

# SEMAPHORE

## October 2009

The next meeting of LIST will be on **Friday, October 16th** at 8:00pm at the Christ Episcopal Church, South Carl Avenue and Prospect Street, Babylon, New York.

### THIS MONTH:

THE GUEST SPEAKER FOR THE OCTOBER 2009 MEETING WILL BE RON ZIEL. Ron is the author of "Steel Rails to the Sunrise," among other books. Ron is visiting NY and will be making a presentation. He will also autograph free of charge, any of his books that you wish to bring. A Q + A session will follow if time permits.

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

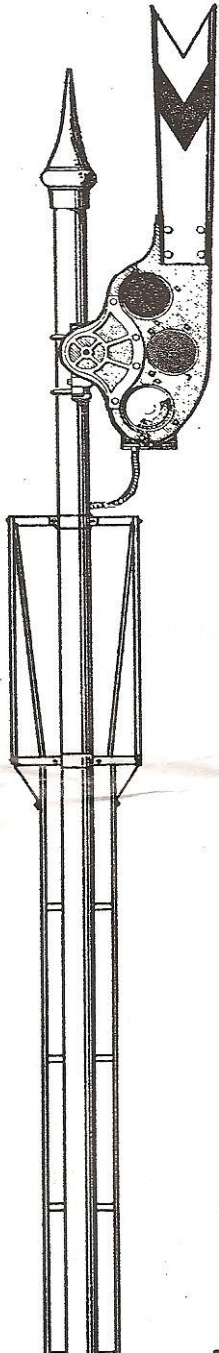
**<http://www.nrhs-list.org>**

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**Babylon, New York 11702-0507**



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



## The Railroad Museum of Long Island by Don Fisher

Special note and update from the September Semaphore! Due to the popularity of the Train Collectors' Association - York, PA Train Show, October 14-17, RMLI has moved its' Fall membership meeting and election of officers up one week to Saturday, October 24, 2009. Many Trustees and members of the RMLI attend this outstanding train show and would not have been able to attend and vote at a meeting on October 17 as first planned. Join us at Riverhead RMLI in the Freeman Building at 12 noon and see the work that is progressing on the new home of the LIONEL Visitor's Center train layout and hear reports from committees and Trustees on all of the projects underway at the RMLI.

Falling Autumn leaves and hordes of pumpkin pickers pass through the Railroad Museum of Long Island and the country roads of the North Fork. Halloween is this month and that means Thanksgiving and thoughts of the "Jolly Man in Red" can't be far away!

As a matter of fact, Santa arrives at the RMLI Greenport on the noontime train, Saturday and Sunday, December 5 and 6, 2009! Come see the Jolly Ol' Elf as he rolls into town with the help of the Long Island Railroad Scoot. The Museum will be open from 11:00 AM to 3:00 PM each day for the young and the young at heart to visit with Santa. For the railfan on your shopping list, RMLI's gift shop will be staffed and open for business. Refreshments will be served and a raffle will be held for an Atlas "O" Long Island Railroad limited edition toy train set, just in time to place under the Christmas tree!

For those of you who are members of the Pennsylvania Railroad Technical & Historical Society, look out for your winter issue of the Keystone magazine. There will be articles regarding the history of and the restoration work on LIRR Steam Locomotive Engine #39. Ron Ziel has written an article outlining the early days of restoration efforts by the Engine 39 Restoration Fund and yours truly wrote an article focusing on the RMLI years of restoration efforts.

Looking farther ahead, I am pleased to announce that the fourth annual RMLI Educational Forum will be held again on a Saturday in March 2010. The Board of Trustees are delighted to have as our guest speaker, Mr. Sam Berliner III who will discuss the very first boxcab diesel locomotives the Long Island Railroad put in service. These locomotives, #401 and #402 were Alco, General Electric, Ingersoll-Rand designed machines and were put in service in 1926 and 1928 respectively. Please plan to join us for an enlightening presentation of the Long Island's first steps toward dieselization. I will announce the March date and time in a later issue of the Semaphore.

Alright now, off with you to carve those pumpkins in anticipation of ghosts and goblins parading on your street! "Clear Block Ahead! ALL ABOARD!"



