



SEMAPHORE



April 2012

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

THIS MONTH:

Past Pres. Ben Young returns with more outstanding RR movie magic he and his brother shot back in the last days of steam in the Northeast and elsewhere.

He will also show scenes from NY City's Third Av Railway.

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

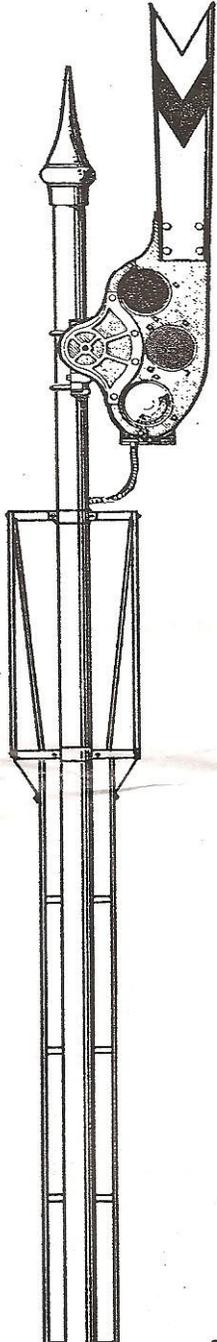
<http://www.nrhs-list.org>

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LIST—NRHS

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





The following price list is for LIST members only!

#_____ 2012 LIRR calendar	@\$8 each	Total _____
#_____ LIRR 175 th 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 Cast Iron Eagles of Grand Central Station by Dave Morrison	@\$5 each	Total _____
#_____ "The Keystone" by the Penn RR Technical & Historical Society	@\$14 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 _____

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]



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 hope that you all have submitted to our treasurer, Alan Mark, your annual dues renewal. If you have not submitted your renewal, please do so as soon as possible so that you may continue to be a member of LIST and the NRHS. If you have misplaced your renewal form, just write a note with your name, address and member number on it and submit with your check for \$46 to either Alan Mark or the Chapters P.O. Box. If you do not renew by 5/1/2012, we will then notify the NRHS that you are no longer a member and we will not be able to send you the Semaphore or other items.

As I have noted, if you are a Chapter only member in that your primary membership is with another NRHS Chapter, then please submit a copy of your primary chapter renewal notice or a short note with your LIST renewal and a check for \$10. Thank you for your co-operation with this.

In last month's Semaphore, I listed many of our Chapter's members who are members of the NRHS for 25 years as well as Ben Young who is a NRHS member for 60 years. I was remiss in that I neglected to mention Jan Archacki. Jan is a Chapter member and has been a member of the NRHS for 50 years and recently received his 50 year award. Congratulations to Jan on this milestone. We wish Jan, Ben, and all of the other 25 year members continued enjoyment in LIST, the NRHS and the rail fan community.

Amtrak has announced that Saturday, May 12th, 2012 will be the 5th annual National Train Day. This year, National Train Day will be celebrated in Grand Central Terminal in NYC among other cities. The hours will be from 11:00 AM to 4:00 PM. The event will feature live entertainment, interactive exhibits, culinary demonstrations, kid's activities, model trains, tours of Amtrak freight and commuter trains and private railroad cars.

We have in stock several books on the LIRR that are available to Chapter members at a member's only discounted price. I have added 2 more books. These two Arcadia Publishing books were written by Dave Keller and Steve Lynch.

Please see the order form in this edition of the Semaphore for further information on the currently available books.

If you have a request for any LIRR book that you feel we should stock, please let me know. Members will receive a discount off the current retail price if a discount can be obtained.

If your copy of the Semaphore does not arrive at your home in good condition, please let me know and I will send you another copy.

Also, if you have ordered merchandise such as a book or a calendar from our Chapter and have not received it, please let me know.

Several of our Chapter members are in the process of writing a book on the "Shortline Railroads of Long Island." This book will focus on railroads such as the B.E.D.T., the Brooklyn Dock and Terminal Railway, the Bush Terminal Railway, the Degnon Terminal Railway, among others. We are looking for pictures of the South Brooklyn Railway as well as the BEDT and Bush Terminal Railway. If you have pictures of these as well as the McDonald Avenue trolley line, we would be interested in them. Any person who contributes to this book will be given appropriate credit. Most of the photos that we have were from Harold Fagerbergs collection which was donated to the Chapter by his son when he passed away. Harold is being noted as one of the authors of this book. This will be a book published by the Chapter and its members.



