



# SEMAPHORE



## November 2011

The next meeting of LIST will be on **Friday, November 18th at 8:00pm** at the Christ Episcopal Church, South Carll Avenue and Prospect Street, Babylon, New York. **This will be our annual Modelers' Night.** As usual, we ask modelers to bring in a model or two for exhibition. It doesn't have to be a LIRR model...anything in any scale will do.

### THIS MONTH:

Noted modeler, photographer and BNSF/Santa Fe fan Ray Rhodes will be bringing a few of his BNSF/Santa Fe models in HO scale as well as presenting a great show on the Santa Fe in Chicago in the 1960s. Ray is a long-time member of the Santa Fe Model and Historical Society and he attends the ATSF Convention every year, where he has won numerous ribbons for his models. He also attends a number of Railroad Prototype Modelers Meets. While he models both the ATSF and the BNSF, he says he's getting back to his Santa Fe roots. It's a show for everyone!

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

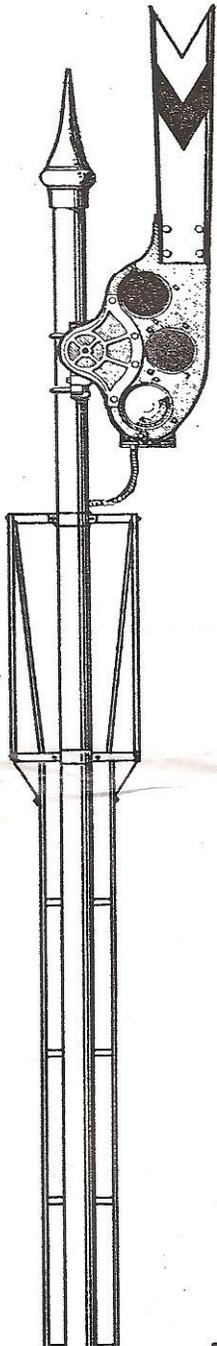
<http://www.nrhs-list.org>

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THE PUBLICATION OF THE  
LONG ISLAND-SUNRISE TRAIL CHAPTER  
OF THE  
NATIONAL RAILWAY HISTORICAL SOCIETY



## LIST Merchandise



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



The 2012 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 them. The production cost of the calendars went up but the calendar prices are the same as last year.

# \_\_\_\_\_ 2012 LIRR calendar @ \$8 each Total \_\_\_\_\_

# \_\_\_\_\_ LIRR 175<sup>th</sup> Anniversary 60 page book @ \$10 each Total \_\_\_\_\_

# \_\_\_\_\_ NY Connecting RR Book @ \$27 each Total \_\_\_\_\_

# \_\_\_\_\_ Jamaica Station by Dave Morrison @ 18 each Total \_\_\_\_\_

# \_\_\_\_\_ LIRR in the Fairbanks Morse Era @ \$20 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 \_\_\_\_\_

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 \$11.41]

The Long Island Sunrise Trail Chapter of the National Railway Historical Society is a non-profit 501c3 Educational Organization. The Chapter was founded in 1966 to serve the Long Island area. The SEMAPHORE is the official publication of the Chapter. Articles appearing herein do not necessarily express the attitude of the Chapter or the NRHS. Please address all correspondence and membership inquiries to: LIST-NRHS, PO Box 507, Babylon, New York 11702-0507

Stephen F. Quigley, President

Steven R. Torborg, Editor

## List Happenings by Steve Quigley

The NRHS has sent out the dues renewal notice. Please send it back to our Treasurer, Alan Mark, as soon as possible. Alan's Name and address will appear in the window of the return envelope that was provided when you fold the notice appropriately. We need your assistance with one item. The bottom part of the dues renewal notice which is to be mailed to Alan, does not note your name. PLEASE WRITE IN YOUR NAME NEXT TO YOUR MEMBER NUMBER. This was an oversight by National which should be corrected next year. If you write your name on the bottom part of the notice, it will greatly assist us in processing your renewal. Thank you for your co-operation.