## The Oyster Bay Railroad Museum by Steven Torborg

On September 21st, Smithsonian Museum Curator Bill Withuhn gave a presentation to a crowd of about 70 railfans, museum volunteers and community residents. This most interesting lecture focused upon many facets of museum operations and locomotive restoration and was thoroughly enjoyed by all in attendance. At the conclusion, Bill even opened up the floor for questions. This event was so successful that we are looking to make such presentations a regular part of our museum operations.

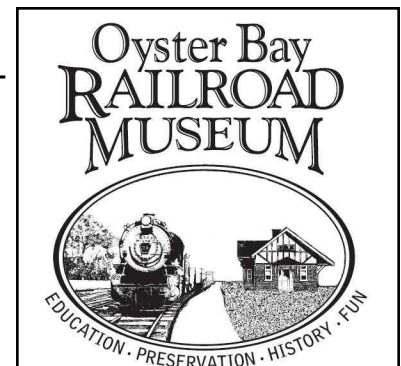
On September 15th, Dinky's #397 and #398 were delivered by the LIRR and on the 17th, a well publicized press event was held with all the LIRR and OBRM brass present to officiate over the transfer. As part of the LIRR's 175th Anniversary Celebration, both units were given names through a contest offered by the LIRR through Newsday. Appropriately enough, the names chosen as the winners were Dashing Dan and Dashing Dottie. Special thanks to John Scala for providing appropriate decals for each unit to go with the names.

Meanwhile, as we gear up for the annual Oyster Festival on October 17th and 18th, our Museum grounds are finally taking shape and should prove to be quite a draw to the public. Caboose #12 is just a few details from being fully restored and the World's Fair Cab is already turning heads in its 1964 World's Fair paint scheme, complete with Dashing Dan logos. The ping pong won't be receiving any restoration work until at least next spring so we can focus our manual and financial resources on those projects already in progress. Speaking of which, efforts will soon resume in getting the turntable operational. All resources for this project are in place and all that is needed now is the time and manpower to get the job done. We now have in place safety fencing to keep the public where we want them and stairs have been constructed to gain safe and easy access to each of our display pieces in Oyster Bay. This being the first year that the site will be open to the public, we are very excited to show everything off. If you haven't been to "the Bay" in a while, it's definitely worth a visit.

The Museum grounds won't be the only thing to see from OBRM at the Oyster Festival. Our Preview Center is bigger and better than ever with lots of interactive displays and an art exhibit of railroad prints by Lou Mallard. As always, our food booth will be at the center of the Festival dishing out delectable seafood dishes to the masses. Please stop by and support this, our largest annual fundraising effort and see for yourself just how much progress we are making.

Never forgetting our museum centerpiece, all of the parts for Locomotive #35 have been catalogued, photographed and amassed. Blueprints have been purchased and received and a plan for the restoration has been set into motion. With over 1/2 million dollars already on hand and a bidding process and other fundraising efforts set to begin, it shouldn't be long before this project too will be under way!

Till next time, keep the faith alive and support your local museums!



***THE LIRR MODELER by Mike Boland******THIS MONTH'S FEATURE: REVIEWS OF THREE NEW  
MODELING BOOKS FROM KALMBACH PUBLISHING***

Kalmbach Publishing has recently brought out several new books on the subject of model railroading so we thought we would review them since each one makes a great addition to your library and is loaded with valuable information.

"Shelf Layouts for Model Railroaders" is one of the three most recent books coming from Kalmbach Publishing, publishers of Model Railroader and TRAINS magazine. The book is 88 pages long and written by Iain Rice. Rice is a retired firefighter who writes and lectures on model railroading in addition to custom building layouts. Author of 20 books and more than 350 articles, he is a contributing editor to "Layout Design Journal," a publication of the Layout Design Special Interest Group. He lives in Ontario and has built four shelf-style layouts, so he knows what he is writing about.

The book has 13 chapters devoted to building a shelf layout, a layout that needs no specific benchwork, uses no floorspace, and is supported by a wall. Shelf layouts offer a multitude of possibilities because they can be built at any height, lit fairly easily, and easily moved. What more does a model railroader want? Add a backdrop you've got some great model railroad potential and possibilities.

There are construction details for nine illustrated layouts and the layouts include an eastern Kentucky coal hauler and a narrow-gauge mining layout. Our favorite, though, is the 1940s New York City waterfront operation. It's a chapter any marine model railroader would love and has some great photos and an interesting drawing of a waterfront layout. This is a layout that begs to be modeled...and built.

