

SEMAPHORE

November 2010

The next meeting of LIST will be on **Friday, November 19th at 8:00pm** at the Christ Episcopal Church, South Carll Avenue and Prospect Street, Babylon, New York.

THIS MONTH:

The program for the Nov 2010 Chapter meeting will be our annual Modelers Night spearheaded by Mike Boland. Bring your favorite models in for display-the emphasis this year is on Rail-Marine modeling. Dave Ramos will give a presentation about the New York Central's West Side High Line history and how he has modeled it in HO scale.

IN THIS ISSUE:

Page 2	LIST Order Form
Page 3	LIST Happenings
Page 4, 5 & 6	Stack Talk
Page 6 & 7	RMLI Update
Page 8 & 9	LIRR Modeler

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

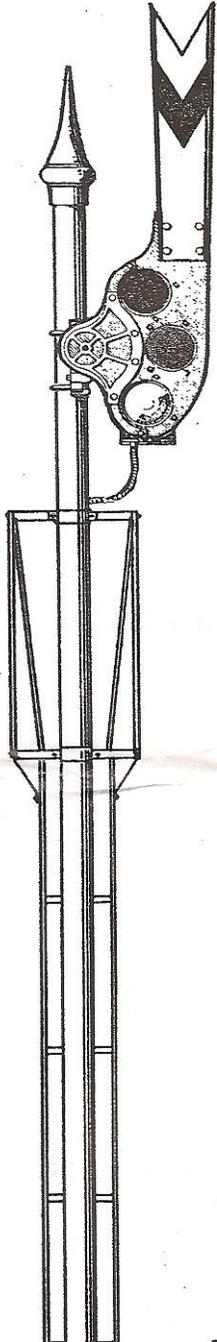
<http://www.nrhs-list.org>

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



LIST ORDER FORM

The following price list is for LIST members only!

The 2011 LIRR calendars are here and available for shipping. Thanks to John Scala, the "Weekend Chief," they look great! They are his usual fantastic quality! Please see below to order. The calendar prices are the same as last year.

_____ 2011 LIRR calendar @ \$8 each Total _____

_____ 2010 Penn Station 100th Anniv. Calendar @ \$7 each Total _____

_____ LIRR 175th Anniversary 60 page book @ \$10 each Total _____

_____ NY Connecting RR Book @ \$27 each Total _____

_____ LIRR 175th Anniversary pins @ \$3 each Total _____

_____ Babylon RR pins [Trolley drawing] @ \$3 each Total _____

_____ The Late Great Penn Station book @ 16.50 ea Total _____

_____ The Long Island Rail Road, In color @ \$48 each Total _____

_____ Miles of Smiles, the story of Roxey @ \$12 each Total _____

Shipping for 1 calendar or 1 of the books, \$2.50

Shipping for 2 to 4 calendars, please add a total of \$5.00

For more than 4 calendars, please call or e mail for the shipping cost.

Each additional book, add \$2.50.

Shipping for 1 to 3 pins, \$1.50

[NY State Residents, please add 8.625% tax to the total of the merchandise PLUS the shipping. For example, 1 calendar shipped to an address in NY State would be a total of \$11.40]

List Happenings by Steve Quigley

Our Chapter members have participated in various events recently. On September 8th 1910, the first LIRR train departed the then brand new Pennsylvania Station. On September 8th 2010, the people of the LIRR celebrated the 100th Anniversary of Pennsylvania Station by having an exhibit of photos of the original Penn Station and the Tunnels leading to it. Approximately forty photos are on display in the 34th Street concourse leading to the LIRR concourse. On September 8th, several speeches were made by various dignitaries starting with LIRR President Helena E. Williams and representatives of NJ Transit, The NYC Landmarks Preservation Commission and yours truly. Caroline Scannell worked with the USPS and produced envelopes with a special cachet and hand canceled by the USPS on that day. Two different envelopes were produced, one with a scene of Penn Station and the other a scene of the tunnels. A few envelopes are available for sale to Chapter members. The envelopes are 2 for \$5 with the proceeds being donated to the three rail road museums on LI. The MTA Transit Museum, the Oyster Bay RR Museum and the Rail Road Museum of LI will be the beneficiaries. Thanks go to John Turkeli for loaning the photos for the exhibit, Mike Charles of the LIRR Public Affairs Dept for setting it up and Caroline Scannell for producing the special envelopes with the USPS.