List Happenings...continued by Steve Quigley

The location of our MAY, 2012 monthly meeting will be moved from the Church where we normally meet to OLD TOWN HALL on West Main Street in Babylon Village. The LIRR exhibit that has been showcased for almost 2 years will be taken down and replaced with an exhibit featuring veteran's items. The LIRR exhibit will be removed in June of this year and this will be your last chance to view this exhibit. Old Town Hall is approximately 1/3 mile from Christ Church where we normally meet. We will have our typical meeting hours; we are just moving the location. More to follow in next month's Semaphore

LIRR HAPPENINGS

Jamaica Station Opens on March 9, 1913, Centennial Notes II

By Mike Charles

[This was provided to us from the March 9, 2012 edition of mta today]

Ninety-nine years ago, on March 9, 1913, the Long Island Rail Road's Jamaica Station building, as well as the platforms and tracks above Sutphin Boulevard and Archer Avenue, first opened to the traveling public.

Jamaica, originally a colonial farming community and trading post, grew to a bustling commercial center thanks in part to the LIRR. A major factor allowing that growth was the Railroad's decision, made in the early 1900's, to relocate its headquarters from Long Island City to Jamaica, eliminate numerous troublesome grade crossings in the area and elevate the tracks above the rapidly developing traffic gridlock of pedestrians, horse drawn carriages and automobiles.

The combined Jamaica Station/Grade Crossing Elimination Project was the largest engineering feat undertaken by the LIRR to that time. Penn Station and the East River Tunnels were completed by the Pennsylvania Railroad in 1910. That same year, work began on the elimination of 20 Jamaica area grade crossings and the elevation of about two miles of right-of-way, including 17 tracks.

Syosset Provides a Foundation for Jamaica.

Almost two-million cubic yards of earthen fill were needed to raise the LIRR tracks in Jamaica. The question of how to obtain this vast amount of soil was an early challenge for the Railroad's planners. Resourceful project engineers looked eastward for their solution, where the LIRR was realigning part of the crooked right-of-way between Syosset and Huntington. The excavated dirt from Syosset was placed in gondola rail cars [each carrying 45 tons of earth] and hauled 22 miles west to Jamaica. The LIRR used 120 gondola rail cars for this task with 20-car trains making several round-trips daily for the almost two years it took to complete the task.

Stories of the Jamaica Building

The Jamaica Station building, constructed from marble, brick and polished terra cotta, originally consisted of 4 stories. However, the architectural design allowed for a possible future expansion to eight or even twelve stories, if so desired. In 1913, the ground – floor waiting room had an open, airy atmosphere, with a ceiling that was 2 stories high. It wasn't until the 1950's that the building expanded to its present five story composition, a feat that was accomplished by adding a new second floor above the waiting room, thereby reducing the ceiling height.



List Happenings...continued by Steve Quigley

More than One Jamaica Station

The location chosen for the new Jamaica Station was about a half mile west of two earlier Jamaica Stations. The original LIRR Station was located near the Reformed Church, which still stands on the north side of the tracks. A short distance to the south, a second Jamaica Station [Beaver Street] was located along the independently operated South Side Railroad tracks. As the Jamaica business district had been established around these two old stations, some local officials objected when the new station was built to the west. The LIRR compromised by agreeing to stop some trains at Union Hall Street.

Moving In

In early 1913, Railroad employees began moving from their old quarters in Long Island City into brand new office space. In February 1913, a customer notice was posted inside the LIRR trains stating: "The new Long Island Rail Road station at Jamaica will be opened on Sunday, March 9. On this date the main station at Jamaica, also the station known as Jamaica [Beaver Street] will be abandoned. A number of electric trains will make a stop at Jamaica [Union Hall Street] affording an additional accommodation for residents of Jamaica."

An early morning train carrying city newspapers to Speonk had the honor of being the first train departing from the new Jamaica Station that Sunday.

And so it went until the early 21st century when more changes to Jamaica were in store. More on that in a future edition of MTA Today.

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.

We are looking for articles for the Semaphore. If you have any interesting stories to tell, please let me know and we will try to include them in the Semaphore.

If you have any questions or comments, you may e mail or call me. My e mail address is csquigley@optonline.net and my telephone number is 631-487-4766.

REQUEST FOR ASSISTANCE FOR THE CHAPTER'S SHORTLINES BOOK PROJECT

If you have any pictures of the below locomotives and subjects and are willing to allow the Chapter to use them in an upcoming publication please contact Edward Koehler, Kenneth Katta, Gene Collora, or Michael Boland.

