

SEMAPHORE

February 2009

The next meeting of LIST will be on **Friday, February 20th** at 8:00pm at the Christ Episcopal Church, South Carl Avenue and Prospect Street, Babylon, New York.

THIS MONTH:

The program for February's meeting will be given by two members. Up first will be Anthony DiBellis who was the recipient of the annual L.I.S.T. Chapter scholarship to attend RailCamp at Steamtown this past summer. He will show his pics from the week he spent there. Following him will be Leigh Bedia, who will captivate us with his local railfanning pics.

IN THIS ISSUE:

Page 2	Report from The Railroad Museum of Long Island
Page 3	Report from The Oyster Bay Railroad Museum
Page 4 & 5	Long Island Rail Road Modeler
Page 6, 7 & 8	Stack Talk by Neil Moran
Page 9 & 10	Membership Information and Updates

For regular updates and other important information, visit the

Chapter website at:

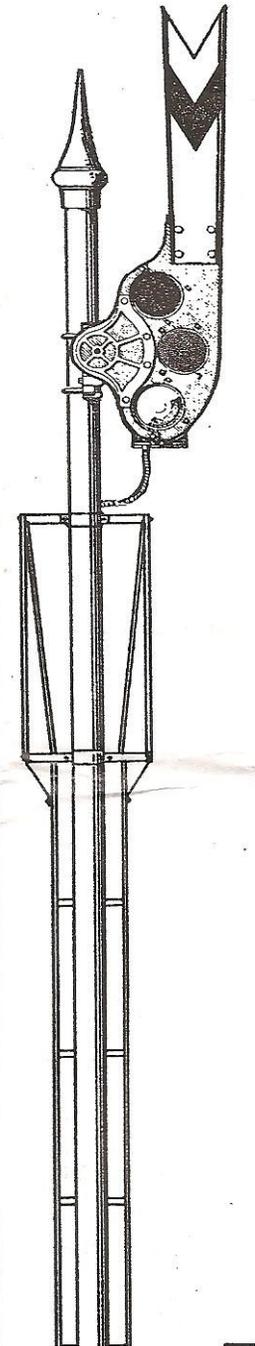
<http://www.nrhs-list.org>

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 Railroad Museum of Long Island by Don Fisher

Gentle reader, join me in wishing the Long Island Railroad a Happy 175th Anniversary! Born 1934 of a desire to transport New Yorkers to Boston in a reasonable amount of time, the LIRR shot like an arrow from Brooklyn to Greenport – “the reason for the Long Island Railroad!”

Greenport’s deep water port allowed steamships to carry expectant LIRR passengers to Stonington, Connecticut where they boarded another train for the last leg of their journey to Boston.

Initially a financial success story for its shareholders, the LIRR suffered the fate of progress as an all-land railroad was built from NYC to Bean Town just six years later! Therein begins our story! Where to make money for the railroad? Freight is the answer and freight is the subject of RMLI’s 2009 Educational Forum!

Mr. Gene Collora will present a slide show and lecture entitled: **“Freight Service on the Long Island”** on Saturday, March 21, 2009 at 1:30 PM in the Suffolk County Historical Society education hall, 300 West Main Street, (across from the Riverhead Public Library), Riverhead, NY. Come and explore the heyday of modern freight service on Long Island in pictures and story.

L.I.S.T. Chapter member, Gene Collora has been photographing railroad life and railroad equipment since the early 1950’s. At the age of twelve years old, Gene took a keen photographic interest in the Long Island Railroad, its steam and diesel locomotives, its passenger service and its freight and marine operations.

In 1962 he went to work full-time for the Long Island Railroad in their Transportation Department. Over the course of his thirty-seven year career, Gene held the positions of Yardmaster, Trainmaster and Supervisor of Train Movement. He retired from the railroad in 1999 as Manager: Operations-Engineering, responsible for coordinating track projects of the Engineering Department with the Transportation Department. These career paths gave Gene many opportunities to be in the right place at the right time to catch hard to find images that elude so many of us.

Mark your calendars now for Saturday, March 21st and plan to attend this fascinating retrospective of freight railroading history on Long Island. Admission is FREE and open to all. Ample municipal parking is available in the courthouse parking area, Osborne and Court Streets - behind the Suffolk County Historical Society building.

