



SEMAPHORE



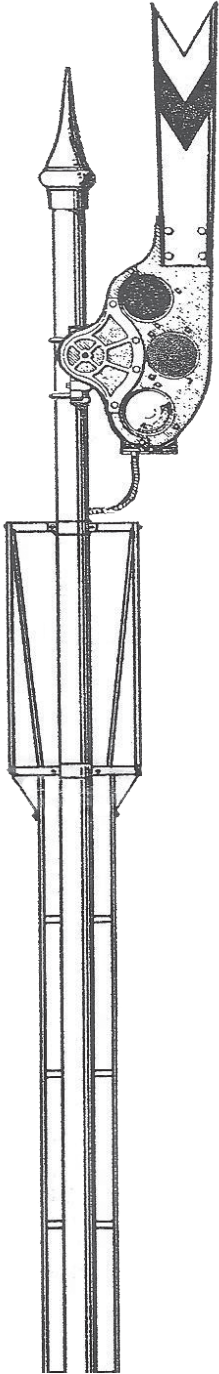
May 2024

The LIST Next meeting will be held on **Friday, May 17th at 8:00 p.m.**

This meeting will be **IN PERSON** at the historic Van Bourgondien house in West Babylon, as well as by Zoom. The address of the Van B house is 600 Albin Avenue in West Babylon.

THIS MONTH

The guest presenter for our May 17th meeting will be Polly Desjarlais who is the Content Manager of the New York Transit Museum. The program will be an interesting look at one of the NY subway's interesting features of the past!



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For Regular updates and other important information, visit the LIST Chapter website at: LIST-NRHS.org

Our Chapter's mailing address is:

LIST-NRHS

PO Box 507

Babylon NY 11702-0507



The Publication of the
Long Island - Sunrise Trail Chapter
of the
National Railway Historical Society



May Membership Meeting Information by Ed Koehler

LOG IN INFORMATION FOR THE MAY MEMBERSHIP MEETING

We are going beneath the surface!

Persons entering either this electronic meeting or the physical meeting room agree to not record any or all part of the presentation without the express written permission of the Long Island Sunrise Chapter NRHS, the host/producer and the presenter. Violations of this agreement could result in criminal and/or civil penalties. Thank you for your cooperation. Want to get in contact with a presenter? We will be happy to facilitate that.

8:00 PM on Friday, May 17, 2024

The Van Bourgondien House

600 Albin Avenue, West Babylon, New York, 11704

The guest presenter for our May 17th meeting will be Polly Desjarlais who is the Content Manager of the New York Transit Museum. The program will be an interesting look at one of the New York City subway's interesting features of the past!

Friday, May 17, 2024 at 8:00 PM eastern, **7:00 PM** central: The May membership meeting of the Long Island Sunrise Trail Chapter, NRHS will take place at 600 Albin Avenue, West Babylon, New York. We will be continuing our series of photographic visits with the railway museums on Long Island this evening. The speaker is scheduled to be Polly Desjarlais who is the Content Manager of the New York Transit Museum. The program will be an interesting look at one of the New York City subway's interesting features of the past!

To attend this event via Zoom®, click this link:

<https://us02web.zoom.us/j/86570458682?pwd=VDA0VElUd01od0FmeFV1aG41NUFvQT09>

Meeting ID: 865 7045 8682 Passcode: 186055

If you are accessing this meeting from a digital copy of the SEMAPHORE, copy the above link into your computer's search engine.

UNFAMILIAR WITH ZOOM®?

About 15 minutes before the scheduled time on the date of the event you can connect to the meeting by entering the link shown under the event you wish to attend in your computer's search engine (Bing, Google, Yahoo, etc.) and hit enter. You can also enter this meeting by just 'clicking on the link' if it is displayed in underlined blue on your computer screen. You will be brought to the opening screen of Zoom® where you will be asked for your name. After entering your name hit 'return' again and you will be placed in the 'Waiting Room' for the host to admit you to the meeting. If you want to speed up the process, go to <https://zoom.us/freesignup> on the Internet and select 'Sign Up, It's Free' (Do not enter your work E-Mail on this page.) Please log in with your real name or change the log in to your real name shortly after entering the presentation. Please don't try to log in earlier, it only generates a series of email messages to the series host that serve no purpose and you end up staring at a blank screen.