On October 18th, the people of Amtrak commemorated the 100th Anniversary of Penn Station by having a celebration in the Amtrak Rotunda. A color guard started the celebration with several speakers and dignitaries in attendance. Again, John Turkeli displayed photos with the assistance of Mike Gallagher and Cliff Cole of Amtrak. Chapter member Tom Nuzzo, who works for Lionel Trains, set up a layout and ran models of several old as well as new trains that have run through Penn Station. Lorraine Diehl, author of "The Late Great Penn Station," was one of the speakers at the ceremony. Our Chapter set up a table and we sold copies of Lorraine's book as well as LIRR and Penn Station calendars. Chapter member Lou Mallard produced an original painting of Penn Station for the occasion. Congratulations to Lou on a fantastic painting.

On October 28th, members of our Chapter were involved in the rededication of the Hicksville Eagle. The Hicksville Eagle was one of the original Penn Station eagles that were saved when Penn Station was torn down in the mid 1960's. Chapter member Dave Morrison was instrumental in raising the necessary funds to repair the eagle and bring it back to its original glory. Again, speeches were made with various dignitaries in attendance. In the audience was Gordon Jenkins, retired employee of the LIRR who attended the original dedication of the Hicksville Eagle when it was brought to Hicksville in the 1960's. Congratulations to Dave Morrison on bringing about the restoration of the Eagle which was a part of the original Penn Station. (see photos on page 9)

On October 30th, Chapter member Elliot Courtney set up a tour of the PATH shops in Harrison N.J. Many of the attendees traveled by PATH from 33rd Street in Manhattan and we were then given a very informative tour of the shops by a senior manager of PATH. Many thanks to Elliot for setting up a very enjoyable morning.

So, as you can see, the members of our Chapter have been busy with several events recently. Thanks go to the people of the LIRR, Amtrak, Hicksville Historical Society and PATH for allowing us to participate in various celebrations and events.

If you wish to purchase a pair of the Penn Station commemorative envelopes, please send \$5 for both envelopes plus \$1 for shipping to our PO Box.

Stack Talk by Neil Moran

CHINA: While steam news continues to dwindle down, there are still a few pockets of steam that you can still visit. Such a place is Meihekou. SY Class Mikado's are very much in evidence here. In fact up to four SY's can be seen moving about the yards shifting freight cars around. While the other engines are out on the line powering freight trains between here and Yijing. Up until recently the SY Class were leading passenger trains between the two cities mentioned above. However that's all come to an end now as diesels are supplying the power. Still one can get two or three days of photography here at the yards, or at the station in Meihekou. Usually if you can get there early in the day you can see the several freights being made up, and starting out of the yards past the station and out on to the main track. Freights generally have about 25 cars so the engine is working hard. The road that follows the line is pretty much within a 1/2 mile of the track, so this gives you ample opportunities to get your shots. There are several bridges and a couple of curves between the two cities. Unfortunately, one photographer met with a fatal accident several months ago, so you will not be able to take any pictures at the Yijing station. If you try this, the station guard will come out with some help and throw you off the property. So BEWARE!! One English bloke tried this, and promptly had his camera smashed.

SUJIATUN: What once was a mecca for steam is not what it used to be. Oh! There are some SY Class Mikado's under steam. But back in 1996 there were over 40 locomotives moving around. As one Englishman said "When you crossed the tracks in the yard you had to watch your step, as you might get hit by a locomotive." Here, at that time there was an engine house that had around 20 stalls. They did repairs here on all locomotives, and was indeed a very busy place. Not so any more, there are steam engines being repaired, but only two or three at a time if that. In fact the steam roster is down to about a dozen. "The boxes have made a big impact". As one photographer said, "And as the year comes to a close, they will all be history". There is some hope that steam may continue until the Spring, but that's wishful thinking. Too bad because it was once a four star show!!

SOUTH AFRICA – CAPETOWN: This unique Class 26 4-8-4 #3450 "Red Devil" is now stored at the Capetown station. Unfortunately officials has to "cage" the cab in a effort to prevent the perennial problem of theft from this prominent steam engine. Volunteers are always looking after the locomotive, and keep her in good condition by constant cleaning. This beauty is a modified Class 25NC that was greatly altered by David Wardale, on a shoe-string budget.

PATON'S COUNTRY RAILWAY- KWAZULN NATAL: Garratt 4-8-2 + 2-8-4 A Class 20 #4070 recently saw service this past summer working the Eshamoya Express from Creighton to Riverside. The consist had restructured coaches from Rovos Rail.