This is a great book; its number is 12419 and is priced at \$19.95.

"Painting Backdrops For Your Model Railroad" is by Mike Danneman and is an in-depth study about all kinds of backdrops...from deserts to mountains and rural scenes. Also covered are selecting the correct paints and supplies, how to add clouds and blending backdrops with layout scenery. The book has 80 pages.

Mike Danneman's name should be familiar to railfans; he is a life-long train lover with a background in art. He's a former illustrator for MR and TRAINS magazines who has a passion for rail photography and the Denver and Rio Grande Railroad, the railroad he models.

This book has eleven chapters and covers everything about backdrops and it's a must for serious modelers. Painting techniques are shown and easily explained with lots of tips and tricks.

When it comes to layouts, backdrops may be overlooked by many modelers but they are very important. Backdrops add depth and realism to a layout and should not be ignored. Now, with this book, there's no reason to! Now a modeler will be able to create a realistic backdrop.

## *THE LIRR MODELER...continued*

From planning to building to painting, all the steps are covered. Also covered are using photos and commercials backdrops.

This, too, is a great book at a great price; it's #12425 at \$18.95.

One last book on model railroading is by prolific modeler Pelle K. Soeborg. Pelle is our favorite; boy, would we like to meet this guy! One day we hope to.

The book is called "done in a Day" and is another "How To" book in the MR series. It covers easy detailing weathering projects for your model railroad. Pelle is a super-talented graphic artist from Sweden who models western U. S. Railroading and his modeling is simply superb. Great... outstanding...truly dynamic...these are just some of the expressions we would use to describe his work.

The book is 88 pages long and covers all kinds of rolling stock, from a shiny new boxcar to tank cars, flat cars, double-stacks, loaded gondolas, hoppers as well as creating a rusted roof and removeable loads for open hoppers. He also covers weathering locomotives and the book is heavily loaded with photographs that serve as illustrations to show Pelle's techniques.

All in all this is a must book for those who want to weather their rolling stock and motive power. And why weather? The answer to this is simple. It makes everything look more realistic. This is book #12458 and is priced at \$19.95.

And that's not all. Pelle Soeborg has another book out and it just hit local hobby shops. It's all about scenery but we'll review that for a future date.

All three books are available at your local hobby shop and from Kalmbach.

In the meantime we await the arrival of our beloved P54 PRR/LIRR suburban commuter coaches from Con-Cor; we certainly hope they hit the hobby shelves soon...so we can write about them.

That's it for now. Until next time, happy modeling!



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

## Stack Talk by Neil Moran

CHINA: Taiyangcun: The Taiyangcun Cement Works are still using three SY Class Mikados No. 1573, 1623 and 1631 in daily use. Each engine pulls about fifteen cement cars between Taiyangcun and Liuzhou, a distance of about 10 miles. Here, the guards and personal are indifferent towards railfans. It depends on how the personal feel that day. So you have to play it by ear.

BA YI RAILWAY: At this facility steam is almost at an end. They still have three SY Class Mikados serviceable. But diesels are already on the property with more coming in soon. At this moment in time, the three Mikados work the yard, and get trains ready to go to Fenchuang five miles away, once again the security is flexible. These Mike's should be gone before the end of this year.

BAIYIN: Here the news changes dramatically, and for the good. Management has had several meetings, and has decided not to buy any diesels until 2011. They promise to run 100% steam. This decision came about due to the new owners of this mining company. They have also bought a mine in the United States. Presently five SY Class Mikados are used, with another No. 1097 coming out of their workshop soon. They run out of Baiyin to Sanyelian, a good distance. The smelter plant is not finished yet, but should be repaired by the time you read this. Photography is good here, especially between the two cities. Lots of opportunities await you as the line has a 1 % grade out of Baiyin. At the time they double head dragging 15 cars, and if that happens , you'll want to be there. The show they put on is rarely seen today. One thing, be very careful around the yards in Baiyin, the guards will let you take pictures providing you don't do anything foolish like photographing buildings. Again it's the old story just take your pictures, and leave. Naturally, it's very smart to bring cigarettes and beer and casually leave it by the guards shack.