Do note that your normal internet or cell phone charges may apply.

If you have any questions, please email Chapter Board Member Edward Koehler at EdwardMKoehler@NYC.RR.COM but remember Email service ends at 3:00 PM on the meeting date.

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LIST Happenings by Steve Quigley

I mistakenly noted on the Semaphore order form that the member cost of our LIRR 190th Anniversary book was \$20. The NON-member price is \$20, the LIST member price is \$15. All of the members who ordered our book at \$20 received a \$5 refund.

We have a few copies remaining of our LIRR 175th, 185th and 190th Anniversary books. All have different stories of the LIRR. We decided to combine ALL 3 for a \$20 package price. Please see the order form in this month's edition of the Semaphore. The shipping cost for ALL 3 books is \$5.

Trip Chairman Bob Grant has scheduled a tour of the Danbury Railway Museum on May 18th! We will be meeting at Grand Central Terminal and taking a 11:02 A M train to Danbury with a change at South Norwalk. We arrive at 1:11 P M. We leave Danbury at 4:33 P M and arrive back at Grand Central at 6:49 P M after changing at South Norwalk. You have to make your own travel arrangements to and from Grand Central. We will make the admission arrangements with the Danbury Museum.

We will have a train ride in the yard at 2 PM plus a yard tour. There are 75+- pieces of rolling stock at the museum including ex-LIRR ALCo FA-1 #617 as well as the 20th Century Limited observation/lounge/sleeping car Tonawanda among other items.

If enough people sign up for the trip, we will be able to take advantage of Metro-North's Group Fare so please call or email me to let me know you would like to attend. However, the senior citizen fare on Metro-North is very close to the individual cost of the group fare. We are working on a special admission price, the more people sign up, the lower the price will be! Let Bob Grant know you are going and I am sure you will have an interesting day!

Bob Grant's email is gorailroading2018@gmail.com. His telephone # is 917-327-5151. I hope to see you May 18th!

On July 27th the LIRR will sponsor a trip to Greenport with our assistance. There will be giveaways, raffle prizes, free admission to the Railroad Museum of Long Island and other fun things. During our layover in Greenport, there will be a special plaque dedication commemorating the LIRR's arrival in Greenport on July 27, 1844. There will be more information to follow in future editions of the Semaphore.

Just a reminder. The presenters of our Chapter meetings put in a substantial amount of time and effort in producing a show that we hope you like. PLEASE do not interrupt the presenter and keep comments to yourself. Hold your questions until the end of the show unless the presenter states they are open to questions. Courtesy and etiquette should be maintained during the meeting. We thank you for your cooperation in this matter!

THERE WILL NO VIDEO TAPING OR PHOTOS OF THE MEETING CONTENT WITHOUT THE EXPRESS CONSENT OF THE PRESENTER.

We are always looking for articles for the Semaphore, just let me know and I am sure that we will be able to print it [sooner or later]. My e mail address is csquigley@optonline.net and my telephone # is 631-487-4766. Please do not mail me hard copies of your articles. Please email your articles as we have to retype mailed copies.

IF YOU WISH TO HAVE THE SEMAPHORE EMAILED TO YOU, PLEASE SEND ME YOUR EMAIL ADDRESS AND I WILL EMAIL IT TO YOU MONTHLY.

ALSO, IF YOU MOVE, PLEASE SEND ME YOUR NEW ADDRESS!

LIRR News by Steve Quigley**THEN and NOW****THEN:**

In the April 1984 edition of the "Along the Track," which was 150th anniversary of the LIRR, the following was noted:

Did you know that the LIRR's famous band at the turn of the century [1900] took part in many local parades and similar events; all members were employees and came from various departments.