UNGENI STEAM RAILWAY – KWA ZULU NATAL: Class 3 BR 4-8-2 #1486 has undergone the replacing of all bushes. The cost estimated to be around R39,000. The bushes on the locomotive take a severe hammering on the old main line due to the many sharp curves. Better quality bushes have been installed.

ROVOS RAIL, CAPITOL PARK: The statistics have come in from that runaway train accident which occurred last April, and it's not good. Sixteen saloon cars were badly damaged, along with five other saloon cars that can be salvaged. The total cost was reported at around R15 million. Rovos has requested a yard engine for use at the depot and other uses from friends of the rail for future needs. The only serviceable locomotive they could come up with was A Class 25 NC 4-8-4 #3533. That's quite a yard engine!

FRIENDS OF THE RAIL, PRETORIA: This group celebrates it's 25th year of operation this year. They have been using three steam locomotives a Class 24 2-8-4 #3664, Class 19 D 4-8-2 #2650, and Class 15 F 4-8-2 #3117 on trains out of Hermanstad. Work continues on Class 15 C A 4-8-2 #2850 which is in fairly good condition.

Stack Talk...continued by Neil Moran

Their work force has made a new steel back plate for the cab, and has also begun work of fitting the pipes back on the engine. Some of the pipes were stolen, and replacements need to be bent, and cut to shape and size. This is a very time consuming job. But their workers are truly dedicated.

UNITED KINGDOM – LONDON: Tornado is returning to the rails this month, and the British rail fans are breathing a sigh of relief. Her first trip this month will be on Armistice Day November 11th out of London to Duxford, Ely and Norwich. Then on Nov. 18th a three day, two nights up to Edinburgh for a pre-Christmas holiday excursion and return. There will also be a side trip from Edinburgh over to Carlisle where special ceremonies will take place. What a “Bonnie” day that will be. On Nov. 25, the final trip in November, Torando will scorch the rails with a round trip up to York and return. Several trips are in motion for the month of December. If any of my of my readers have a chance to get over to the U.K. you really should try a ride behind her, “She's a pip” as one British rail fan said.

CANADA – NORTH VANCOVER: Former Candian Pacific Royal Hudson 4-6-4 #2860 polished the rails out of North Vancouver last month on a fund raising excursion. She departed the station at 9:30 am and ran up along side Howe Sound to Squamish where she was slated to arrive at 11 am. There was a three hour layover in Squamish, where the rail fans could tour the town, and also visit the engine house. No. 2860 was “wyed” for the return trip back to Norh Vancouver. All the proceeds went to the “West Coast Railway Association” to maintain and preserve the Royal Hudson. This was her first excursion up to Squamish in eleven years. What a sight that must have been to see her steam up along Howe Sound!!

UNITED STATES: There was an abundance of Fall foliage trips last month. In fact there were so many I could not list all of them. However all is not lost, as steam excursions will still be plying the rails this month.

CHEYENNE, WYOMING: Union Pacific with either Chahager #3985 or #8441 on the point will depart Cheyenne and head to Council Bluffs Iowa to help celebrate Union Pacific's 50th Anniversary in steam excursions, the longest of any major railroad. While at Council Bluff, #844 will operate a steam trip over to North Plate. This excursion will include a special ride over the “sheep jump” at Bailey Yard the return back to Council Bluff will be hauled by a diesel, as the #844 will continue back to Cheyenne. The next day (14th) #3985 will bring the consist back into Cheyenne. Many runbys are planned, and possible a night photo session in the Council Bluff yards on the 12th.

SACRAMENTO CALIFORNIA: Here's a change of pace for you. A traveling exhibit of photographer David Plowden's steam locomotive photograph debuted on October 1st, titled “requiem for steam” the railroad photographs of David Plowden!! The exhibit features more than 25 photos from an upcoming book. The book went on sale October 9th which was Plowden's 78th birthday. It features all toll 134 pictures many of which haven't been previously published. The exhibit will run through Jan. 6th at the Sacramento Museum, then travel throughout the country. For more information visit www.railphoto-art.org

NEW MEXICO – CHAMA: Sadly it could cost as much as \$2 million to repair the Lobato trestle on the Cumbres & Tolter Railroad. As all of you know the trestle was heavily damaged by a fire of undetermined origin last June. The bridge, about four miles east of Chama is more than 100 feet high, and about 300 ft long. The 64 mile railroad has moved two locomotives and several passenger cars by truck from Chama up to the summit of Cumbres Pass, which is 10,000 ft above sea level. So far they have operated from that point over the Osier, Colorado, and from Antonito, the lines other terminal, back to Osier. Fortunately, this has worked out fairly well for them. According to the Associated Press, railroad spokesman Nick Quintana says two engineering firms that evaluated the fire damaged bridge agreed it was repairable. He further states the 2 million estimate comes from a preliminary report on a test to see how much weight the trestle would support. The final report from the engineering firm was expected very soon. The structure was insured up to \$360,000 with a \$50,000 deductible, which means the C & T will need \$1.7 million more for repairs.