If you are a Chapter only member in that your primary Chapter is not LIST, please make a copy of your dues renewal and send it along with a check for \$10 to our PO Box. Please make a notation on the copy you are sending us or write a brief note telling us that you are a Chapter only member.

As I mentioned in last month's Semaphore, new books on the LIRR are being released. Chapter member and former Branch Line Manager, David Morrison, has authored a book on Jamaica Station in time for its 100<sup>th</sup> Anniversary which is in 2013. The regular price is \$21.99. Please see the order form in this edition of the Semaphore for additional information.

A book on the Fairbanks Morse locomotives of the LIRR has been published. The title is LIRR in the Fairbanks Morse Era. The front and rear covers are color photos while all of the pages inside are text and black and white photos. Please see the order form.

Art Erdman's 3<sup>rd</sup> volume book on the LIRR titled, "Long Island Rail Road in color, Color Guide and facilities," will be available March 1, 2012. This book will be available to members at a discounted price.

Our Chapter sponsored a members only tour of the Hillside and Morris Park facilities of the LIRR on Saturday, 10/29. Mike Boland is writing an article regarding the tour for the Semaphore. The weather was terrible with rain changing to snow during the tour but a good time was had by all. Thanks to the people of the LIRR including Chapter member Jim Muhr, who helped make the tour informative and enjoyable in spite of the weather.

The Winter 2011 edition of "Classic Trains" magazine has a notation regarding an exhibition of Richard Steinheimers photographs. The exhibit is titled, "Richard Steinheimer: A Passion for Trains," featuring the work of famed western rail photographer, is set for Dec. 15,2011 – Jan. 21, 2012 at the Robert Mann Gallery in New York City.

If you wish to write an article for the Semaphore, just let me know and we will try and print it, space permitting. My e mail address is [csquigley@optonline.net](mailto:csquigley@optonline.net). My telephone number is 631-487-4766 if you wish to discuss Chapter related items.



## Stack Talk by Neil Moran

SOUTH AFRICA – UMGENI STEAM RAILWAY KWAZULU NATAL: The group celebrated by having a reception for the return to service of Dubs Tank Engine #196 at the Mizens Railway in Woking, Surrey UK, a few months ago. The Group also molded a special number plate to fit on to the locomotive for the occasion. This engine was returned to England a few weeks prior to the celebration. Meanwhile, the Riverside Museum, in Glasgow's, Scotland New Museum of Transportation and Travel has now opened to the public. The exhibits include a North British built class 15F 4-8-2 #3007 restored at Bloemfontein.

CAPE TOWN – ATLANTIC RAIL: Recently on an excursion from Cape Town to Simon's Town, class 74 #3655 a 4-8-4 was renamed "Jenny" in honor of the late Jenny Pretorius who contributed so much to the rail preservation and rail touring in South Africa over the past decades.

JOHANNESBURG – SOUTH AFRICAN NATIONAL RAILWAY AND STEAM MUSEUM: Members traveled to Chamdor to inspect a large collection of steam locomotives that were left abandoned, as the English would say, "Dumped". What they found was a "Horror Show" of locomotives, some over 100 years old completely unprotected from the weather. Several class of engines were just seemingly dumped, even outside the gates including some Garrattes of narrow gauge class, plus other engines of various wheel alignments. To look upon such a disaster made some of the members sick to their stomachs. There wasn't one locomotive that remotely could be salvaged for restoration. How long had this pile of junk been laying there is unknown. Sad but true. Volunteers from the Sanrasm Museum are doing the best they can do to remove this horrible site. The museum has run a couple of trips to Macaliesburg with good results using a class 15F #3046 a 4-8-2, along with excursions to Scottburgh and Port Shepstone. All trips ran well as #3046 is in good shape, and well maintained.