Did you know that Austin Corbin, who was the president of the LIRR 1881 to 1896, brought the LIRR to its greatest development as an independent company. Corbin foresaw the need to provide direct rail access to Manhattan; ferry service was still the East River Bridge linking the cities of Brooklyn and New York. With a well conceived plan, Corbin successfully obtained the necessary legislative charter to provide entry.

At that time, transatlantic steamship service was at its peak and rather slow. Corbin proposed the creation of a deep water port of entry at Montauk. Debarking passengers would transfer to a waiting LIRR "Boat Train" and speed westward to Gotham. The journey would be reduced by a day and steamship costs reduced. Corbin lobbied long and hard in Albany and Washington. Two separate surveys were made of Fort Pond Bay by the Army Corps of Engineers. Twice the proposal was rejected. Presumably at the behest of vested interests in Manhattan who feared the loss of business. The impetus was lost with the untimely death of Corbin in 1896 in a carriage accident at his vacation home in New England. Had the plan succeeded, the development of the LIRR and communities bolstered by two directional rail traffic directly to Manhattan would have been markedly different. The dream of direct rail access to Manhattan preceded Corbin. Most were plans for bridges, but none possessed the practical aspects and business acumen possessed by Austin Corbin.

NOW:

On April 24th, the LIRR celebrated its 190th Anniversary. Approximately 100 people were in attendance at the ceremony including 12 +- members of LIST. The ceremony took place on the Grand Central Madison concourse starting at 2 PM and lasting approximately 45 minutes. The event featured the unveiling of an exhibit of railroad treasures collected from the 1800's to the recent past. Most of the items belonged to the collections of several LIST members as well as the OBRM and RMLI. The celebration began with a presentation by Rob Free who was appointed as the LIRR President the week prior to the ceremony. President Free said among other things that in the coming years, "our main focus will be state of good repair, and as we progress we'll look to see what we can do to enhance service."

The next speaker after Mr. Free was LIST member Dave Morrison who is the author of many Arcadia Publishing books on the history of various branch lines of the LIRR. After Dave spoke, I was honored to be asked to speak about the history of the LIRR and I did so on the behalf of the members of LIST.

Additionally, a LIRR longtime commuter was honored at the ceremony. Phyllis Klecka of East Islip has been commuting on the LIRR since 1964 and is the longest tenured Mail & Ride Monthly ticket holder. She was given a commemorative ticket among other things. Several members of the media were there and if you wish to view the ceremony, you may do so at [MTAnewsconference4/24/2024](https://www.youtube.com/watch?v=MTAnewsconference4/24/2024) on youtube. Included in this edition of the Semaphore are several pictures of the April 24 ceremony.

Congratulations to the people of the LIRR and its riders on its 190th anniversary. April 24, 2024 was an excellent day and ceremony honoring the history of the LIRR, the oldest railroad in the United States still operating under its original name and charter!

It was noted that the MTA will look for a mix of tenants similar to those found in Grand Central Terminal. Presently, GCM includes a mix of tenants including bars, restaurants, food purveyors as well as the Apple Store to Duane Reade.

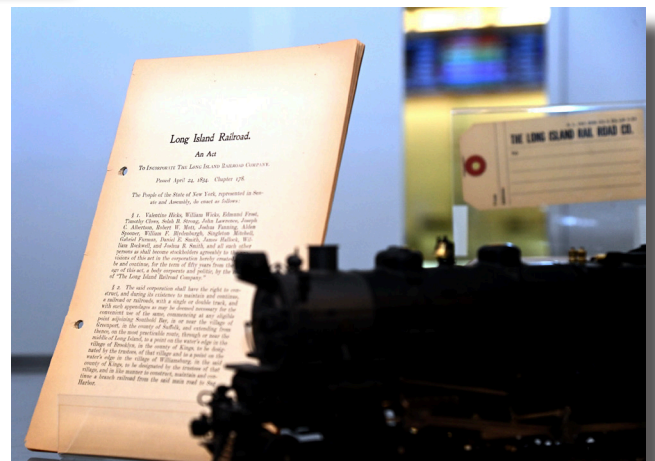
Bits and Pieces



Dave Morrison at the podium



Stephen Quigley at the podium



Bits and Pieces



Rob Free - President LIRR

LIRR Branch Line Timetable 50th Anniversary by Mike McEnaney

LIRR Branch Line Timetable 50th Anniversary - First Issues Effective May 20, 1974

