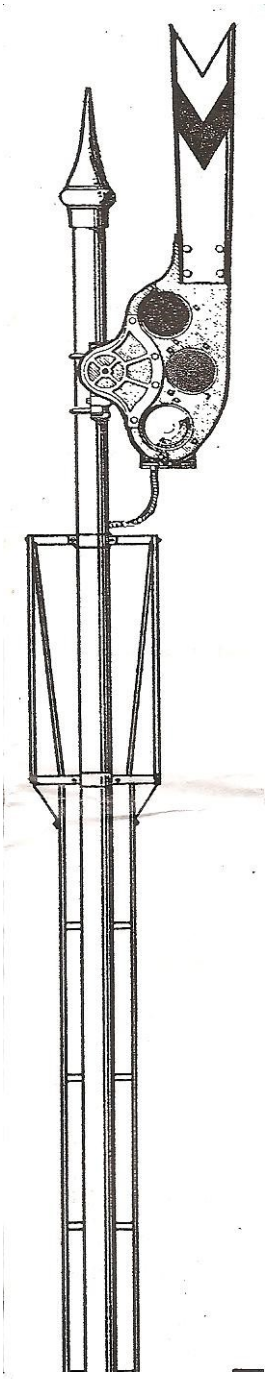
SEMAPHORE

December 2012



The next meeting of LIST will be on **Friday, December 21st at 8:00pm** at the Christ Episcopal Church, South Carll Avenue and Prospect Street, Babylon, NY.

THIS MONTH:

Everyone loves a good mystery, so…..

IN THIS ISSUE:

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 following price list is for LIST members only!

#_____ 2013 LIRR calendar @$8 each Total_____

#_____ LIRR 175th Anniversary 60 page book @$10 each Total_____

#_____NY Connecting RR Book @$27 each Total_____

#_____ Jamaica Station by Dave Morrison @ 18 each Total_____

#_____LIRR Stations 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_____

#_____The Long Island Rail Road, In Color Vol. 3 @$48 each Total_____

#_____The Long Island Rail Road, In Color Vol. 4 @$48 each Total_____

#_____The Cast Iron Eagles of Grand Central Station by Dave Morrison @$5 each Total_____

#_____The Long Island Rail Road 1925-1975 By David Keller & Steven Lynch @$18 each Total_____

#_____Revisiting The Long Island Rail Road By David Keller & Steven Lynch @$18 each Total_____

#_____NY City Electrified Railroads, In Color By Alfred E. Fazio @$48 each Total_____

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

Shipping for 2 to 4 calendars, total of $5.00

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

Each additional book, add $2.50.

[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] Thank You.

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

I apologize for the fact that out 2013 LIRR calendars have not been delivered to you. Delivery of our Chapter's 2013 LIRR calendar has been delayed and should be in stock soon. Everyone who has placed an order for a calendar will be shipped one as soon as we receive them. Thank you for your patience. Although our cost went up slightly, we have maintained last year's price which is $8 for members. The enclosed order form reflects the 2013 calendar.

If any Chapter member is interested in purchasing a book published by Morning Sun Books Inc., please email or call me and I will try to purchase it for you. Go to www.morningsunbooks.com to view the selection and then send me an email or call me regarding the procedure to purchase. Naturally, Chapter members will receive a discount off the retail price. [If the retail price is $59.95, Chapter members cost will be $48 plus S +H and tax if applicable]

The Chapter's book on the "Shortline Railroads of Long Island" is in the final stages of being written. This book is being produced by our Chapter with credit going to authors Ed Koehler and Harold Fagerberg. We hope to have this book available early next year. The book will probably have 128 pages, filled with maps, photos and roster lists of the Short Lines of Brooklyn and Queens.

In anticipation of the 100th Anniversary of Jamaica Station which will take place in 2013, we are exploring various commemorative items. One of the items will be a chrome railroad spike. We will take a typical spike, have it polished to shiny chrome and then have it engraved with "Jamaica Station 1913 – 2013. The cost will be approximately $100 per spike plus s + h. We will produce them only in the amount of the orders placed. If you are interested in ordering one, please call or email me.