Visit RMLI on the web at www.rml.us If you have questions or need directions, please e-mail me at dfisher@rml.us I hope to see you on March 21st! “Clear Block Ahead! ALL ABOARD!”



The Oyster Bay Railroad Museum by Steven Torborg

Winter cold has not deterred our members from getting things done at the Oyster Bay Railroad Museum.

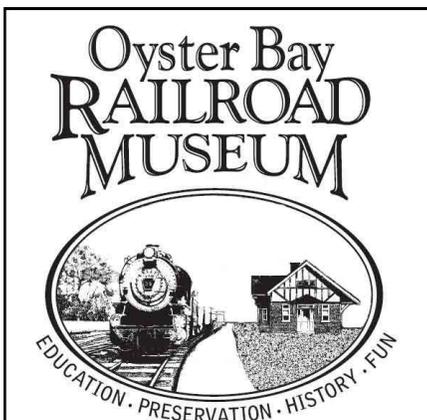
The Preview Center is now just about completed after our recent expansion and there are now numerous interactive displays and precious artifacts to be found. The fundraising efforts continue in earnest with big money coming on line for the station as well as Locomotive #35. Out in the field, the turntable is getting closer to completion with the motor now completely rebuilt and operational and the rest of the electrical components not far behind. Once spring returns, we will get back to the reinstallation of rail in the pit so everything can go back together. The World's Fair Cab moved to Oyster Bay in a very cold steady rain and is now on site opposite our two restored cabooses. After some final details, it will be ready for paint. The Ping Pong Car from Knox & Kane is essentially a done deal and we are planning the final details for the big move to Oyster Bay which we anticipate to occur sometime in March or April.

This year, our Museum is planning for an ambitious season with numerous events including several new ideas designed to bring families into our Preview Center. We anticipate having the Center open with expanded hours and special events aimed at many of those who may not even know we exist. In addition, we expect to have our Museum site open for the first time with the two restored cabooses, World's Fair Cab and the Ping Pong car open for viewing by the public. Our Directors are very excited about the prospects this year brings and the momentum that continues to build. It's nice to finally see many of our dreams becoming a reality!

As I close out this month's update, I would like to remind everyone that our museum is always looking for new members willing to lend a hand. Whether your interest is a mechanical, Clerical, fundraising or staffing the Preview Center, we can use your help. There is no shortage of projects that require attention. Believe it or not, you can help...even if you don't know anything about trains or the LIRR. All you need is a little free time and a willingness to learn.

As always, you can keep up to date on our progress and find out more about our organization by checking out our web site at:

<http://www.oysterbayrailroadmuseum.org>



THE LONG ISLAND RAIL ROAD MODELER***BY MIKE BOLAND******THIS MONTH'S CHAPTER:******ATTENDING THE 2009 AMHEARST RAILROAD HISTORICAL SOCIETY'S
TRAIN SHOW IN WEST SPRINGFIELD, MASS.***

Well, before you know it, it was time to attend the train show at West Springfield, Mass. last month and here's a quick report on the goings-on. The show was its usual overwhelming self with four buildings of trains to look and gaze it but for us, it was a little bit different this year. Due to circumstances beyond our control we had a minimal amount of time to spend at the show this year so our report will be much shorter than usual.

Housed in four buildings the show again offered just about everything for everybody. You name it, they have it. As someone said in the local paper, "If it's not here, it's not made or doesn't exist." And basically this is true. You can find just about any item you want at the West Springfield show, held at the Eastern States Exposition Center or Big "E" as some know it.

We saw many familiar faces at the show. Charlie Lehman of Railworks, who helped us manufacture and import our brass LIRR caboose in HO scale, was there and doing a good business. A few tables down were Sandy and Gene Collora and Gene's photos were moving briskly. We chatted with Ray Jensen, who was at the Des Plains Hobby tables and even saw Bill Schneider of Branchline Trains. Your chapter is exploring the possibility of working with Branchline to bring out a LIRR building for modelers in HO scale.

The Weekend Chief—our own John Scala—and Steve Ford of Willis Hobbies were manning the tables in the Better Living Center and John had the usual superb collection of books for sale.