Stack Talk...continued by Neil Moran

MICHIGAN – ALMA: Last month the Fort Wayne Railroad Historical Society celebrated the glorious Fall foliage by running it's #765 Berkshire out of Alma to Cadillac Michigan on Oct. 16th the train was scheduled to leave Alma at 9 am, with a planned arrival in Cadillac around 12:30 pm, since this story was written a few days before the trip, it is not known how well the trip faired. But knowing the Fort Wayne Historical Society position towards maintenance and safety it's logical to say the trip went well. At several locations special groups who have antique automobiles were scheduled to have some vintage cars at grade crossings to add to the festive occasion. Then on October 23rd NKP 765 hauled the "Autumn in Alma" special from the Steam Railroading Institute in Owosso to Alma and return. Boarding was scheduled by 9 am where the #765 traveled to Alma, home to Alma College. Upon arrival, the passengers could explore and stroll through Alma. Upon arrival back at Owosso, the rail fans could view the Pere Marquette #1225, another Berkshire type engine that is currently undergoing repairs and restoration for it's mandatory FRA inspection.

IOWA – MOUNT PLEASANT: The Midwest Central Railroad celebrated it's 50th anniversary this year, which included their annual steam and antique equipment show. The 3 foot narrow gauge line was founded by Stan Mathews in 1959, and began operation in 1960 when he purchased a Baldwin 2-6-0 #6 from the Argent Lumber Company. This line only runs a few times a year, such as Memorial Day weekend, July 4th, Labor Day weekend and weekends in October for the Fall foliage. Mr Mathews had planned to run a full schedule last month. He has three locomotives #6 and #9 a three truck shay a former Westside Lumber Company, and 1951 German export 0-4-0. Unfortunately, he discovered that two engines could not be ready for the Fall foliage trips. So the German 0-4-4 T was pressed into service. Many hours were spent getting it ready. With a herculean effort the 0-4-0 T did the job much to everyone's surprise and performed well. As a bonus the volunteers also got the Shay # 9 running, so two locomotives were out and about. Much backslapping, and I knew we could do it spirited the railroads event. Talk about the engine that could. Bravo to Mr Mathews and his dedicated crew.

ILLINOIS – MONTICELLO: Former Southern Railway 2-8-0 #401 made it's public debut last Sept. 18th at the Monticello Railway Museum. The #401 had made several test runs earlier in the month. She pulled a four car train plus a power car over former Illinois Central and Illinois Terminal tracks. A dedication ceremony for #401, and a night photo session were included in the activities. Baldwin built the 2-8-0 in 1907, and the Museum purchased the locomotive in 1967 from the Alabama Asphaltic Limestone Co. in Marggrum, Ala. In 1968 it was shipped to Decatur, Ill was stored there until 1971, and then moved to Monticello. She is the second former Southern Railway 2-8-0 to return to service in 2010. Last July the other Southern Railway #154 began pulling the Three Rivers Rambler trains in Knoxville, Tenn. The Alco Company built the #154 in 1890. Southern #630, once used on that railways steam program is possibly slated to return to full service later this year in Chattanooga, Tenn, where the engine will debut on the revived Norfolk Southern steam excursion program. It is owned by the Tennessee Valley Railway Museum.

Now it's time to thank the people who took the time to send me most of the news you just read. John Biehn (Dayton RR Society), John Batwell (South Africa Rail), Rich Taylor (Jersey Central Chapter), John Reilly (NRHS – NY) and from your most humble servant in steam.

RMLI Update by Don Fisher

Happy Thanksgiving to all our Museum friends and members at the Long Island Sunrise Trail Chapter – NRHS! Summer is over and winter is setting in. Time to reflect on what has been a wonderful year at the Railroad Museum of Long Island and look forward to a sparkling 2011!