UNITED KINGDOM – YORK: The A1 class Pacific "Tornado" continues to make splendid news on all her excursions, this month she is off to the Northampton- Minton Keynes Railway to Waterford Junction, Kensington Olympia South Canterbury West and return on Nov 11. This trip will be run by "Steam Dreams". Nov 24 a Cathedrals Express out of London's Kings Cross station to York with stops at Hadley Wood, Peterborough, Stevenage and return, Dec 14<sup>th</sup> another Cathedrals Express out of London's Victoria station to Sherborne, stopping at Woking, Guildford, Haslemere, Hedge End and Sherborne and return, and finally Dec 19<sup>th</sup> with another Cathedrals Express on the Basine Stoke and London Railway to Ely with one stop at Broxbourne and return. All of the above trips were run by Steam Dreams. In other exciting news from the UK, plans are afoot to use LNER Pacific #4472 "Flying Scotsman" on the first leg of the "Steam Dreams" 2012 Cathedrals Explorer on the East Coast main line to Durham, and the SR "Bulleid" & Pacific #34067 "Tangmere" will also be involved in the same tour in Scotland next year. This will be a very exceptional excursion with both of these locomotives. Jolly good news indeed.

CANADA – KINGSTON: The city council members agreed to invest another \$150,000 for the relocation and cosmetic restoration of the century old locomotive #1095 a 4-6-0 currently located at Confederation Park in Kingston. The 10 wheeler was built by the Canadian Locomotive Works in Kingston in 1913. The engine was renamed the "Spirit of John A" in recognition of Canada's first prime minister, Sir John A. Macdonald, a citizen of that city. The project overall cost has risen to 1.1 million due to the delicate nature of restoring such a large scale landmark that contains hazardous materials such as asbestos. Council members were buoyed by presentations from labor and community groups who pledged to help with the restoration and fund-raising.

ONTARIO – SOUTH SIMCOE RAILWAY HERITAGE: Back in 1987 when the association took over operating of the former CN branch between Beaton and Tottenham they hoped to keep the branch Line running with steam locomotives. They have locomotive #136 a Rogers built 4-4-0 built in Paterson NJ in 1883. She has the distinction of helping build Canada's Transcontinental Railway, and which was kept in steam operations up until 1960.

## Stack Talk...continued by Neil Moran

The #136 returned to excursion service in August 2011. After extensive restoration work which included massive boiler work in which the jacket had to be replaced. The cost of this labor ran around \$150,000, and there is some work not yet finished. The railway also owns coaches from the steam era, freight equipment, and #1057 a 1912 4-6-0, she ran on the C.P. also. Presently is is not known what condition the #1057 is in.

UNITED STATES – CALIFORNIA, SACRAMENTO: This is one of the finest railroad museums in North America, and you would do yourself a great injustice to yourself if you were in the area and did not stop in. It is that good. The museum houses the one and only S.P. Cab Forward. The only engine of that design in the world. She's #4294, and built in 1944 with a wheel alignment of 4-8-8-2. When out there, see if you can get permission from one of the guards to climb aboard and sit in the engineers chair, and marvel at the view he had in that beast pulling over a hundred freight cars. It is something you'll never forget. There is also a great chance the museum will acquire two of Santa Fe's steam engines, a 2900 series 4-8-4, and a 5011 series 2-10-4 both stored at Belen, New Mexico. The prospect of significant infrastructure improvements which opens the door for cosmetic restoration of these two priceless examples of U.S. Railroading.

NEW MEXICO – ALBUQUERQUE: Incredible steam news has reached me recently, and news that steam fans will hardly believe. Santa Fe #2926 a huge 4-8-4 that has been under restoration for over a decade, may yet come to life. The group (The New Mexico Steam Locomotive & Railroad Historical Society) which is an all volunteer group got some very encouraging news when the New Mexico Department of Cultural Affairs has renewed interest in seeing the engine run. A few years ago, the society was encouraged when the New Mexico Department of Cultural Affairs worked with the group on a possible 2012 state centennial train. That plan died due to the economy. To date the group invested almost \$700,000 and more than 65,000 man hours in the restoration of the running gear, boiler and several appliances. The tender has been fully restored, and a coat of gloss black paint along with Santa Fe lettering has been done on the massive tender. When the finished product completed the engine could indeed run in it's own back yard. There is serious talk that the state owned commuter line "Rail Runner" which is a 100 mile former AT&SF Line from Sante Fe to Belen that runs through Albuquerque, the combination of big steam, main line and home rails, sounds like a terrific trio.