We saw the New Haven Technical and Historical Society, which was just one of a few historical societies who attended the two-day show.

It was nice to see our old friend, Howie Pincus, who many years ago helped us write about Tom Snyder's visit on a fantrip in New Jersey behind an old FEC steam locomotive. The late Howie Waelder's friend Hiram was seen in the building; so was Ray Rhodes of the Santa Fe historical group.

Atlas had its very impressive display in the Mallory Building and there were a number of fantastic items in several scales. It seems that Atlas is bringing out a Genset switcher in HO scale. With all those great items in O scale, we're almost tempted to return to the big scale.

Fred of The Coach Yard was also in attendance and had several beautiful passenger trains in HO scale that his firm is importing. They were just too good to be true.

Joe from Factory Direct Trains was also there. He's got nice motive power at nice prices.

We purchased a number of items from our old friend Don Valentine of New England Rail Services (NERS) so expect to see a few more articles on LIRR heavyweight passenger cars in THE SEMAPHORE in future months. Don's parts make a model come to life.

We also purchased some freight car kits from The Tichy Train Group. (Boy, we like that name!) So expect to see some freight car modeling from The LIRR Modeler in the future. We also purchased some freight car kits from Speedwitch Media, also known as Ted Culotta. Ted writes those very excellent articles on essential freight cars in RAILROAD MODEL CRAFTSMAN.

Bob's Photos took up almost a whole corner of the Better Living building; you can't beat his photos for modeling purposes. Unfortunately, he didn't have any new LIRR stuff. But we're always checking with him.

THE LONG ISLAND RAIL ROAD MODELER.....continued *BY MIKE BOLAND*

Kevin Farrell had an impressive selection of books and noted watercolor painter Steve Cryan was also in attendance.

We picked up several new boxcar kits from Kadee. They had some snap-together kits of 40- and 50-foot PS-1 boxcars. These are new and haven't even hit the hobby shops yet. We'll talk more about them in the future. We also wanted to pick up several 50-foot cars with cushion underframes but they were sold out. The old saying is still true about the Springfield show is true: if you see something you want, buy it. Don't wait and come back; it will most likely be gone.

Walthers had their new line of Proto 2000 F-units there and the locomotives are very nice. We didn't get to see Athearn; we don't know if they were in attendance.

Overland Models was there, too but their beautiful wooden display cabinets were not at the show.

We looked for Gene of Railyard Models but he was not at the show this year. Gene makes some excellent one-piece models of interesting and unusual freight cars. We'll have to pick them up somewhere else.

Superb scenery man Dave Frary and expert freight car weathering person Mike Rose were also at the show.

We also picked up a flyer for the Collinsville 2009 Railroad Prototype Modelers Meet, which we hope to attend.

And there were lots of the usual familiar faces walking from table to table, among them our own Steve Quigley, Bob Myer, Mike Hanna, Bob Gianuzzi, and Mark Sullivan.

Dave Harrison had some tables with all kinds of models available. His LIRR P72s looked really good.

Our good buddy Jack LaRussa also had a HO-scale resin model of LIRR dual-mode parlor car #2002, complete with red stripe below the window, for sale. He's brought in a limited number of these cars and we think they will go pretty fast.

We didn't get the chance to purchase some new covered hopper cars from Tangent Scale Models but we will in the near future. Their cars are very nice.

We also have to salute Moloco and their new freight car parts. We'll talk more about them in the future.

There were a number of other manufacturers who also had fine products for sale, too. They are just too numerous to mention.

So, all in all, a great show. Not enough time, not enough money; it's the same old story. And we couldn't make the clinics. We're sure they were good, too.

We'll be back next time and continue with our series on the LIRR C-420 by Atlas.

Until then, happy modeling.

UNIQUE MODELS FOR SALE BEING OFFERED BY RON ZIEL: Ron Ziel has informed us that he is overseeing the sale of a unique collection of O-scale outside third rail custom-built Long Island Rail Road locomotives with scale wheels. The locomotives were built by a former LIST member and LIRR employee who is now deceased. Many of them are steam and all of them are one-of-a-kind items. They are all Long Island Rail Road prototypes. The locomotives are in operating condition and they are being sold individually or as a lot. If interested, please contact him. Call Ron in Arizona (that's a three-hour time difference; they are three hours behind us on the eastern seaboard on Eastern Standard Time; don't forget!) at (520) 296-8992. Sorry, no e-mail address for Ron.