50 Years ago this month the LIRR issued the introductory set of eleven Branch line timetables. The format and color coding were based on previously-issued Penn Central Metropolitan Region timetables created by the MTA for the Harlem, Hudson and New Haven Lines (which formed MNCR in 1983) in 1968-1969. Harlem Line - Blue; Hudson Line - Green and New Haven Line - Red

The LIRR had a team of employees working behind the scenes to plan and create these new timetables which coincided with a major LIRR systemwide schedule change.

The LIRR discontinued their "old-folder" large format timetables in May-June 1972 leaving only the small TDI station timetables for about an 18 month period from Fall 1972 as the only Public timetables issued by the LIRR. The then-new 1974 Branch timetables filled a need for more enhanced LIRR schedule information.

On the front there is a line map showing stations that were covered in each Branch Timetable. All line maps show New York (Penn Station)...Brooklyn, Hunterspoint Ave. and Jamaica are on Forms 2 to 11. All Branch timetables contain LIRR Zone Fare and General Ticket Information on the back. The original eleven timetable forms along with their designated color in order are:

- Form 1 - Port Washington Branch (Red): Woodside, Elmhurst, Shea Stadium, Flushing to Port Washington
- Form 2 - Port Jefferson Branch (Blue); New Hyde Park and Hicksville to Huntington and Port Jefferson
- Form 3 - Ronkonkoma Branch (Purple) Grumman and Bethpage to Ronkonkoma
- Form 4 - Oyster Bay Branch (Green) East Williston to Oyster Bay
- Form 5 - Hempstead Branch (Beige) Union Hall Street, Hollis, Queens Village and Bellerose to Hempstead
- Form 6 - Far Rockaway Branch (Brown) Locust Manor, Laurelton, Rosedale and Valley Stream to Far Rockaway
- Form 7 - Babylon Branch (Green) Rockville Centre to Babylon; Bay Shore to Patchogue and Bellport to Speonk
- Form 8 - Long Beach Branch (Orange) Lynbrook and Center Avenue to Long Beach
- Form 9 - West Hempstead Branch (Blue) St. Albans, Springfield Gardens and Westwood to West Hempstead
- Form 10 - City Terminal Zone (Gray) Jamaica to New York Penn Station, Hunterspoint Avenue, Long Island City and Jamaica to Flatbush Avenue Brooklyn
- Form 11 - Eastern Long Island (Green 1974 only; Black begins February 10, 1975) Covers Train and Road N' Rail Bus services:
 Montauk Branch between Westhampton and Montauk
 Main Line between Holtsville, Riverhead and Greenport

October 7, 1974 - Bellport to Speonk moved to the Eastern Long Island Timetable.

October 16, 1978 - Bay Shore to Patchogue moved to the Eastern Long Island Timetable.

October 17, 1983 - Montauk Branch Timetable (Bay Shore to Montauk) replaces the Eastern Long Island Timetable. Ronkonkoma to Greenport service placed in Ronkonkoma Branch Timetable.

The Branch Line color coding that was created for these original LIRR Branch Timetables is used to this day by the LIRR for information signage at stations being the best example. One Branch Line color that was added subsequently was Teal (replacing Black) for the Montauk Branch with the May 26, 1994 timetable change.

The LIRR Branch timetables would eventually end up being issued for 46 years 1974 to 2020.

The last issues to the General Public were dated March 19 to May 17, 2020.

May 18 to July 12, 2020 were printed but not distributed.

The LIRR Branch Timetables were informative to anyone interested in the LIRR and are very collectible. They have been consistently one of the best timetable sets issued by a commuter railroad anywhere...