Dues renewal was sent out by National Headquarters in October. Please be timely with your response. The Chapter portion of the dues will remain at $10. The $10 Chapter dues do not cover the cost of the Semaphore and as a result we might have to consider a small increase in the Chapter dues in the future. Not this year however. Please mail back your membership renewal as soon as possible to our Treasurer, Alan Mark. Alan's address is on the renewal notice. Please do not send your renewal to the Chapters PO box as I then have to forward it to Alan. Please send it back directly to Alan. Your co-operation in mailing back your dues renewal in a timely manner is greatly appreciated. If you did not receive your dues renewal notice, please call or email me.

We are always looking for new members. If you know of anyone who might be interested in joining NRHS – LIST, please let me know and I will send them information on how to join us.

If you wish to write an article for the Semaphore, just let me know and I am sure that we will be able to print it. I have a few articles waiting to be printed but we can always use more. My e mail address is csquigley@optonline.net and my telephone # is 631-487-4766.

I hope that all of our members and their families have a Happy and Healthy Holiday Season. Happy Chanukah and Merry Christmas and a Happy New Year! Please remember all those who suffered through Hurricane Sandy and other natural disasters this year with your charitable contributions.

MERRY CHRISTMAS, HAPPY CHANUKAH AND HAPPY HOLIDAYS TO ALL!

THE ARTICULATED STEAM LOCOMOTIVES OF LONG ISLAND by Edward M. Koehler Jr.

The term 'articulated steam locomotive' brings several images to mind, on the plains of Wyoming a Union Pacific 4-8+8-4 'Big Boy' hauling an endless stream of box cars west while a 4-6+6-4 'Challenger' heads east with a passenger train. Trackside in Carbondale, Pennsylvania sees a train of coal hoppers topped and tailed with a pair of Challengers ready to forward the next load of Delaware and Hudson Coal over Ararat summit. Down in the hollows of West Virginia a 2-8+8-2 of a design harking back to the United States Railroad Administration gets ready to service a coal mine for the Norfolk and Western' across the valley a similar locomotive labeled Virginian switches another tipple.

All of the locomotives mentioned in the previous paragraph are Mallet type articulated steam locomotives. Jules T. Anatole Mallet was a Swiss locomotive engineer who designed a compound system for two cylinder steam locomotives in 1874 which featured a high pressure cylinder on one side of the locomotive and a low pressure cylinder on the other. The steam would leave the boiler and go first to the high pressure cylinder and then pass to the low pressure cylinder. In 1884 Mr. Mallet would patent an articulated version of his compound locomotive. The articulated locomotive would have two high pressure cylinders mounted midway along the boiler and powering a set of drivers under the rear section of the boiler; the steam would then pass to the high pressure cylinders at the front of the locomotive which powered another set of drivers; these drivers were mounted on a frame that could swivel to allow the locomotive to take a smaller radius curve.

Mallet was not the first designer to create an articulated locomotive; that credit goes to Robert Francis Fairlie. Fairlie built a two foot gauge 0-4-0+0-4-0 articulated steam locomotive named "*Little Wonder*" for the Festiniog Railway in North Wales during 1869. So successful was the "Little Wonder" and a similar locomotive built during 1872 that the Festiniog Railway put off plans on double tracking their entire line. Fairlie articulated locomotives had a frame somewhat like a flatcar with a truck at each end; each of these trucks had two cylinders, valves, and rod gear which powered the drivers on this truck. Above the frame was a rather interesting boiler, two cylindrical sections were joined in the middle with a square firebox section. The locomotive was stoked using a door in the firebox facing the side of the locomotive. Clearances are very tight in the cabs of this type of locomotive which results in a restricted firing rate. There are only two known double Fairlie articulated locomotives rostered by railroads in the United States, one on the Lehigh Valley Railroad, the other on the Denver and Rio Grande; both had very short lives.