Brooklyn Eastern District Terminal – S1 locomotives 25 and 26

Bush Terminal – a view of the 'tunnel'

New York Dock Railway – images of the RS3's and NW2's used at the Bush Terminal

Delaware, Lackawanna and Western (Brooklyn Dock and Terminal) – images of Alco-GE-Ingersoll Rand boxcab 3001, General Electric 44 ton locomotive numbered third 53, and any of the early steam locomotives. While we have an image of steeplecab 4001 we would not rule out additional images of it.

Degnon Terminal – an image of a Long Island Rail Road Alco or Baldwin diesel switch locomotive working in the area

South Brooklyn Railway – steeple cab locomotives 2 or 3; Whitcomb diesel 8; General Electric diesel locomotives 11, 12, N1 and N2. A Brooklyn and Queens Transit PCC car on McDonald Avenue or on the portion of the Church Avenue line between McDonald Avenue and the 39th Street Ferry terminal area.

Stack Talk by Neil Moran

EDITOR'S NOTE: *Due to special restraints, this and future issues of "Stack Talk" will contain only news in the US. If you wish to receive this article in it's full format, please contact me via email at storb35@aol.com.*

UNITED STATES - ALASKA, ANCHORAGE: Let me give you another update on the former Alaska 2-8-0 #557. She returned to Anchorage in January where a small crowd of railroad officials, workers and World War II veterans were on hand to greet her return. The locomotive had been moved from Whittier to Anchorage strapped to a flat car. Among the greeters was Weaver Franklin who was one of the engineers on this Consol when she ran in regular service. Experts say chances are good for getting her back under steam to running again. The restoration firm of Wasatch Railroad contractors evaluated the engine while it was still in Washington state, and determined that it would require minimal repairs. One inspector said "for the most part it requires a good cleaning, dismantling, inspection, reassembly, and a good paint job" An original U.S. Army Transportation Corps tender will join up with #557 in restoration plans to return her to excursion service. The tender was inspected, and found to be in fairly good shape, as it was hardly used while in service at the Brownhaist Crane Industrial plant. Estimates for restoring #557 back on the rails run between \$200,000 and \$500,000. The railroad is in the process of launching a community fund raising drive to underwrite the project. As most of you know the NRHS convention will take place next year on the Alaskan Railroad out of Anchorage. The group will put a supreme effort to have the #557 ready for action come September of 2013. No NRHS convention is worth it's salt unless they have a steam locomotive running some excursions. So this project is a "must". The only other major steam up in that area is the White Pass and Yukon, and at that time of the year, major cruise ships are still coming in, so that wont fly. Besides the WP&Y is over 400 miles from Anchorage. Not a good thing!

COLORODO – ANTONITO: The long wait to see locomotive #463 operating again is close at hand. After a decade of inactivity and almost two and a half years of restoration, the #463 will again be in the limelight once again. She is slated to power a pre-season charter on the Cumbres & Toltec Railroad. This special offering by the friends of the Cumbres & Toltec will feature a bit of a twist. They will start out of Antonito, Colorado on a one way trip west to Chama, that will be steaming through the San Juan mountains of southern Colorado and northern New Mexico under late Spring conditions. Locomotive #463 was part of the initial order of fifteen narrow guage engines 2-8-2s that were built by Baldwin Locomotive Works in 1903 to haul more tonnage over the challenging mountains in the southern rockies. The locomotives served the system well for over fifty years. These engines were called the "Mudhens" due to their small drivers, and counterweights attached to the drivers for more traction. Many a time those counterweights sunk into the mud and dirt alongside the rail with mud flying everywhere causing quite a scene. Hence the name "Mudhens". Later the system converted to standard guage on the Rio Grande Southern, and these types of engines where either sold off or scraped, with one exception, the #463. It saw it's final duty in snow plow service on the Silverton Branch in the 1950s. Cowboy star Gene Autry a serious rail fan wanted the #463 to be a significant attraction on his western history street at his Melody Ranch in California. Sadly a fire destroyed the Street, and Mr Autry donated the #463 to the town of Antonito, Colorado where it sat on static display until it was officially transferred to the C&T, later restored and put into service in 1974. The engine instantly became a fan favorite and became the most photographed engine on the line. In 2001, she needed a major overhaul, and the "Friends" took up the cause of restoring this priceless gem to operating condition meeting all FRA standards. It is only one of two surviving K-27 class engine, and is the only one stationed on its original home territory. To purchase a ticket and ride behind this unique locomotive go to www.cumbrestoltec.org or call 505-880-1311.