The New York Connecting Railroad Society's Second Annual Tour for 2000

by Mike Boland

Henry Frick came all the way from Fort Worth, Texas. Rich Randall came from Maryland. Others came from Philadelphia, south Jersey, Connecticut and the Hudson Valley. Most of the people, though, numbered about 100 in all, and were from the New York metropolitan area. In the crowd were government and computer workers, professionals and blue-collar workers, two reporters from neighborhood newspapers, several LIRR workers including an engineer-trainee, a manager from Amtrak, a city cop and lots of railfans, including three women. Amidst the cheers of neighborhood residents for the many participants sprinting along Shore Road by Astoria Park during a local running competition, stood Bill Thom, a Queens native and secretary of The New York Connecting Railroad Society (NYCRS.)

At about 10 o'clock Thom flipped the switch on his bullhorn and said: "Please assemble under the bridge if you're on the railroad tour!" On a recent, muggy Saturday morning in June [2000], about 100 people slowly began to gather around him at the base of the huge concrete tower stretching skyward. The NYCRS's Second Annual Tour began!

Where else would NYCRHS begin its day of events than beneath its crown jewel: Hellgate Bridge, or as it is known by its builder's plaque as the East River Arch Bridge. And who knows more about the New York Connecting Railroad than the members of the NYCRS, whose second annual meeting was now underway. For those who don't know—and there are many—the NYCR was part of the Pennsylvania Railroad's multi-faceted New York Extension of more than 100 years when the railroad built Pennsylvania Station and its tunnels under the Hudson and East Rivers along with Sunnyside Yard in Queens. As part of the extension, the Pennsylvania Railroad (PRR), known for many years as "the Standard Railroad of the World" and the New Haven Railroad built a direct rail link between New England and the rest of the country with a series of great bridges and massive structures. This trackage was known as the New York Connecting Railroad.

Bernie Ente, a photographer and railfan from Maspeth who organized the day's outing described the NYCR as "a passenger and freight railroad passing through one of the most densely populated urban areas in the world ...largely unnoticed due to its construction, which either elevated the tracks or put them below ground in open cuts." That it goes unnoticed is not the only unusual item about the NYCR. It was a most unusual railroad for other reasons. It had no locomotives or passenger or freight cars, no stations or sidings and no employees. It existed solely on paper; only stationary and stock bore its name. The railroad never did live up to its builder's high expectations but its tracks, structure and right-of-way still are the vital link its builders planned for both passenger and freight service.

"I'll talk about the bridge now," said Thom and the then 33-year veteran of service to the federal government and co-author of a book on this relatively-unknown railroad mentioned some interesting and impressive facts about the bridge's construction. Gustav Lindenthal, builder of Hellgate Bridge, would be very happy to know the massive structure still has the "formidable appearance" that he wanted. Built at a cost of \$3.75 million, the bridge took 4 ½ years to build and used more steel—19,400 tons—than both the Queensborough and Manhattan Bridges together. The four-track arch bridge spanning the treacherous waters of the East Rivers was completed in 1915 and dedicated two years later. Now a landmark, the bridge was painted a number of years ago in an attractive burgundy red and was scheduled to be illuminated with an appealing lighting system. With both passenger and freight trains crossing it daily, the bridge seems to have slowly been rediscovered. At one point Thom was interrupted by someone dressed in yellow, and then silence. A few people in the crowd laughed. The crowd, at Thom's urging, slowly moved away from under the bridge so no more uncooperative pigeons would spoil someone's clothing.

The New York Connecting Railroad Society's Second Annual Tour for 2000

by Mike Boland

...Continued

Hellgate Bridge and the NYCR are both experiencing some growing pains. With the breakup of Conrail, the large freight carrier in the metropolitan New York area into "Shared Assets" by NS and CSX, more freight seems to be rolling to and from Long Island, where it is handled by the New York & Atlantic, a little "can-do" operation that took over LIRR freight service some years ago with a small green fleet of locomotives, including some from the LIRR.