UNITED KINGDOM – WELSH HIGHLAND RAILWAY: The WHR has recently operated a set of Beyer-Garratis Class NGG 2-6-2 + 2-6-2 locomotives formerly from South Africa. There are probably the most powerful 2 ft gauge engines in the world. This power is vital to cope with the one to four percent grades along the line pulling up to 12 coaches, at speeds up to 25 miles per hour. This must be obtained so a sensible journey time can be achieved. These locomotives were obtained due to the closing of several narrow gauge railways in South Africa. Two of these engines came via the Alfred County Railway in South Africa, they were No. 138 and 143. A third No. 140 was donated by a group of German and Swiss enthusiasts. It has been named the "Red Devil" due to its bright red livery. The fourth No. 87 was acquired from the FF staff at Boston Lodge from the Ffestiniog Railway Trust. Some facts about the NG #16's; they are over 48 feet long, carry over 1500 gallons of water, and over four tons of coal. The W.HR. first operated in Oct 1997 then hauling five coaches. The power at that time were two 2-8-0's obtained from the Robinhood Railroad which had financially collapsed. The railroad operated out of Caernarfon through the fabulous scenery of Snowdonia National Park , past the awesome Caernarfon Castle, then snaking around bends to the foothills of Snowden, then arrives at RHYD DDU around 12 miles from Caernarfon. However the railway intends to build all the way to Porthmadog via Beddgelert going through the fabulous Aberglaslyn Pass. This operation is truly one of the most scenic and exciting steam rides in the world, and has been shown on TV in many parts of the world. It has received the "Highly Commended" award from the daily Post Achievement Wales Award.

THEY'RE DOING IT AGAIN: The Great Northern Steam Company has announced the construction of another steam locomotive to be build by them. After the great success of the Darlington A1 Class "Tornado". 6 NS, they will build a new class V/09 Atlantic 4-4-2. Not since the early 1900s has one been built. This locomotive will formally be named the "Olympic 2012" in preparation of the upcoming London 2012 Olympic Games, originally built in Darlington the last of the truly magnificent engines, left for the mail line service in 1910. Both V and Z Class locomotives were regarded as the best looking steamers of that time. The engine is under construction at the new Darlington Locomotive Works, just miles away from the building of the George Stephenson's first public railway in 1825. The total estimated cost will run around

## Stack Talk...continued by Neil Moran

£ 1.2 million. The group is now busy raising £ 600,000 from donations and private investors. Unlike the "Tornado" all of the main components including the boiler will be manufactured in the U.K. For further information go to [sales@greatnorthernsteam.co.uk](mailto:sales@greatnorthernsteam.co.uk)

SOUTH AFRICA: Pretoria,s Friends of The Rail (FOTR) ran Class 4-8-2 No. 3117, which has not run in 17 years to Cullinan last March. Then a day later the Germiston based group Reefsteamers, witnessed the return of Class 12AR 4-8-2 No. 1535 on a run to Macaliesburg. Back to the FOTR, their Class 24 2-8-4 No. 3664 has required extensive repairs on its heavy bushings on the coupling rod, and later replaced it completely. Class 19D a 4-8-2 No. 2650 has been down for serious repairs also. Her drivers needed repairs, along with some boiler work. I understand this mountain class is now up and running, good news indeed. Another 4-8-2 No. 2850 was internally inspected and her boiler was found to be sound. It's restoration should not prove too costly, but manpower is seriously lacking. British tour operator Geoff Cook ran a tour of narrow guage railways a few months ago in the Free States Sandstone, Kwa Zulu Natal's Paton's Country Railway, and the Eastern Cape Apple Express. Sandstone and Paton's used several locomotives. At Sandstone used a combination of eight Garratt locomotives. (can you imagine eight Garratts running? only in my dreams) then at Paton's they had four engines running. The Apple Express restored a NG 15 Class 2-8-2 No. 119 for this special occasion. All toll a collection of eleven locomotives working. Hey, I'm living in the wrong country!!