Stack Talk by Neil Moran

CHINA: Unhappily, I must start my column with bad news, but this story just came in. On December 8, 2008 two guides and four railfans entered the grounds of the Baotou Steelworks with a correctly dated permit. Upon checking the permit the guards let the group in, and they proceeded to start taking pictures. When they arrived at the areas of the slag tipple, the security guards told the photographers they were not allowed to take any further pictures. Once again they examined the permit and let the group proceed with their photography. Sometime later the guards returned, and a big discussion with the head of the railfan group took place. They were then told to accompany the guards to the security building. The two tour guides and security then got into a long discussion that lasted over two hours. The story they were told was as of Dec.1 the new security chief of the Baotou Steelworks had banned all visitors from foreign countries from entering the grounds. This information had not been passed onto the travel agency running the tour. The next step was that the group had to leave or face arrest. Meanwhile as all this was going on several freight trains had passed by, and engines were moving about the yard. These engines were the SY class Mikados that ran on the property. Finally the tour guide director gave up, and the photographers were escorted through the main gates. Some of the group then started to take pictures from outside the gate, and were told to stop or face arrest. The men got back into their van and drove off.

There have been other incidents where photographer groups entered steelworks, and coal mining facilities without permits, and were promptly arrested and taken off to jail, plus having their cameras confiscated. This may have prompted the incident at the Baotou Steelworks. It is very foolish to do this in a country like China. From what Bernd Seilor of Far Away Tours says "If you enter a steelwork plant in Germany without a permit, you would be fined very seriously." At present, it is not known whether this ban at Baotou will last for just a short while. Or will be a permanent thing, from what I hear, security has tightened up all through China.

ZIMBABWE: The death toll from this country's cholera epidemic has already now reached over 1,200. According to United Nations figures, over two million people have Aids. The life expectancy has now plummeted to 34 years of age. A lot of this problem increases because of Robert Mugabe's decrepit dictatorship rule. The country is now in shambles, along with all this, the railroads have taken a severe blow. Steam tourist operation has been especially hit hard, along with the maintenance of what is left of the locomotives. Two Northern type engines that were refurbished a few months ago broke down after a short time back on the rails. No. 3484 and #3442 both 25 NC class 4-8-4s broke down on a safari operation in Botswana, the left leading driver side rod bearing sleeve came loose, causing the cross bar locking device to break off on engine #3442. This almost caused a derailment. Rovos Rail brought in spare parts, and later the doubleheader continued to Zimbabwe.

Due to lack of qualified personnel at the shed in Bulawayo, and proper spare parts, engines are being sent out on safaris in second class condition. Presently they are down to a handful of workers. Another example of shoddy work took place a few months ago when newly released 15th class 4-6-4+4-6-4 #414 Garratt was pulled in to rescue a #16 A class 2-8-2+2-8-2 #613 Garratt that had broken down because of a cracked frame on the front chassis. This engine had a new chassis installed from a sister Garratt #394. The work crews are trying very hard to maintain the few operable Garratts and other locomotives. But just do not have many of the spare parts and tools to do the proper job.

Negotiations are still on by some miracle to have a steam train made of some luxury coaches to carry tourists to the World Cup Soccer games in neighboring South Africa. Sources close to the negotiations say a leading hotel group is one of the players involved in the production of these state of the art coaches. Whatever steam locomotives selected to operate this special train, would only go to Victoria Falls. Then diesels would take over for the remainder of the journey.

Stack Talk by Neil Moran...continued from page 5

UNITED KINGDOM: Back on December 20, 2008, Great Britain 's first locomotive to be built in fifty years was given the royal treatment. She was unveiled at the museum's great hall in York, with all the pomp and circumstance befitting this grand lady of steam. It was on display from Monday Dec. 22, 2008 to Jan. 11, 2009 in the Great Hall. With a fresh coat of apple green done at the museum's paint shop she glittered under the lights directed at her all thanks to Tony Filby who painstakingly got "Tornado" to this point. Over one thousand people stood on line to see this engine in the Great Hall. The York Museum is considered largest railway museum in the world. Its railway displays and collections are the most comprehensive in their field. Very shortly after the ceremonies, the Museum will conduct further testing of the Tornado prior to her first major excursion on mainline British Rail.