All this has not gone unnoticed by the NYCRHS. Back in 1990 or so, several people met informally from time to time to share their interest and information on the NYCR; they were familiar with the railroad, having grown up near it. Current [2000] president Frick, a BNSF Railroad Train Dispatcher, credited Nick Kalis, a real estate developer and lawyer who could not attend this year's event as the driving force behind the NYCRS's organization. The society was founded in 1993 by Nick, a railfan, LIRR modeler and then resident of Woodside, Queens. When the society's first newsletter was printed, it was mailed to all nine members of the society. The society at one time had a membership of 50 and dues were \$15 annually. The society issued a quarterly newsletter and publication called "The Connecting" and had a humble beginning. No one ever thought the group would get as large or last.

About half of the society's membership attended the second annual day's events, which included an afternoon inspection trip by rail over the LIRR's Bay Ridge Branch by the NY&A and a dinner at a nearby restaurant that evening.

After several short presentations about the bridge, which just about everyone decided looks its best in years after three decades of neglect, there was an opportunity to photograph eastbound Amtrak Acela Train #133. Then the entourage jumped into their cars and grabbed sandwiches, sodas and lots of water on their way to Fresh Pond and the railyard of the New York & Atlantic. There, railfans toured the yard where the NY&A had their locomotives on display for fans who brought their cameras.

Squealing wheels and hornblasts announced the arrival of the inspection train with NY&A locomotive #268, a single P72 coach, caboose and a second locomotive, #261, at the other end of the train for easy operation. This was a NY&A push-pull fantrip! Fans quickly piled onto former LIRR coach #2940, its few open windows premium seats since its air-conditioning was inoperative this steamy afternoon.

The train, known as RS-30 by the NY&A, began its westbound run and due to track conditions, it moved along at about 10 miles per hour. Track maps of the branch were distributed and 100 bottles of chilled water sold fast at \$1 per bottle. There were several run-bys, an opportunity where passengers get off the train to take photos or videos and then the train backs up, moves forward past the photo line of photographers and videographers while shutters snap and video cameras record the event. Then the train backs up again to pick up its passengers and proceeds.

After entering the 65th Street railyard in Bay Ridge, everyone got off near the end of track to take photos of the new floatbridges built by the City of New York to restart carfloating operations here. Once LIRR floatbridges here handled a thousand freight cars a day but carfloat operations ended here in the late 1960s. The two new floatbridges, each with two sets of tracks, will be used to load and unload freight cars onto carfloats—barges with rails mounted on them—between here and Greenville Yard in nearby Jersey City where similar floatbridges are also used. By floating the cars via tugboat across New York Harbor, travel time is greatly reduced. Shipping freight by rail is more competitive, cheaper and much faster this way.

The New York Connecting Railroad Society's Second Annual Tour for 2000

by Mike Boland

...Continued

The NY&A is hoping to operate this carfloat operation; it and another railroad, New York Cross Harbor, are drafting proposals to the city to do so.

At the water's edge a nice breeze cooled the crowd and everyone took photos of the new floatbridges, which still smelled of freshly-cut timbers and extended out over the water although no one was allowed to walk on them. Soon it was time to board the train to return to Fresh Pond. But before leaving a rescue team used a little ingenuity to retrieve a young fan's camera that had fallen out of arm's reach and onto a rocky ledge just above the water. Camera and film were saved, making it a joyous, if hot return ride with a few stops to let off several fans who lived nearby or needed to take the subway or a bus back home. Except for war-time troop trains and several fantrips over the decades, LIRR passenger service on this branch ended way back in 1925 although knowledgeable fans pointed out to others the high-level concrete passenger platform still standing at the entrance to the East New York tunnel.

That evening the society held a short business meeting before dinner and then everyone feasted on their meals including honorary guest Frank Zahn, 75, of nearby Glendale. Zahn worked for the LIRR for 34 years and he began his career as a switch-tender in Bay Ridge yard on the evening of January 27, 1944. "It was a cold night," he still recalled, telling more stories at his table about his experiences. Another honored guest, Harold Fagerberg of Babylon, was unable to attend due a last-second illness. Society members wanted to meet Fagerberg, still spry and nimble at 86, who worked as a towerman for the New Haven Railroad for 35 years. He once worked—and closed—the New Haven's Fremont Tower at Fresh Pond, where the NYCR and LIRR's Bay Ridge Branch meet. "Signal station operator was what they called us," Fagerberg related by phone the day after the dinner. When was told he was missed this time and the NYCRS would be willing to send a car to get him to next year's dinner, he laughed and said, "That's okay by me."