CANADA: Canadian National No. 6213 on the move again, well sort of. On the evening of June 9<sup>th</sup> 2009 Ex C.N.Northern No. 6213 began a nocturnal trek through the darkened streets of Toronto from it's longtime display at the Canadian National Exhibition Center to future preservation at the former Canadian Pacific John Street Round House. The moves were spread over two evenings. The reason was the mammoth float consisting of 64 wheels was a major move. This operation took over six weeks of planning, and a lot of cooperation of various departments from the city of Toronto. They even had a practice dry run to determine the obstacles that had to be addressed. That meant closing down several streets and some main thoroughfares. These moves were all made after midnight to 6 am the following day. The tender was moved first, getting it onto the flatbed float took over two hours then moving it through the streets at about 5 mph took several hours. The tender alone weighed over 60 tons. Going through and under the Princess Gates main entrance was particularly scary, as it cleared the archway by just a few feet. Then down Lakeshore Blvd. where they had to turn off the current and hoist the trolley wires sufficiently to allow the tender to pass under. Next night the No. 6213 was lifted onto the float, and proceeded in the same direction, the engine cleared Princess Gate again by just a few feet, then down the main street on Lakeshore Blvd. Once again the power was shut off and the TTC wire were lifted to allow the big Northern to pass under. Turning corners was very precarious, as rubber tires had to be manually turned and adjusted. Some turns took an hour or so. Each trip took almost the six hours allocated, and in the case of the locomotive, during the final move it took an extra three hours just to unload her. Fortunately they were on the grounds of the former John Street Roundhouse. For that move. In their "Days in the Sun" the U2 G Northern's were a common site in the Toronto area. They were build in the Montreal Locomotive Works in 1942, and they were loved by the men who ran them. In fact they were considered the zenith of CNR steam. Some were even built back in 1936, but they ran like a greyhound. But alas, all were destined to have short careers. By 1960 the entire U 2 G Class were bumped off the companies records. Physical scrapping on the fleet, was at a rather accelerated pace. Fortunately, several were saved to be put on display.

UNITED STATES: Just last month on Sept. 12-13<sup>th</sup> The Golden Gate Museum ran the Southern Pacific 4-6-2 Pacific locomotive during their "Full Steam with 2472". The train pulled historical Harriman coaches. The weekend was considered a success by the museum, as a large group of people attended. The 4-6-2 was built by the Baldwin Locomotive Works during the 1920s and served the overland route from Ogden, Utah to Oakland, California. This Class Pacific was replaced by 4-8-2 "Mountain" types were then sent to work the Sacramento to Oakland passenger trains, and then San Francisco to San Jose commuter service. She lasted until 1957 when replaced by diesels.

## Stack Talk...continued by Neil Moran

NEVADA, VIRGINIA CITY: The Virginia & Truckee finally got it's new steam engine when it arrived from Oakland, California. It was eased off the flatbed truck onto the tracks which are in Eastgate Siding at Carson City. The former McCloud River Railroad No. 18, is oil fired and can pull a 100 tons of rolling stock. She was purchased seven years ago by the V & T Commission for \$420,000 and will be used to pull passenger trains between Carson City and Virginia City, the engine has already started service in late August transporting dignitaries between Carson City and Eastgate Siding. Work has already begun to install new track that will take the steam train into the most beautiful parts of the trip to Brunswick Canyon above the Carson River, regular service now runs until Oct 31<sup>st</sup>.

WILLIAMS, ARIZONA – THE GRAND CANYON RR: This outfit brought back steam to commemorate the 20<sup>th</sup> anniversary of it's rebirth of steam last Sept 19<sup>th</sup> with a special round/trip run to the Grand Canyon and back to Williams. However this time instead of using oil they used recycled vegetable oil. That's a first in this country, (I know the C.P. Hudson NO. 2816 has burned vegetable oil on occasion). The 65 mile long excursion to the South Rim of the Grand Canyon will depart at 9:30 am, getting into the old Grand Canyon station at 11:45 am the return trip back to Williams will leave at 3:30pm and should be back in Williams around 6:00pm. Besides this trip, the No. 4960 also made several eight mile trips up to Cataract Creek using vintage Harriman coaches over the Labor Day weekend on Sept. 5<sup>th</sup> and 6<sup>th</sup>. Since these excursions ran after the deadline I have no idea how they made out. Go to [www.thetrain.com](http://www.thetrain.com).

DULUTH MINNESOTA: History came alive last month when former SOO Line Pacific No. 2719 started running excursion trips out of Deluth up to Two Harbors on September 18 – 19<sup>th</sup>, 25<sup>th</sup> – 27<sup>th</sup>. This is a fine operation and the No. 2719 is in good shape to make the 28 mile day long excursion. Trains depart from Deluth at 10:30am on Fri, Sat and Sunday. The scenery at this time of the year is spectacular with fall foliage at it's height, and the views of Lake Superior aren't shabby either. SOO Line No. 2719 was built in 1923, and once again she is running on home rails plying the Deluth Superior rails. Trips are scheduled for Oct 2<sup>nd</sup> - 4<sup>th</sup> and Oct 9<sup>th</sup> – 11<sup>th</sup>. Call 1-800 423 1273 or visit their web site [www.northshorescenicrailroad.org](http://www.northshorescenicrailroad.org).