OREGON – PORTLAND: The Pacific Railroad Preservation Association just announced two new excursions for 2011. First, the SP&S 700 a 4-8-4 will be pulling a holiday express train Dec 3-4 from Portland's Oak Park and the following weekend Dec 10-11 the #700 will steam over the Columbia River to attend BNSF's employee holiday party in Vancouver, Washington, Its good to see this engine running again after a long absence.

NEVEDA – VIRGINIA & TRUCKEE: Restoration work is currently in progress on 2-8-0 #29, she may appear in 2012. Former McCloud railway #18 a 2-8-2 is undergoing some minor repairs, and is currently the number one engine on this pike running between Carson City and Virginia City on Sat and Sun until the end of October. Much of the newly rebuilt track between Carson City and Gold Hill is very remote, and the steady climb with the locomotive work very hard is a sight to see and highly recommended with grades up to 4%.

CALIFORNIA – LOS ANGELOS: Trains and Travel International and the Central Coast Railway Club have officially announced that the proposed trip powered by Santa Fe 4-8-4 #375, is a go. The train will depart Los Angelos and head East to Arizona and return, the dates are May 12 to the 21<sup>st</sup> of May. Additional plans include a double header with former CB&Q 2-8-2 #4960 on the Grand Canyon Railway out of Williams, Arizona to the South Rim of the Grand Canyon and return. Photo run bys will be held on most days, freight traffic and time permitting. This 11 day steam excursion will operate under contracts with Amtrak BNSF, and Arizona & California Railroad. For further information go to [Chris@traintrips.biz](mailto:Chris@traintrips.biz).

## Stack Talk...continued by Neil Moran

COLORADO – ALAMOSA: Steam locomotive #1744 a 2-6-0 was built by Baldwin Company in November 1901. Today its out of service in pieces at the San Lous & Rio Grand Yards in Alamosa. The boiler is off-site and in undergoing repairs with hopes to future restoration & running. Currently locomotive #18 a 2-8-0 is being used to pull the railroads excursion trains.

NEW MEXICO – CHAMA: The railroad has fully reopened the entire line including the Labato Trestle, four miles out of Chama just a short time after the full schedule started. Now the Cubres & Toltec Scenic Management Company which has run the railroad since 2006, announced that it had elected not to operate the C&S after this year. As of last August the group that over sees the railroad for the states of Colorado and New Mexico started a process of looking for a new operator. The main goal is to find a concern that can market the the 64 mile railroad in a effort to build ridership back to where is once was in the early 2000's at about 60,000 a year. This year it only drew about 35,000 a far cry from about 10 years ago. Right now the two finalists are the Cannon City & Royal Gorge RR, and American Heritage Railways operator of the Durango & Siverton narrow guage railroad. The commission narrowed it down from among six companies that sought to operate the C&T Railroad, including the Iowa Pacific Corp which operated the Rio Grande Scenic at Alamosa, Colorado. By the time you read this a decision will have been made and I will have the finalist for you.

UTAH – HERBER CITY: Things are not looking to good for the Herber Valley Operation, both locomotives #618 and #75 are currently in the shop being worked on. Progress is happening with #75, but is not expected to run until 2012. This locomotive ran on the Great Western Railway until 1955. No. 618 is awaiting her 1472 day inspection, It is not known how long it will be down.

TENNESEE – CHATTANOOGA: The museum had a very busy month in October. They sponsored four trips out of Chattanooga on Oct 8,15,22,29. They were called "Autumn Leaf Specials" The trips were powered by #630 a 1904 2-8-2. As you know the locomotive was restored by the museum. There is one more trip planned for Nov 5, go to <https://www.ty.rail.com> for further information.