When dinner was over, President Frick, the officers and members of the NYCRS, as well as everyone else who attended, seemed very pleased with how the day's events went. "We've had two successful events in two years," said a beaming Frick, "Everyone had a good time...even with the heat."

He's already at work planning for next year's event, including a car for Harold!

Author's Note:

This article was written by me in June 2000 after the NYCRS's second annual meeting.

While Berne Ente, Harold Fagerberg, Frank Zahn and others are no longer with us and it seems that NYCRS is currently inactive, I wanted to preserve that day 24 years ago precisely as it was. Long live the New York Connecting Railroad and long live the New York Connecting Railroad Society!

LIST Publications ORDER FORM*The following price list is for LIST members only!*

# _____	The 190 th Anniversary of the LIRR book NEW	@\$15 each Total _____
# _____	175 th , 185 th and 190 th LIRR Anniversary Books	@\$20 for all Total _____
# _____	The LIRR drawings of Vincent Quatroche	@\$10 each Total _____
# _____	LIRR Port Washington Branch D. Morrison	@\$18 each Total _____
# _____	The LIRR 1949-1980 by R. Sturm NEW Vol. 2	@\$38 each Total _____
# _____	The LIRR Co. A History 1834-1965 by R. Sturm	@\$38 each Total _____
# _____	Volume 1 and 2 of Bob Sturm's books	both for \$68 Total _____
# _____	Shortlines of Long Island by H. Fagerberg, E. Koehler	@\$27 each Total _____
# _____	LIRR Montauk Branch by Dave Morrison	@\$18 each Total _____
# _____	LIRR Babylon Branch by Dave Morrison	@\$18 each Total _____
# _____	The 185th Anniversary of the LIRR book	@\$5 each Total _____
# _____	LIRR Multiple Unit Cars by M. Boland Vol. 1	@\$48 each Total _____
# _____	LIRR Main Line East by D. Morrison	@\$18 each Total _____
# _____	GCT + Penn Sta. Statuary & Sculptures by Morrison	@\$18 each Total _____
# _____	LIRR Trackside with Matt Herson by M. Boland	@\$48 each Total _____
# _____	LIRR Oyster Bay Branch by D. Morrison	@\$18 each Total _____
# _____	Jamaica Station by Dave Morrison	@\$18 each Total _____
# _____	Sunnyside Yard+Hell Gate Bridge by Morrison	@\$18 each Total _____
# _____	LIRR Stations by Dave Morrison	@\$18 each Total _____
# _____	LIRR Port Jefferson Branch by D. Morrison	@\$18 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 Long Island Rail Road, In Color Vol. 5	@\$48 each Total _____
# _____	The LIRR, In Color Power 1952-2015	@\$48 each Total _____

Shipping for 1 Calendar or book is \$4.00. Shipping for both Bob Sturm's books is \$10.

Shipping for other extra books, please call or email Steve Quigley for the shipping cost.

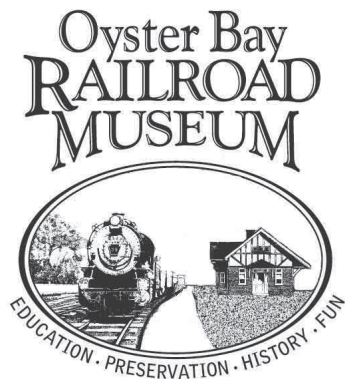
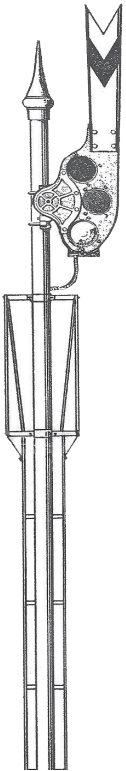
NY State Residents, add 8.625% tax to the total of the merchandise PLUS the shipping.

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

Long Island Sunrise Trail Chapter
National Railway Historical Society
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