NEBRASKA- OMAHA: The Union Pacific Railroad is celebrating it's 150 anniversary this year and they are planning many events in various locations throughout their system. Both #844 and #3985 will be making many appearances at these festivities. In conjunction with the 150th anniversary of the Civil War Battle of Shiloh, (March 30, April 1) in Menairy County, Tennessee, Cleburnes division and First Federal division will work with Union Pacific and operate a "first of a kind" reenacting a railroad experience. Prior to the Shiloh event, Union Pacific will haul a steam powered train from Omaha, Nebraska to Memphis, Tennessee using the 4-8-4 #844. When the train arrives in Memphis people will board the train in period dress of the 1860s as well as men dressed in military dress of the same era. Wagons and guns will be put on flat cars but no animals. The consist of the train will carry 21 cars carrying the reenactments and special guests. On the way over from Omaha, the train will make stops at Council Bluffs, Iowa, Kansas City and St Louis Missouri, and then onto West Memphis arriving at the Union Pacific inter-model facility at Marion, Arkansas, and finally into Memphis. As stated above, this is only the beginning of a years round of activities.

Stack Talk...continued by Neil Moran

WISCONSIN – NORTH FREEDOM: Restoration has been quietly been taking place in North Freedom, on the Saginaw Timber Company #2. The 1912 Baldwin locomotive which is privately owned by Mid-Continent member Skip Licher has been leased to this pike throughout it's many years of operation at the museum. Restoration remains at a slow pace as Skip and a handful of volunteers do the best they can. Skip in fact does most of the work himself. A while ago a shipment of #2 driving wheels was delivered from the facility in Milwaukee that had machined the drive wheels. Three of the four sets were repaired but the forth set was found to have a defect on the axle, and would require a replacement. Fortunately, an excess axle was found on the facility which was originally ordered for the C&NW #1385. Work has been done on the driving rods, eccentrics, eccentric straps and related pieces. Repairs have been done on the frame and pilot wheels. What awaits them, is restoration of the sand and steam domes, plus the steam dome cover and smoke box door. Then there's work to be done on the tender which could have a few more headaches awaiting the crew. The last time #2 operated under steam was back in 2000 when she was used for the 2000 snow train festival at the Mid-Continent Railroad. After that the 2-8-2 was pulled out of service for a mandatory overhaul. Now, slowly but surely the Mikado is coming back. Slowly I turned step by step. Remember that line from Abbott and Costello .

ILLINOIS – TAYLORVILLE: The American Steam Railroad Preservation Association, announced that it has purchased former St Louis – San Francisco (SL-SF) #1352 a Mikado 2-8-2 steam engine built in 1912 by the American Locomotive Company in Schenectady, N.Y. This engine served the ST&SF RR (AKA the Frisco) until 1956 when she retired and was placed on display in a public park in Kansas City, Missouri. The #1352 was originally built as a Consol 2-8-0, but later rebuilt in June 1944 into a Mikado locomotive. The engine now resides in Taylorville, Illinois, but will be brought to Columbus, Ohio in the near future. The ASRPA was founded in 2005 to acquire and to restore to service steam locomotives from the Halcyon days of steam power. The group will bring #1352s smaller parts first, such as pumps, generators, and power reverser to Ohio to begin work on them while continuing to raise money for the crane and rigging company required to move the #1352 from Ohio.

WEST VIRGINIA – CASS: Besides the Cass rail fan weekend that is taking place during the weekend of May 18th - 20th , which I wrote about in my last column, there is another weekend you can go to sponsored by the Chesapeake, Allegheny live steamers (CALS) this group is having there weekend down there on May 4th to the 6th. A tour of the Cass shop starts the week end off with several Shay locomotives right outside the door moving around up until 5pm. Then at 6pm dinner at one of several locations in Cass. Sat the 5th departure from the Cass station at 8:30am to the water tower where the Shays will be watered, after that multiple run bys at the watertower. Re-board, then ride to Spruce where many run bys are planned with the two shay engines passing each other in different directions. There will also run bys at Big Pond before returning to Cass that evening. On Sunday morning on May 6th at 8am the great locomotive race with three shays doing multiple side by side run bys, then onto the watertower to photograph each engine taking on water. Additional photo stops will take place also. Then up to Bald Knob stopping at many locations along the way to photograph the train. Lunch at Bald Knob and then the return trip back to Cass, again with many photo stops. Arrive back in Cass at 3:30pm for departure home. Please call Paul Pedersen at 301-803-8229 or write him at 6552 Orland St. Falls Church Virginia 22043. For ticket prices email him at Cals at cass@yahoo.com.