RMLI Update...continued by Don Fisher

Before I move into my report, I want to announce to you that the RMLI will host its annual Holiday Open House and visit from Santa at our Greenport site, Saturday and Sunday, December 4 and 5. The Museum opens at 11:30 AM and Santa arrives at 12 noon. Good boys and girls will receive a gift bag from Santa. There will be refreshments and a raffle drawing for a LIONEL Polar Express trainset. The RMLI gift shop will be stocked and open for that last minute purchase for the railroader in your life and admission is FREE! With LIRR weekend service suspended until Memorial Day 2011, we are planning a very special way to get Santa to the Museum this year! Come see!

2010 goes down in the books as a good year for the RMLI. We had outstanding patronage at both Museum sites and our volunteers did a great job staffing the Museums and giving our visitors a warm, friendly experience. Financially, the RMLI was fortunate to receive more than \$37,000.00 in grants during 2010. This allowed us to move forward on several projects, including #399, #16, the Freeman Building – Historic LIONEL Visitor's Center display hall and added musical entertainment at Riverhead Railroad Festival 2010. We thank all of our supporters and grantors for their generosity this year.

One special grant for \$1,000.00 from the LIST Chapter – NRHS has helped to move the cosmetic restoration of BEDT 16 to fruition. Coupled with a grant sponsored by Suffolk County Legislator Ed Romaine and the Suffolk County Department of Economic Development and Workforce Housing, BEDT 16 has been scraped and primed, finish paint has been applied to the new underbelly and the rest of the finish paint will be applied in the Spring. Her drive wheels have been moved into place by a crane and operator donated by North Fork Welding & Steel Services of Greenport. Work has begun, under the direction of Dick Horn, to reinstall the drive rods in preparation of putting the locomotive back on her wheels. In the Spring, our volunteer woodworkers, "The Shipwrights," will be restoring her wooden doors, windows and cab framework. Her number boards have been removed and LIST/RMLI Trustee, George Wybenga, has researched the correct fonts for lettering and numbering and will be handling that aspect of the restoration. Already in a coat of fresh black and white primer, BEDT 16 is attracting a lot of attention in Riverhead. Cars regularly stop outside the fence and occupants gaze at the work being done. Many positive comments have been voiced in downtown Riverhead about the visual improvement that has taken place on BEDT 16. You can follow the progress of BEDT 16 on the RMLI blog: <http://rmlinews.blogspot.com/2010/10/diesels-steamers-and-snowplows.html>

I'd like to thank our BEDT 16 volunteers, Anthony DeBellis, Dick Horn, George Wybenga, Joe Costa Sr., Joe Costa Jr. Mike Arnold, Dave Stagliano, Matt Stagliano, Rich Clark, Joe Saullo and Steve Susic for all the work that has been done to date. If you would like to volunteer to work on this project, please drop me an e-mail at dfisher@rml.us and I'll get you involved.

Exterior painting of caboose C-68 has been completed and she awaits lettering. Over the winter the team plans to paint the interior. Send Anthony DeBellis an e-mail if you would like to volunteer with this interior paint project: adebellis@rml.us

Around the Museums we hosted several successful events in 2010. The New York Transit Museum's LIRR 175th Anniversary Exhibit made its East End debut in May. Along with two very special LIRR artifacts on loan from the Southold Historical Society and a beautiful railroad lamp exhibit donated to the RMLI by Mrs. Lorraine Gargiulo and her son Michael. The show was a grand hit with our visitors.

In June we hosted more than 85 visitors for a grand book signing and rail excursion from Riverhead to Greenport with author Heather Worthington and her book: *Miles of Smiles, Roxey the Long Island Rail Road Dog*. Complete with period news butchers, finely dressed ladies and Teddy Roosevelt re-enactor James Foote, we gave everyone a historical good time!

Riverhead Railroad Festival 2010 (RRF) was outstanding with great weather and some of the largest crowds we have ever seen. Bluegrass musicians *Eastbound Freight* entertained on the RRF Main Stage in the food court area, the Long Island Antique Power Association had a large display of old time engines and we had the largest number of railroad vendors under our tents since beginning the RRF in 1999! The LIRR World's Fair Park Train and all the model train layouts gained a great deal of attention throughout the weekend. All in all a wonderful event at the RMLI.

In closing this month, I'd like to advise you that the RMLI held its annual Election of Officers at its Fall Membership Meeting on October 23rd. I'm pleased to announce the Museum's officers for 2011: President, Don Fisher; Vice President, George Faeth; Secretary, James Werner and Treasurer, Al Schick. Thank you to all of our volunteers, members and supporters for your continuing interest in the RMLI and for your faith in this current lineup of Museum Officers.

That's all for now, look forward to our Spring opening and the Grand Opening of the Historic LIONEL Visitor's Center Layout in the Freeman Building at the Riverhead RMLI, April 9, 2011!
"Clear block ahead, all aboard!"