WEST VIRGINIA – CLIFTON FORGE: Former Chesapeake & Ohio 4-8-4 #614 has a complete change of paint scheme done on her. In a surprising move the 1948 Lima has had her face lifted. She now sports a green paint scheme with a white smoke box and quite literally looks like brand new engine just entering service. This new dress was done by the the crew at the C&O Railway Heritage Center in Clifton Forge W.Va. The new look is to publicize the "Greenbriar Presidential Express" a luxury cruise train which is set to begin weekly service between Greenbriar Resort and White Sulphur Springs and Washington DC next year. It is not known if the #614 will pull any excursions but not likely, but for now will be put on static display at the White Sulphur Springs Station. By the time you read this, the project will have been completed. For the near future the Greenbriar Presidential Express will be powered by diesels. Meanwhile 12 full-time workers are presently converting 10 sleepers into luxurious parlor cars at the former steel mill in Potstown PA. Another dozen workers have already been added to the team last month. The cars were acquired from Grand Luxe and the American Oriental Express. These cars have already received upgrades to their running gear, along with other under body equipment. Ross Rowland who owns the #614 is overseeing all the equipment changes. He stated the train will leave Washington at 10 am on a Wednesday and arrive in Virginia at 4 pm. So there is no need for sleeping accommodations. Everything is on track for the July 2012 start-up and we'll have a 15 car train ready to roll by then. As of now there is no information on ticket pricing.

Now its time to thank all the people who took the time to send me the news you just read about John Biehn (Dayton RR Society), John Batwell (Union of South Africa), Rich Taylor (Kearney NJ), and your must humble servant in steam.  
HAPPY THANKSGIVING

UNTIL OUR TRACKS CROSS AGAIN

## List Members Visit Hillside and Morris Park Facilities

While the weather certainly did not cooperate, almost two dozen members of the Long Island Sunrise Trail, led by LIRR manager Jim Muhr, braved a pre-Halloween winter storm, jumping on an eastbound train at Jamaica for a short ride to the HSF complex, where they got off the train and visited the Hillside Service Facility on Saturday morning, October 29<sup>th</sup>, of this year. Then they withstood a terrible storm that afternoon while visiting the Morris Park facilities of the LIRR. A scheduled stop to tour the Sheraton service facility had to be cancelled.

Saturday morning LIST members took a guided tour of the giant HSF complex, located at the sight of the former Holban Yard. Brad and Chris, two senior management officials of the facility, escorted the group and showed them various sections of the giant shop and what it does to keep LIRR rolling stock in running condition. They both spent much time answering questions and graciously explaining the activities performed in the shop, while conducting an informative walking tour. The bad weather forced the group to skip lunch and some went home after leaving HSF.

After HSF, the LIST members jumped on a train for a quick run back to Jamaica, where the group boarded a Q24 bus for a short ride to Morris Park. By then, weather conditions had really deteriorated and only about 15 members proceeded. The group fought through some very inclement weather for an abbreviated walk through what remains of the facilities. LIST members took lots of photos in the gray weather, with snow swirling all about and then retreated indoors to dry off. When the group had enough photos and weather, they retreated to the bus stop on Atlantic Avenue, where Jim and LIST members waited for a bus before returning to Jamaica and the tour ended.

Our thanks to Jim, Chris and Brad for a most interesting day.

## Oyster Bay Railroad Museum Update by John Specce, President

October is synonymous with Oyster Fest and the Oyster Bay Railroad Museum once again participated in this regional event over the weekend of Oct 15<sup>th</sup> & 16<sup>th</sup>. Sunny skies and brisk winds brought out over 200,000 visitors to the festival which features food booths, arts and crafts, oyster shucking and eating contests, entertainment and rides for the kids. The LIRR ran special hourly schedules on these days bringing people from points west directly into the Oyster Bay station which is across from the Festival entrance. The Museum had its yard with historic railroad equipment on display open along with the Visitor Center. The food booth which featured crab roll, grilled shrimp on a stick, seafood gumbo, shrimp cocktail, ice cold draft Saranac root beer and soft drinks, did a brisk business over the two days. This is one of the major fundraisers for the Museum and thanks to our volunteers who toiled for two days, it was a success.

The perennial favorite "Holiday Express" will be held on Dec 10<sup>th</sup> and 11<sup>th</sup> at the Visitor Center at 102 Audrey Avenue. The big attraction is the free carriage rides, along with model railroad layouts, hot cider, cookies and candy canes, and of course a visit from Santa on Sunday. Admission is free to all. Visit our website at [www.obrm.org](http://www.obrm.org) for more details.