The Mallet type locomotive was the most common type of articulated locomotive in the United States. But the Fairlie articulated design caught the fancy of William Mason of the Mason Machine Works and he surmised that 'half a Fairlie' would be just the thing for the American narrow gauge market that was just beginning to develop in the early 1870's. Mason recognized that the Fairlie had superior tracking abilities over conventional framed locomotives and the narrow gauge lines then being built had a surplus of poorly laid and surfaced rail. By 'cutting the locomotive in half' a conventional boiler with a traditional type of cab could be fitted to their product. The traditional locomotive cab had plenty of room for firing the boiler. The rear power truck was replaced with a conventional four wheel truck that supported space for fuel and a water tank. The Mason Machine Works would outshop their first Fairlie during 1871 for the American Fork Railroad in Utah; eventually they would build 148 'Mason – Fairlie' type of locomotives between 1871 and 1889; a further fourteen would be built up to the year 1914 for the Boston, Revere Beach and Lynn Rail Road. Most of the locomotives built by Mason to their version of the Fairlie design were narrow gauge but they also build standard gauge versions.

This story reaches Long Island via the Centennial Exhibition of 1876 held in Fairmount Park in Philadelphia. A three foot gauge rail line termed the Centennial Railway circled around the fairgrounds; there was a single locomotive numbered 1876 built by the Mason Machine Works pulling a train of brand new open excursion cars built by the Jackson and Sharpe firm. After the fair this rail equipment and the track materials it traveled on was put up for sale. On Long Island the New York and Manhattan Beach Railway was going through the throes of raising funds, acquiring a right of way, and choosing what gauge of track to use. The relatively new equipment available in Philadelphia helped to make the decision to build to the three foot gauge. A fleet of four new Mason – Fairlie articulates would supplement the former 1876 to open service on the New York and Manhattan Beach Railway on July 19, 1877. Four more similar locomotives would be purchased during 1878. Eventually three of the original five locomotives would be traded back to Mason during 1881 towards the purchase of four larger locomotives; but these four would all be damaged in a fire in December 1882 and sold back to Mason. The Long Island Rail Road would acquire the New York and Manhattan Beach Railway during 1882 and began the process to widen out the line to standard gauge. Of the little Mason –Fairlies, seven of them would similarly be widened by the rebuilding of their trucks. The Long Island Rail Road would go to the Mason Machine Works themselves and purchase five standard gauged Mason – Fairlie articulated locomotives for use on the widened lines.

THE ARTICULATED STEAM LOCOMOTIVES OF LONG ISLAND cont by Edward M. Koehler

The Marine Railway (of Coney Island) was an operating subsidiary of the New York and Manhattan Beach Railway running a shuttle train between the Oriental Hotel and the Manhattan Beach Hotel. The line opened with a Baldwin 0-4-0T that quickly developed a reputation for derailing; it was replaced with no less than two additional Mason-Fairlie articulated locomotives. These two additional pieces of motive power would also pass to the Long Island Rail Road.

The New York and Brighton Beach Railroad was the shortest lived of the roads that served the Coney Island beach area, it opened for the season on August 4, 1880 and closed after the season, as it turned out it was closed permanently at that time. The line definitely had two locomotives of the Mason – Fairlie articulated pattern, both were sold to the New York and Sea Beach Railroad at the end of that first season. There is some material that suggests that there was a third similar locomotive on this line, but there are no blank spots on the Mason builder's records to account for this locomotive.

The Fairlie articulated locomotive originated on the Festiniog Railway during 1869 and it too got into ownership of a 'half Fairlie' when they took delivery of their second number 7 from the Vulcan Foundry, Limited during 1876. It was of a 0-4+4T wheel arrangement and remained in service until 1932; this locomotive was scrapped during 1935. A re-creation of the original named "*Taliesin*" was constructed during 1999 by the Festiniog Railway.