PENNSYLVANIA – MINERSVILLE: The restoration of formen Central of N.J. Locomotive #113 is nearly complete. This engine was originally built for the Central of New Jersey in 1923 as a 0-6-0 and was used for about 30 years to move passenger cars around the yard and was never used in regular passenger service. During her final years it was bought by the Philadelphia Reading Coal and Iron Company in 1953 and stored in Locust Summit outside of Ashland from 1953 until the 1980s when Robert Kimmel purchased it and later moved her to Minersville. Mr Kimmel said the restoration began as a full-time endeavor in 1999 and took ten years until they got her to steam. It has also taken more than \$600,000 and about 60,000 man hours by volunteers up to now. The biggest expense was the customized parts that had to be build for the #113. When the locomotive came to us it was totally stripped down. There was nothing on it. Every part was gone, and all we had was the boiler and the wheels, and the frame. So we started from scratch with what little we had. Most of the rebuild money has come from grants, private funding and fund raising events. The repairs are now 90% complete, meaning that the engine is at point where she is operable and could move under it's own power. During the past year a lot of time went towards attaching it's appliances, including the air compressor, and all the piping that goes with it. Also the locomotive had to be jacked up to complete the wheel work which took many days. The finishing touches included adding an insulation jacket, woodwork in the cab, and remaining cosmetics. It was some job but worth every hour we spent on her. Guts and Glory, that's for sure.

UNTIL OUR TRACKS CROSS AGAIN

THE LIRR MODELER...continued by Mike Boland

THIS MONTH'S ISSUE: FUN WITH IPDS (Incentive Per Diem Boxcars) Part 2

This month we continue our series on the Incentive Per Diem (IPD) 50-foot boxcars that appeared on U. S. railroads in the 1970s, elevating many U. S. shortlines to fame and popularity as railroaders and railfans both spotted their colorful boxcars with billboard lettering across the country. These cars are entering the twilight of their years of service so we thought we would take a look at these cars and the small railroads that used them.

The Moscow, Camden & San Augustine Railroad, once famous for operating an old LIRR wooden combine in one its mixed trains, had two different types of these boxcars in service. We'll look at one series of cars this month and save the other car for next time since building it is a little more complicated kitbash but can be very accurate if you take your time and get the right parts. More about that when we're done with this version of the MCSA IPD boxcars.



The car we're modeling is the 50-foot Railbox boxcar, manufactured by Athearn and custom-painted by Bev-Bel. The prototype can be seen on page 30 of Jim Eager's excellent series on IPD boxcars in the October 2000 issue of the now-defunct Railmodel Journal magazine. Shown is MCSA from series 6075 through 6124, a group of 50 5347-type outside-braced boxcars.

One of the nice things about this car is that there is very little to do to make this model resemble the prototype. Let's discuss the few things that have to be done to this car to make it more accurate.

The biggest thing to be done is to airbrush the roof of this car. Bev-Bel painted the entire car in Omaha Orange but we used an aluminum-looking Polly-scale paint which appears as a silver color. Painting the roof makes it look like the galvanized roof of the prototype. This is done simply by masking the entire car, both sides and ends, at the roof line. We used Pollyscales but any other brand of paint that appears silver is just as good.

Next, we need to focus on the side sill; the prototype's is shaped a little differently than the Athearn model. We "remodeled" this by using small strips of styrene to extend the side sill to the respective ends of the car. We used Evergreen strip styrene and cut it to fit, then glued it, primed and then touched it up with some SP Daylight Orange paint. You can try mixing your own—SP Daylight Orange seems to be very close—and then adding a little black or gray to it to flatten it and bring it closer to Omaha Orange, the MCSA's official color.

We'll continue with this boxcar next time. Until then, happy modeling!