UNITED STATES: Mount Rainier Scenic Railroad, WA This railroad hosted a photo freight two months ago featuring Hillcrest Lumber Co. #10 a 3- truck Climax, built in 1928. She pulled a mixed train from Mineral to Morton, WA and return. This all day event drew a large crowd. The train ran on the former Milwaukee Road track. Also included was former Hammond Lumber Co. #17 a 2-8-2T circa 1929, pulling a passenger train respectably behind the freight train. It was a glorious day in the Pacific Northwest, and the railroad gave the railfans many double runbys with the freight train going by first, followed by the passenger train.

Portland, Oregon: The Brooklyn Roundhouse holds the memory of all those who worked here, maintaining and repairing the steam locomotives essential to the Southern Pacific Railroad over the past century. Included in this large facility were blacksmith and boiler repair shops, passenger and freight car along with wheel repair shops. There were icing platforms, lumber sawing and planing buildings, along with signal repair shops. In all over 200 people worked here. That number swelled during WWII. All these facilities were on the east side of the Wilamette River.

Now the once proud railroad grounds is now reduced to a four-stall roundhouse which houses three steam engines. They are the former Southern Pacific "Daylight" engine #4449, the Spokane, Portland & Seattle #700, and Oregon RR & Navigation Co. #197. These locomotives have enjoyed more than twenty years of Union Pacific's hospitality at this location. Unfortunately, this is all coming to an end sometime soon. Union Pacific wants to tear down the roundhouse so they can expand their facilities. They have been very patient about this and the Oregon Rail Heritage Foundation (ORHF) has been working hard looking for a new site. In spite of a few setbacks, slow and steady progress is under way. They are now in the final stages of purchasing some property. So it seems there is light at the end of the tunnel. With this in mind, the group will establish a definite timetable for its departure from Brooklyn. They will need to aggressively pursue serious fund raising both for the property and the restoration shop. The monies collected during the Christmas holiday season by the ORHF should help considerably.

Williams, Arizona: First the good news. The Williams City Council voted to contribute \$50,000 to help keep the Arizona State Railroad Museum project moving. Arizona State RR Museum founder and CEO, Al Richmond said the money will be used to lock the project into a time line which includes the possibility of the museum's involvement in the State's Centennial celebration in 2012. Slated for the 16-acre park in Williams there will be a 106,500 square foot museum that will reflect the glory days of railroading along with engine houses and shops. It will include interpretive exhibits, archives, art gallery, meeting rooms, a 500-seat auditorium, and an outdoor amphitheater. They hope to have the museum opened by 2011. This will allow a yearlong pre-celebration leading to the Arizona Centennial.

Now the bad news from the Grand Canyon Railway! Since the demise of steam at this railroad in September 2008, the owners announced they would put the two locomotives they had used on static display. These were #29 ex Lake Superior & Ishpeming and #4960 ex Chicago, Burlington & Quincy. No. 4960 is now "stuffed and mounted" at the Santa Fe Station at the south rim of the Grand Canyon, while #29 is also "stuffed and mounted" at the station in Williams. Both are now rusting in peace! What a sad comedown for this once jewel of a railroad. How the mighty have fallen!!

Stack Talk by Neil Moran...continued from page 6

Globe, Arizona: Staying in the Cactus state, the Permian Basin's Arizona Eastern Railway should have started excursion service out of Globe. These trips are scheduled for Thursday through Monday until April and will be operated in conjunction with the San Carlos, Apache Tribe in Gila County. They will run on former Gila Valley, Globe & Northern RR. The railway has fifteen miles of track to run on and the line interchanges with Union Pacific's El Paso, Texas and Los Angeles "Sunset Route" at Bowie, Arizona.