There was a third design of articulated locomotives designed by Herbert William Garratt, they were usually built by the Beyer Locomotive Works in Manchester, England and are often referred to as 'Beyer Garrets'. In this family of articulated locomotives the boiler, cab, and fuel supply are carried on a central frame that is pivoted on each end on a sub-frame. Mounted below this sub-frame are the cylinders and running gear. This design has the advantage of being able to provide large amounts of tractive effort with low weights per axle. The first of this type was built during 1909. There were no Garret type locomotives in the United States.

POSTSCRIPT

About this time some knowledgeable rail buff might wish to bring to the attention of the author the Pennsylvania Railroad's class S1 6-4-4-6 steam locomotive which was exhibited at the 1939 to 1940 New York World's Fair pointing out that there were four cylinders on this locomotive. That would be true; the 6100 had four cylinders but it was not articulated having a solid frame with no pivot points for either of the two sets of driving wheels. This was a duplex drive locomotive which was an engineering principle adopted by the Pennsylvania Railroad for their later T, and Q classes.

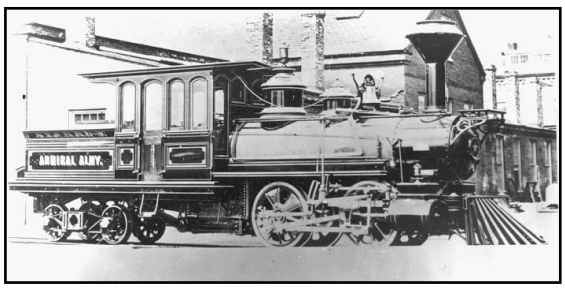
CLASS	NUMBER	BUILDER	SERIAL	DATE
S1	**PRR 6100**	**Pennsylvania RR - Juniata**	**4341**	**1/1939**

This was a 6-4-4-6 steam locomotive with four 22x26 cylinders and 84 inch drivers that was built as a testbed for a replacement for the K4s class locomotives. It was on display at the 1939-1940 New York World's Fair. Taken out of service during 1945, it was sold for scrap in January 1949.

Also on display at the 1939-1940 World's Fair was the latest Baltimore and Ohio Railroad locomotive, also a duplex drive 4-4-4-4 which was numbered 5400 and named the "*George H. Emerson*". It was built in the Mount Clare Shops of the Baltimore and Ohio.

CLASS	NUMBER	BUILDER	SERIAL	DATE
N1	**B&O 5400**	**B&O RR – Mount Clare Shops**	**unknown**	**5/1937**

This was a 4-4-4-4 steam locomotive with four 18x26½ cylinders and 76 inch drivers named "*George H. Emerson*". It was on display at the 1939-1940 New York World's Fair. Taken out of service during 1943, it was sold for scrap in October 1950.



The Colorado and Southern Railway also toyed with the idea of having a group of duplex drive locomotives built but this project was not approved by their corporate parent, the Chicago, Burlington and Quincy Railroad.

ROSTER OF THE ARTICULATED STEAM LOCOMOTIVES OF LONG ISLAND

This roster only includes those Mason - Fairlie locomotives that were delivered new to railways on Long Island, subsequent ownership details are contained in the notes.

NEW YORK AND MANHATTAN BEACH RAILWAY

CLASS	NUMBER	BUILDER	SERIAL	DATE
none	**"*Charles L. Flint*"**	**Mason Machine Works**	**571**	**__/1876**

This was a three foot gauge 0-4+4T steam tank locomotive of the articulated Mason – Fairlie design with 11x16 cylinders and 36 inch driver diameter that was built as the number 1876 for the Centennial Railway at the 1876 Centennial Exhibition in Philadelphia. This locomotive was acquired by the New York and Manhattan Beach Railway as their "*Charles L. Flint*" in January 1877 Mason Machine Works. This locomotive was acquired by the Long Island Rail Road via a lease on May 1, 1882 with no immediate change in identification. It is thought that this locomotive was renumbered to first 103 by the Long Island Rail Road and widened out to standard gauge circa 1883. The first 103 was off of the roster by 1898.