Museum Update... by John Specce, President



This past winter and early spring has been a busy time for the Oyster Bay Railroad Museum. In late February, OBRM Board Member Steve Torborg visited the Steam Operations Corp. in Muscle Shoals, Alabama. This company is the contractor that we are working with to restore the Museum's G5 Locomotive #35. It was also featured in the Winter 2012 issue of the Railway Museum Quarterly, Trainline. The purpose of Steve's visit was to get a sense of the operation and see, first hand, how the phased restoration of #35 will proceed. Phase One deals with the running gear, locomotive frame, cylinders, and wheels to be refurbished, including the tender wheel sets and

the tender itself. This first phase was the focus of Steve's visit. Upon his return he provided the OBRM Board with a superb video presentation, and was able to impart to the trustees a strong sense of confidence, not only in our choice of restoration contractor, but also the course going forward in this important process.

As you have gathered, the OBRM has broken down the #35 restoration into 4 phases:

Phase One is described above. Phase Two includes the rehabilitation of the boiler and firebox. This work will include the replacement of outer wrapper firebox sheets, and any other thin metal areas as necessary. Repair and replace staybolts. Boiler work to include rehab of flue sheets and steam dome. It also includes installation of new flues, refurbishment of the superheater and pipes, as well as the smoke box and interior netting. Phase Three will deal with the reassembly of boiler and firebox to locomotive, installation of the cab and the reapplication of the brake systems, air compressor, injectors, and backhead appliances and the shipment of the locomotive and tender back to Oyster Bay. Phase Four addresses the assembly of a prefabricated engine building to house the locomotive.

The above represents an aggressive agenda, but one that will result in an operational Locomotive #35.

Last month we took a major step in achieving one of OBRM's longstanding goal, namely the relocation of the pedestrian entrance to TR Memorial Park to a site at the end of Audrey Avenue, close to the historic Oyster Bay Station. The informal hearing, hosted by the Town of Oyster Bay, heard near unanimous support from a large contingent of OB community organizations in favor of our position. The final decision rests with the NYS DOT. They were in attendance and, I believe, were impressed with the turnout and support. Stay tuned!

On March 22nd. We were treated to an informative and fascinating presentation by noted LIRR historian and OBRM member Dave Morrison. Dave discussed his popular book Jamaica Station, and the history of the LIRR in the Jamaica area. His wide ranging talk dealt with the 1913 Jamaica Improvement project and the incredible impact it had on Queens, Long Island, and Manhattan commuting. At one point in the evening he asked for a show of hands, "who here has changed at Jamaica?" Can you guess the response?



Long Island Sunrise Trail Chapter
National Railway Historical Society
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PHILADELPHIA CHAPTER, NRHS RESCHEDULES 'FAREWELL TO THE FAITHFUL SILVERLINERS' EXCURSION

Over its 75-year history, Philadelphia Chapter, National Railway Historical Society has operated many different and successful rail excursions. Many of these trips have been multiple-unit electric commuter rail excursions over the suburban routes radiating from Center City Philadelphia, PA.

On Sunday, May 6, 2012, another chapter in this long history will come about as the 1963-vintage Budd Silverliner II and 1967-vintage St. Louis Silverliner III cars ride off into the sunset, with more than 70 Rotem Silverliner V cars now on SEPTA property and taking over. The original fleet of 75 of the Budd and St. Louis cars is now down to 44, and this will most likely be the last chance for a trip of this type.

In spite of some ongoing major construction along SEPTA's routes, the Chapter has been able to schedule a trip covering the Chestnut Hill West, Cynwyd, Fox Chase and Norristown Lines, where numerous photo opportunities can be provided.

Our special train will depart Philadelphia's Suburban Station at 10:00 AM, 30th Street Station (Upper Level) at 10:05 AM, returning to those points between 4:00 and 5:00 PM. A lunch stop will be made during the day. Riders should take note that SEPTA Regional Rail cars do not have restrooms and riders ought to "plan accordingly". There will be limited restroom availability at turnaround points, and more than sufficient at various eateries during the lunch stop.

The fare for the unique "Farewell to the Faithful Silverliners" excursion is \$50.00 per person. Tickets may be ordered from: Philadelphia Chapter, NRHS, Post Office Box 7302, Philadelphia, PA 19101-7302. Remittances should be made payable to **Philadelphia Chapter, NRHS**. It is requested that a #10 stamped, self-addressed business envelope be included so the Chapter may mail your souvenir ticket back to you.

You may also print an order form by visiting the following web site:
<http://www.trainweb.org/phillynrhs/>

Join Philadelphia Chapter, NRHS on Sunday, May 6, 2012, as we salute these venerable cars on a "job well done" after nearly a half-century of