At first Arizona Eastern diesels will pull the train, but eventually a 60-ton Heisler steam engine currently stored at the National Railway Museum in Green Bay, WI will be doing these honors after she is restored. The Heisler was last used on the Kettle Moraine RR at North Lake, Wisconsin.

Owosso, Michigan: Last month I reported on the Big Train Festival 2009 taking place in Owosso starting July 24. Here is an update. Beside having the two big super powered Berkshires running there is a definite hope that five other steam locomotives will attend the train festival. The committee is now in negotiations with the owners of these five locomotives. If this comes to pass, it will be the biggest gathering of steam in quite some time, dating back to the rail fairs in Sacramento, CA in the 1990s. Do not get your hopes up too high, lots of obstacles stand in the way.

Knoxville, Tennessee: Restoration work is well under way at the Knoxville Locomotive Works on #154 a 2-8-0 Consol ex Southern Railroad. It was built in 1890 by Alco, and is one of ten preserved Alco locomotives in existence today. When #154 was retired from service it was given to the City of Knoxville and put on display in 1953. The Consol had been on display at the Chilowee Park, and was cared for by the city and the Old Smokey NRHS Chapter. Since the move, the steam and air plumbing has been removed, along with the headlight, bell and cab. The brake rigging has also been dismantled soon after the other work was completed. Work is now under way to lift the boiler from the wheels. Once this has been accomplished the group will sand blast the boiler and frame. This will also allow the workers to analyze the restoration.

Essex, Connecticut: Unfortunately, the New Haven & Hartford RR scrapped every one of its steam locomotives. Now one may be coming back, thanks to the Valley RR in Essex. On Oct. 10, 2008 the Valley purchased former Knox&Kane RR #58, 2-8-2 Mikado built in the Tangshan Locomotives shops in China July 1989. The Valley RR bought the engine, along with ten tons of spare parts at the K&K auction. A number of employees and officials of the Valley RR strongly suggested since a new cab must be reconstructed, why not build a US style cab. Further thoughts suggested the appearance of a New Haven 2-8-2. The New Haven numbered its class J-1 Mikados from 3000 to 3024. This Chinese engine will be # 3025 one above the series. Among the modifications will be a New Haven cab with arched windows, a New Haven (Sunbeam) headlight, and a modified tender. When finished #3025 will like a good representation of New Haven steam power.

White River Junction, Vermont: The former Central Vermont roundhouse in White River Junction was unfortunately destroyed by a fire recently. A tire company was using the 1930 roundhouse as a storage place so the fire spread quickly, thereby destroying the eight-stall building. It was one of two existing Central Vermont roundhouses left. The other is at St. Albans, Vermont. The building was constructed to house the CVs ten 2-10-4 steam locomotives, built by Alco in 1930. This junction was between the Central Vermont and the Boston & Maine Connecticut Valley Line.

Alger-Sullivan Historical Society in Central Florida is our last stop. This group has hired a contractor to begin work on the restoration of former Escambia RR, a Baldwin built 2-6-2 #100. Hopefully they plan to have it put on a static display for now. She was built in 1919 for logging purposes in Florida, and saw service until 1935. It then became a switch engine for a sawmill. A preservation group saved #1100 from the scrapper in 1974. She hauled tourists on the White Water Valley RR in Indiana until the early 1990s. Then the Alger-Sullivan Society brought back the engine for display in 2007. After proper restoration it will be displayed in Century, Florida.

Now it is time to thank all the people who took time to send me most of the news you have just read. John Biehn (Dayton RR Society), Mike Eagleson (Glen Ridge NJ), Rich Taylor (NRHS Westfield, NJ), John Reilly (RRE-NY), and from your most humble servant in steam.

UNTIL OUR TRACKS ACROSS AGAIN

Long Island Rail Road 175th Anniversary News by Steve Quigley

On April 24, 2009, the Long Island Rail Road will celebrate its 175th Anniversary. Our Chapter will participate in the celebration through various functions and items. The following is a list of some of the planned items for 2009.