none	**"*Admiral Almy*"**	**Mason Machine Works**	**581**	**4/1877**
none	**first "*Manhattan*"**	**Mason Machine Works**	**582**	**5/1877**
none	**first "*New York*"**	**Mason Machine Works**	**585**	**5/1877**
none	**"*Bay Ridge*"**	**Mason Machine Works**	**588**	**6/1877**

These were four three foot gauge 0-4+4T steam tank locomotives of the articulated Mason – Fairlie design with 12x16 cylinders and a 42 inch driver diameter that were purchased to begin service on the line. The "*Admiral Almy*", first "*Manhattan*", and the first "*New York*" were traded into Mason during 1881 towards the purchased of new and larger locomotives. The "*Admiral Almy*" was resold to the Cincinnati Northern Railway as their first 5 and became Toledo, Cincinnati and Saint Louis Railroad first 55 as a result of the June 1883 merger and returning to Cincinnati Northern Railway as their 5 when the merger unraveled during July 1884; no further information. The first "*Manhattan*" and first "*New York*" were rebuilt by Mason as 2-4+4T's and resold to the Wheeling and Lake Erie Railroad as their first 6 and first 7 on October 13, 1881; the first 6 was retired during 1890; the first 7 was renumbered to first 99 during 1892 and was retired during 1893. The "*Bay Ridge*" was acquired by the Long Island Rail Road via a lease on May 1, 1882 with no immediate change in identification. It is thought that this locomotive was widened to standard gauge circa 1883 and became the first 104; no further information.

none	**"*Peter Stuyvesant*"**	**Mason Machine Works**	**590**	**5/1878**
none	**"*Wouter Van Twiller*"**	**Mason Machine Works**	**592**	**5/1878**
none	**"*Washington Irving*"**	**Mason Machine Works**	**593**	**5/1878**
none	**"*Hendrick Hudson*"**	**Mason Machine Works**	**596**	**5/1878**

These were four three foot gauge 0-4+4T steam tank locomotives of the articulated Mason – Fairlie design with 12x16 cylinders and a 42 inch driver diameter that were purchased to begin service on the line. These four locomotives were acquired by the Long Island Rail Road via a lease on May 1, 1882 with no immediate change in identification. These four locomotives were renumbered to first 52 to first 55 by the Long Island Rail Road and widened out to standard gauge circa 1883; all four were retired by 1898.

none	**2nd "*Manhattan*"**	**Mason Machine Works**	**648**	**5/1881**
none	**"*William Kieft*"**	**Mason Machine Works**	**649**	**5/1881**
none	**2nd "*East New York*"**	**Mason Machine Works**	**650**	**5/1881**
none	**"*Gravesend*"**	**Mason Machine Works**	**651**	**5/1881**

This group of locomotives were partially paid for by the trading in of the four 1877 built locomotives. These were four 2-4+6T steam tank locomotives of the articulated Mason – Fairlie design with 12x16 cylinders and a 48 inch driver diameter. All four of these locomotives were damaged in a fire during December 1882 and were sold back to the Mason Machine Works in February 1883. The second "*Manhattan*", the "*William Kieft*", second "*East New York*" and the "*Gravesend*" were resold to E.B. Philips on February 28, 1883 for use as the Toledo, Cincinnati, and Saint Louis as their 83 to 86 becoming Toledo, Saint Louis and Kansas City Railroad first 25 to first 28 in a corporate reorganization; these locomotives were renumbered to second 6, second 10, second 3, and second 5 circa 1887, all were widened to standard gauge between August and September 1888. The second 6 was retired after 1892, the second 10 was wrecked on September 5, 1892 and was retired, both the second 3 and second 5 were retired by 1898.

NEW YORK AND MANHATTAN BEACH RAILWAY (continued)

CLASS	NUMBER	BUILDER	SERIAL	DATE
none	**2nd "*New York*"**	**Mason Machine Works**	**682**	**5/1882**
none	**"*Oriental*"**	**Mason Machine Works**	**685**	**5/1882**

These were two 2-4+6T steam tank locomotives of the articulated Mason – Fairlie design with 14x18 cylinders and a 48 inch driver diameter. These two locomotives were acquired by the Long Island Rail Road via a lease on May 1, 1882 with no immediate change in identification. These two locomotives were renumbered to first 66 to first 67 by the Long Island Rail Road and widened out to standard gauge circa 1883; both locomotives were retired by 1898.