Work at the yard is continuing, weather permitting, and the concentration is on getting things secured and weather tight prior to the winter setting in. The Ping Pong coach was recently painted along with the roof vents being installed. Caboose 12 will have some exterior work done where the cupola joins the roof and other pieces of equipment getting TLC by our dedicated volunteers where needed.

That's all I have for now, and on behalf of the entire Board of Directors and our membership best wishes to all for good health, peace and happiness in the coming year!



***THE LIRR MODELER by Mike Boland******THIS MONTH'S FEATURE:  
ATTENDING THE 18<sup>TH</sup> ANNUAL RAILROAD PROTOTYPE  
MODELERS CONFERENCE IN LISLE, ILL.***

We're going to interrupt our series on Railbox freight cars to cover our wonderful time spent at our second Railroad Prototype Modelers Meet held at Lisle, Ill. Normally located in Naperville, Ill—one town over—and commonly known as "Naperville" by the many serious modelers who attend it every October, the meet was held on October 20<sup>th</sup>, 21<sup>st</sup> and 22<sup>nd</sup> of this year at Lisle since its normal venue, the Holiday Inn in Naperville was closed and undergoing a conversion to a Marriott facility. So, we had our meet at the Hickory Ridge Marriott, a wonderful facility that will be closing at the end of the year. The Marriott Conference Center had excellent facilities but the rooms where we stayed were a little tight and the layout of our facilities—vendor rooms, display room, weathering theatre and seminar (presentation) rooms—was a little confusing and took a little time to figure out.

Nonetheless, attendance was estimated to be over 300 people for the three-day intensive series of presentations and the meet really went off without a hitch. Our only regret was that we didn't buy any raffle tickets; we'd like to know who won the Athearn Genesis with sound Southern Pacific Black Widow F7A and B units. Man, that was a good raffle prize.

While it took about 12 hours to get from New York-JFK to Lisle, we got in on Wednesday night and it began promptly on Thursday morning with registration promptly at 9 am. We were signed in by a familiar face...Virginia Herson, Matt Herson's wife, who generously donated her time and worked the desk with Joe D'Elia's wife.

The first seminar began at 10 am. For those of you not familiar with the RPM meets, they are a loosely-organized but extremely well-run series of meets held around the country during the year. There are no contests and no judging and the models are on display for all to see...in all scales and all eras. There are even some modular layouts for display; this year at Lisle there was an HO layout and an N scale layout.

Most modelers attending bring models of prototype railroad equipment—locomotives, passenger cars, freight cars, MW equipment, cabooses, trucks and buildings—as well as modules of railroad scenes and locales.

Most importantly, there are a series of scheduled seminars or presentations covering a variety of subjects and they are offered four at a time. According to coordinator Joe D'Elia, the RPM meet offered attendees "a full slate of accomplished speakers with a wide range of topics." Most of them are offered twice during the three day conference; our LIRR MP54 show was one of a few that was only offered once...Thursday at 7pm. This was great for us and allowed us to attend the vast number of shows, which are supposed to run for 45 minutes with a 15-minute period for questions and answers. Most presentations stayed within the timeframe but we ran over a little. No problem, though.

***THE LIRR MODELER, continued... by Mike Boland*****Railroad Prototype Modelers**

Among the presentations that we attended were:

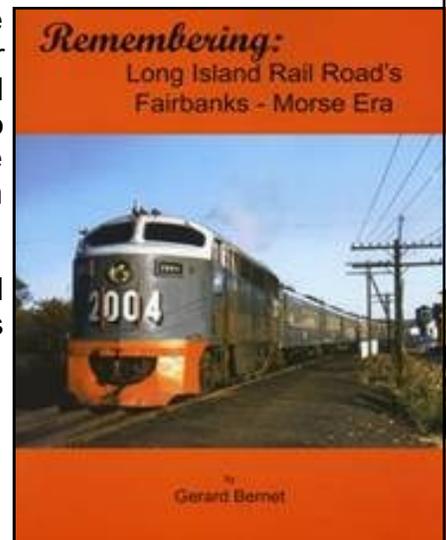
- a great presentation on New York Central gondolas by Roger Hinman
- making some unique Wabash open hoppers by Stan Rydarowicz
- Chuck Vlk and his outstanding show on EMD F-units
- Clark Propst and modeling Minneapolis and St. Louis freight cars
- Bob Chapman on models and color
- Mont (Mr. Monon) Switzer and his favorite freight car projects
- Andy Sperandeo expanded his recent MR article on ready-to-run freight cars
- Bob Welch had a two-part series on Fruit Growers Express
- Richard Hendrickson and Tony Thompson covered weathering freight cars
- Mike Rose covered the recent addition to layout, a yard loaded with trackage
- Frank Angstead spoke about his employer, the Intermountain Company
- Bob Heninger did a show on Great Northern boxcars from 1920 to 1949
- Richard Hendrickson did a second show on improving freight cars
- Our good buddy Bill Shaumburg took us on a North Shore ride to Mundelein
- Ken Harely spoke about our favorite reefers, Pacific Fruit Express
- Ed Hawkins covered drop-end gondolas with some great photos
- Bill Darnaby finished the show with an update on his Maumee road

In addition to these, there were three expanded meal programs with guest speakers: Brian Marsh of Overland Models covered the history of Overland, a brass importer and brought us up-to-date. Thursday night Bill Schneider, formerly with Branchline and now with Rapido was our guest speaker and he did a fascinating talk on how a model comes into being and what it's like to have trains made in China. It was hosted by Tony Thompson and Richard Hendrickson and the "Friends of the Freight Car." Friday night saw Philip Weibler provide some very interesting images along with his narrative on 50 years of photos in color and black and white.

It was a great show with both Tangent and ExactRail displaying some new models along a number of other vendors. We'll resume with our Railbox series next time. Nothing new on Con-Cor's MP54s as well as Rapido's Osgood-Bradley "American Flyer" cars. We expect to see these cars in Springfield next year at the Amherst Show but we can tell you that the LIRR cars have sold more than any other car in this new series. We can't wait for these babies to come out.

A NEW BOOK ON THE LIRR? It's called "Remembering: Long Island Rail Road's Fairbanks-Morse Era" and it's by Gerard Bernet. It has some really good photos and we'll review this next time.

Until then, happy modeling!



Long Island Sunrise Trail Chapter  
National Railway Historical Society  
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**Images of Rail – Jamaica Station by David D. Morrison**

This is Dave's 2<sup>nd</sup> Images of Rail book published by Arcadia Publications. This 128 page book contains 200 photographs, drawings, paintings and maps pertaining to the history of Jamaica Station. One full chapter is devoted to construction photographs from the archives of Arthur Huneke. Lots of photos, never before published, can be seen in this book.

In the foreword, Janet Greenstein Potter wrote in part:

With more than 200,000 daily passengers, Jamaica Station continues to make history. David Morrison now takes us on a visual trip through major parts of that history, to better understand and enjoy the growth and behind-the-scenes activity of Jamaica Station, heartbeat of the busiest commuter railroad in North America.

Others who have read the book have said:

Dave's knowledge of the Long Island Rail Road shines through in this fact-filled narrative that centers on Jamaica Station, the LIRR's major transfer point for thousands of customers each day and "business home" to many of our employees. The station is a vital component of downtown Jamaica and is part of what makes this Queens neighborhood so rich, colorful and vibrant. I hope you will enjoy the vintage photographs in this book as much as I did, along with the grand and colorful history of the station that Dave has so expertly assembled.

Helena E. Williams

President

MTA Long Island Rail Road

After reading the book I was left with even greater respect for the vision of the LIRR people who planned and built this facility. The basic trackage, junctions and station layout continue to expedite the movement of trains and passengers just as they were designed to do over 100 years ago.

Walter E. Zullig Jr.

General Counsel (retired), MTA Metro-North Railroad

Vice President, Metropolitan Region, NRHS