRR Co. A History 1834-1965 by R. Sturm	@\$38 each Total _____
# _____	Volume 1 and 2 of Bob Sturm's books	both for \$68 Total _____
# _____	Shortlines of Long Island by H. Fagerberg, E. Koehler	@\$27 each Total _____
# _____	LIRR Montauk Branch by Dave Morrison	@\$18 each Total _____
# _____	LIRR Babylon Branch by Dave Morrison	@\$18 each Total _____
# _____	The 185th Anniversary of the LIRR book	@\$5 each Total _____
# _____	LIRR Multiple Unit Cars by M. Boland Vol. 1	@\$48 each Total _____
# _____	LIRR Multiple Unit Cars 1953 - 2020 by M. Boland Vol. 2 <b>NEW</b>	@\$48 each Total _____
# _____	LIRR Main Line East by D. Morrison	@\$18 each Total _____
# _____	GCT + Penn Sta. Statuary & Sculptures by 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 _____
# _____	Jamaica Station by Dave Morrison	@\$18 each Total _____
# _____	Sunnyside Yard+Hell Gate Bridge by 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 _____

Shipping for 1 Calendar or book is \$4.00. One calendar cost is \$13.04 for New York State residents. Shipping for both Bob Sturm's books is \$10. Shipping for other extra books, please call or email Steve Quigley for the shipping cost. NY State Residents, add 8.625% tax to the total of the merchandise PLUS the shipping.

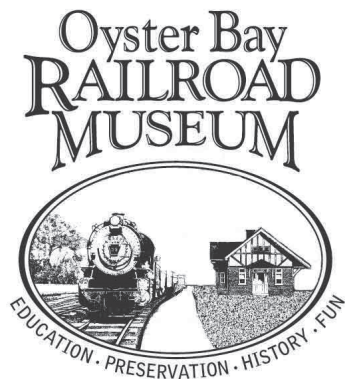
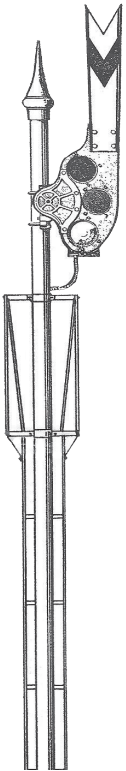
The Long Island Sunrise Trail Chapter of the National Railway Historical Society is a non-profit 501c3 Educational Organization. The Chapter was founded in 1966 to serve the Long Island area. The SEMAPHORE is the official publication of the Chapter. Articles appearing herein do not necessarily express 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



Long Island Sunrise Trail Chapter  
National Railway Historical Society  
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# Please support your local railroad museums!



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