1. An authentic Adams and Westlake (Adlake) kerosene lantern will be produced in a very limited quantity. It should be available the beginning of March. You have seen a black and white photograph of it on the inside back cover page of the *Semaphore*.
2. A commemorative pin has been produced for Chapter members. It is available for a minimal cost of \$3.00 which includes shipping and handling.
3. A commemorative journal is in the works. It will contain a brief history of the Long Island Rail Road, as well as several articles about rolling stock, engines, and other stories. All of the articles were written by Chapter Members.
4. An art exhibit will be at the Hicksville Public Library for the month of April, 2009 featuring the artwork of Chapter Member, Lou Mallard.
5. An art exhibit will be at the Gregory Museum in Hicksville for the month of April, 2009 featuring the artwork of Chapter Member, George Wybenga.
6. On April 25, 2009, a symposium will be held at the Hicksville Middle School. This all day event will feature presentations by various organizations such as the Hicksville Historical Society, the Oyster Bay Rail Road Museum, the Rail Road Museum of Long Island, as well as our Chapter and the Long Island Rail Road.
7. A Fantrip is in the planning stages for 2009. The trip route has not yet been finalized but we will try to trace the original route of the LIRR. More information to follow.

The MTA Transit Museum in Brooklyn will have an exhibition from April 14th to September 13, 2009 commemorating the Long Island Rail Road's 175th Anniversary. The exhibit will feature displays as well as memorabilia loaned to the Museum by Chapter Members and other organizations.

So, as you can see, many items are planned for this year to celebrate the 175 years of the Long Island Rail Road's long and storied existence. I wish to thank one person in particular for spearheading this celebration, Dave Morrison. Thank you Dave for helping to make this celebration take place.

I will keep you updated as additional information becomes available.

Please help celebrate the Long Island Rail Road's 175th Anniversary by either volunteering to assist us at the various venues or join us at the various places and enjoy the celebration.

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

Membership Information

LONG ISLAND RAILROAD 175th ANNIVERSARY CHAPTER MEETING

On tap for the April 2009 meeting will be a 3-4 hour marathon of the LIRR's past. We will feature the best Long Island Railroad photos from numerous chapter members.

The meeting will start at 7:00 p.m. and will run till 11 p.m. Don't miss this meeting! Mark your calendars. If you wish to add to the program with your vintage (pre-1980) LIRR slides or digiphotos contact Kevin Katta ASAP at BoxcarNY@yahoo.com

2010 LIRR Calendar

The 2009 LIRR Calendar was a complete sellout! At the present time, we are in the beginning stages of compiling photos for the 2010 Calendar. If you have photos of LIRR buildings, engines, rolling stock or other pictures, please submit them to myself or John Scala. We want to have the calendar available in September of this year, so please submit them as soon as possible. Early LIRR photos would be welcomed even if they are in Black & White. All photos will be returned if requested.

We have available the New York Connecting Railroad book. The price is still just \$27.00 for members plus S & H and tax where applicable.

A limited quantity of the 2005 calendar and the 2008 New York and Atlantic Railway calendar. The prices are \$6.00 including S & H and tax where applicable.

The Long Island Sunrise Trail will be organizing a 1 day Symposium on the History of the LIRR in conjunction with the 175th Anniversary. This will take place in Hicksville on April 25th, 2009. Lectures, slide shows, and movies on the LIRR will be presented. The RR museums on Long Island will be represented. Anyone who wishes to make a presentation, please contact David Morrison .

We are still looking for Chapter members and anyone else who wishes to lend, items of LIRR memorabilia for the NY Transit Museum LIRR 175th Anniversary exhibit. The exhibit will last from approx. March to October 2009. The items would be on loan unless they are to be donated. Please contact Dave Morrison, Bob Myers or Steve Quigley regarding this.

LAST CALL FOR ARTICLES:

We are still looking for a few more articles for the LIRR 175th Anniversary Journal. Articles about the people who worked for the LIRR as well as it's riders would be especially welcome. Please contact Dave Morrison regarding this at 516-935-3145.

In the event of Winter Storms, please use your best judgment as well as checking the website to see if a meeting is to be postponed. Better safe at home than sorry on the road.

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

**ATTENDING MEETING
AT CHRIST CHURCH
BABYLON**



**LONG ISLAND-
SUNRISE TRAIL
CHAPTER**



NATIONAL RAILWAY HISTORICAL SOCIETY