MARINE RAILWAY (OF CONEY ISLAND)

CLASS	NUMBER	BUILDER	SERIAL	DATE
none	**"*East End*"**	**Mason Machine Works**	**603**	**6/1879**
none	**"*West End*"**	**Mason Machine Works**	**606**	**6/1879**

These were two 2-4+4T steam tank locomotives of the articulated Mason – Fairlie design with 10x16 cylinders and a 37 inch driver diameter that were built for service on the Marine Railway (of Coney Island). These two locomotives were acquired by the Long Island Rail Road via a lease on May 1, 1882 with no immediate change in identification. These two locomotives were widened out to standard gauge circa 1883; thought to have been renumbered to first 68 to first 69 circa 1888 by the Long Island Rail Road and were retired by 1898.

NEW YORK AND BRIGHTON BEACH RAILROAD

CLASS	NUMBER	BUILDER	SERIAL	DATE
	1 to 2	**Mason Machine Works**	**625 to 626**	**6/1880**

These were two 0-4+4T Mason 'Fairlie' articulated steam locomotives that were built for the New York and Brighton Beach Railroad as their 1 and 2 acquired by the New York and Sea Beach Railway as their first 6 and 7 in between September 1880 and September 1881, they are still believed to have been in service on the Sea Beach line during 1886 but are believed to have been disposed of shortly thereafter. There is no further information on these two locomotives.

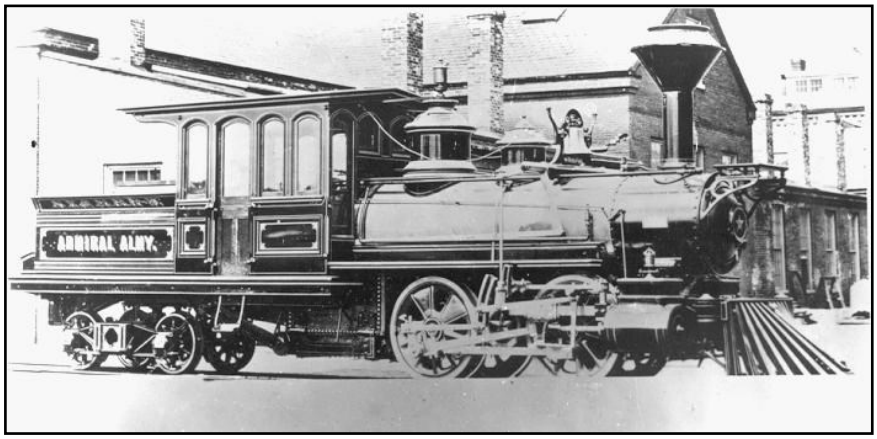
Some sources state that their was a third Mason 'Fairlie' locomotive on the New York and Brighton Beach but an analysis of the Mason Machine Works builders list for this type of locomotive shows no possible builders number.

LONG ISLAND RAIL ROAD

In addition to the five locomotives shown, eight former New York and Manhattan Beach Railway locomotives and two former Marine Railway (of Coney Island) locomotives were widened out to standard gauge and added to the Long Island Rail Road roster.

CLASS	NUMBER	BUILDER	SERIAL	DATE
none	**56 to 60**	**Mason Machine Works**	**699 to 703**	**5/1883**

These were five standard gauge 2-4+6T steam tank locomotives of the articulated Mason – Fairlie design with 14x16 cylinders and a 50 inch driver diameter. These locomotives later had their leading wheels removed giving them a 0-4+6T wheel arrangement. These five locomotives were retired by October 1898.



NEW YORK AND SEA BEACH RAILROAD

This line operated the two former New York and Brighton Beach locomotives until circa 1886.