THE LIRR MODELER by Mike Boland**THIS MONTH'S FEATURE:****THE NAPERVILLE RAILROAD PROTOTYPE MODELERS MEET**

We're going to take a break from our modeling duties to speak about an event we just attended that should be of interest to all modelers. We're talking about one of the great annual events for model railroaders: the Railroad Prototype Modelers Meet held last month (October) in Naperville, Ill at the Holiday Inn Select. Held annually for about two decades now the Naperville—a suburb west of Chicago—meet brings together about 400 of the very best prototype modelers in this country and Canada for three days of clinics, presentations and showcasing their models. It's a great event that all serious modelers should try to attend at least once.

The RPM meets are held at many areas around the country and this is the fourth one we've been to. We've attended the Collinsville RPM Meet in Connecticut, the Northeast Fallen Flags RPM Meet in Bridgewater, N. J., the Railroad Prototype Modelers Seminar East in Pennsylvania and the Naperville RPM Meet, one of the biggest in the country.

Any RPM meet has clinics and Naperville was no exception. These clinics or presentations—usually done via Power Point and laptop computer, all about an hour long—cover a variety of modeling or railroad-related subjects—are presented by experts or knowledgeable persons. Naperville had three days worth of clinics and among the subjects featured were the Baltimore Harbor District (Paul Dolkos); Argentine (Kansas) Industrial District (Chuck Hitchcock); Commuter Railroading (Bill Schaumburg, editor of Railroad Model Craftsman magazine); Chicago—Then and Now (Ray Rhodes); Passenger Train Modeling (Bob Chapman); NKP Layout (Tony Koester); Signaling (Andy Sperandio of Model Railroader magazine); Scenery (Lance Mindheim); Union Pacific Freight Car Lettering (Dick Harley); Reefers (Martin Lofton); Modeling Southern Pacific Freight Cars (SP expert Tony Thompson) and a number of other first-rate and interesting presentations. Most of these clinics were offered twice because three or four clinics are run at the same time and it's tough to choose which presentation to go to.

In addition to the many great clinics, there are a number of superb models on display in the great ballroom. We saw some great models, in all scales. There is a vendors' room, where many items are on sale including models, kits, decals, paints, parts, buildings, scenery, books and other items, including interiors for passenger cars. And then there are the photos...lots of photos. A number of photo dealers are in the house with all kinds of rolling stock and motive power shots available, in color and black and white.

There was even one historical society present...the Central of Georgia...with all kinds of good stuff for sale.

The Naperville RPM Meet also had two modular model railroads in operation and they both were fine affairs. One was in HO scale, the other in N scale. Both model railroads operated well and had great scenery.

THE LIRR MODELER continued by Mike Boland

An RPM Meet is also a great way to make new friends and meet old friends. It's also on the cutting edge with different ideas and techniques spoken and shared by one and all.

There are all kinds of RPM meets and ways of making them easy on the budget.

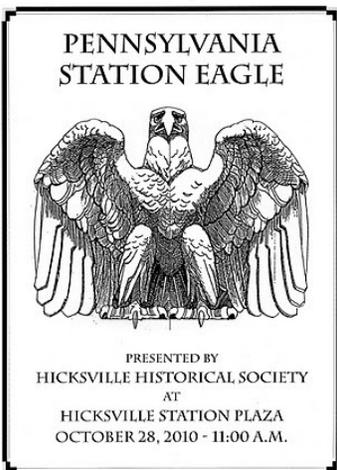
We heartily recommend going to at least one; you won't be disappointed.

We'll resume our modeling efforts next time; there's lots to talk about. These are great times to model the Long Island Rail Road, particularly in HO scale.

Until then, happy modeling! and Happy Thanksgiving!



Hicksville Eagle showing off the new beak during the ceremony



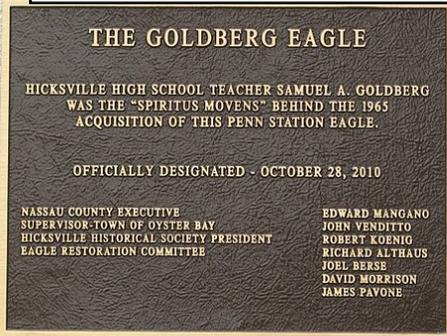
Cover of Commemorative booklet printed for ceremony



The eagle with the newly affixed plaque shown at left



Dave Morrison (above) and Steve Quigley (right) address the crowd



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

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