THE LIRR MODELER by Mike Boland

This Month's Feature:

Walthers PRR/LIRR Interlocking Tower...Part 4

Before we proceed with our series on LIRR/PRR interlocking towers, we would like to thank all those who participated in our annual Modelers' Night. It was a great evening and a night to remember. We look forward to next year's event. Thanks also to all those great railfan photographers who provided me with 35mm color slides used in our MP54 presentation. Thanks again!

Let's get on with our feature. Now we want to speak about painting and weathering your interlocking tower. Don't get us wrong; the kit is well-detailed and molded in several colors and looks good. By airbrushing or painting your structure and coloring it a little more with colored pencils, these two steps will ensure your having a very attractive building.

One way this can be done is by airbrushing the structure to take advantage of the rich super-detailing on the sides of the tower. There is great detailing of the brick and mortar work and the only way to bring it out is by means of a wash.

We went ahead and airbrushed a coat of Boxcar Red paint onto the assembled walls of the tower, followed by a coat of Oxide Red. This changed the color of the tower and made it look more brick-ish.

After that, we made a wash of 10% Aged Concrete paint with 90% distilled water. Once mixed, we applied the wash onto the walls by suing a wide brush. This wash, once dry, really brought out the mortar work because it settled in the recess mortar lines of the model.

This is not the only way to accomplish this; we'll talk about other ways to do this as well as using colored pencils to make the bricks look more real next time…next year…in January 2013.

Merry Christmas and Happy New Year from The LIRR Modeler!

Happy Holidays and Happy Modeling!

Long Island Railroad News by Steve Quigley

By now, I am sure that you all have heard or read about the tremendous damage that Hurricane Sandy caused to the NY Metropolitan area and New Jersey. I just want to give you a brief idea of some things that have taken place.

Newsday reported on November 28th, that damage to the Long Beach Branch could total $88 million. Three substations had to be replaced, the rail yard had damage due to flooding and a cable and emergency generator had to be replaced on the Wreck Lead [Reynolds Channel] bridge. Two of the Four East River tunnels that the LIRR, Amtrak and Jersey Transit share, were flooded by Sandy with resulting signal and electrical damage. This resulted in reduced tunnel capacity with fewer trains to Penn. Full LIRR service was resumed on December 10th after the LIRR Signal Department members assisted Amtrak workers in repairing the signal system. The West Side Yards also flooded but no trains were damaged due to the fact that all LIRR equipment was moved to higher ground. The LIRR did not lose any rolling stock due to the prudent movement of all equipment from the Far Rockaway, Long Beach, Oyster Bay Terminals and the West Side Yard away from the flooding which occurred in those locations.

The LIRR ran a diesel, double decker shuttle train from Lynbrook to Long Beach for approximately 2 weeks until electric train service could be restored. This “Long Beach Scoot” consisted of double decker cars with diesel locomotives at either end which continually ran between Long Beach and Lynbrook and used track 6 at the Long Beach Station. If possible, one of the photos in the 2014 calendar will be of this train on the Wreck Lead Bridge during this time.

The subway line across Jamaica Bay to the Rockaway’s, which is the “A” train, suffered tremendous damage and will be out of service for an extended period of time. The “H” train, which was a fixture in the 1950’s, has been reintroduced and will be a shuttle service in the Rockaway’s and connect to the rest of Queens via bus service on Cross Bay Boulevard. Subway cars were placed on trucks and transported to the Rockaway’s and then placed back on the tracks to start up this new/old service. The MTA Transit Museum is making available T-shirts, sweatshirts and other items such as magnets and pins which will have the “H” line logo. All proceeds will be going to charity to help the victims of Hurricane Sandy. If you are interested in purchasing these items, please go to the Transit Museums website which can be reached through the MTA website.

Long Island Sunrise Trail Chapter
National Railway Historical Society
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MERRY CHRISTMAS, HAPPY CHANUKAH AND HAPPY HOLIDAYS TO ALL!

From LIST-NRHS