MINNESOTA CHISAGO CITY: A piece of Enderlin, North Dakota History came to this museum. SOO Line Pacific No. 2425 was loaded on three semi trailers and hauled away to the Iron Horse Central Railroad Museum. The group plans to restore the locomotive, and get it running again. This will take years of hard work, but the museum seems to have the workers, and the know how to restore the SOO Line Pacific. We wish them well!

TENNESEE VALLEY RR - CHATTANOOGA: For the first time since Dec. 29<sup>th</sup> 2001 Ex Southern RR 2-8-0 No. 630 has driving wheels underneath. TVR Shop workers winched the frame over a drop pit and connected a set of driving wheels under her. The group plans on installing drivers 2, 3 and 4 soon. All the drivers have received new tires along with other vital repairs.

LACKAWANNA & WYOMING VALLEY NRHS SCRANTON PA: The restoration on Boston and Main Pacific No. 3713 continues. So far total funding has reached \$975,000, with Lackawanna Heritage Valley Authority providing \$40,000 during the past four years. This year the restoration group has hired Michael J. Tiller who will confirm the blueprints and match them to the actual dimensions of the locomotive. The engineering calculations for the boiler firebox and barrel have been completed. The first siphon is being repaired. There are two more to go. A new waist sheet for the firebox was fitted and installed. The furnace bearer assembly are being drilled and bolted up. As for the tender it was found rusted, with the cistern needing replacement. The project will add to the original cost. Since this is a matching grant, they need to raise 20% or around \$49,000. The money will be used for the tender cistern, and other parts of the tender. Getting back to the engine, they need to replace the outside roofsheet with staybolts, caps and sleeves. These parts were found to be needed when the Strassburg Railroad Repair Shop did the engineering boiler survey for the FRA Form 4.



## Stack Talk...continued by Neil Moran

Now they are awaiting FRA approval for the steam dome repair, the fire box doorsheet, and rear flu sheet for the firebox. A real big project!!

Now it's time to thank the people who sent in some of the news you have just read. John Biehn (Dayton RR Society), John Batwell (SAR South Africa), Peter Conovich (NRHS - NY), Ed Emery (Toronto Canada) John Reilly (RRE-NY), Rich Taylor (NRHS-NJ), Warren Smith (RRE-NY) and from your most humble servant in steam.

UNTIL OUR TRACKS CROSS AGAIN

## Membership Information

### 2010 LIRR Calendar

THE LIRR CALENDARS ARE IN!!!! The price for members is \$8 plus S + H and NYS tax.

The prices for the 2010 LIRR Calendar is as follows:

\$8 members only	\$2.50 S + H	\$10.95 Non Members	\$2.50 S + H
\$10.50 Total outside of NY State		\$13.45 Total outside of NY State	
\$11.40 Total IN NY State includes tax		\$14.61 Total IN NY State includes tax	

### Other Publications

We have available the New York Connecting Railroad book. The price is still just \$27.00 for members plus S & H and tax where applicable.

### 175th Anniversary Lanterns

Please note about the 175th Anniversary lantern. We have FIVE remaining. Price is \$135 plus \$15 for S+H. NY State residents must include the tax which is \$12.94. We will NOT be ordering any more when these sell out!

It is with extreme sorrow that I must announce the passing of **Henry Maywald**. Henry passed away in early June 2009 at the age of 75 of an apparent heart seizure in his apartment in Massapequa. Henry was 75 years young.

Henry was a Korean War veteran. Henry later worked for J.C. Penny for a number of years before joining the staff at Hobby Images in Hicksville. Eventually Henry was able to open his own hobby store just down the street. But it was his employment with J.C. Penny that ignited Henry's interest in railroading. While in Chicago on a business trip in the 1960's, Henry became enamored with the views of all the great RR terminals that Roosevelt Road had to offer. But it was the unmistakable "aroma" of the stockyards that caught Henry's attention, for where's there's livestock, there's trains, refrigerator cars In particular. Henry studied the various wood-en and steel "reefers" that literally choked the city. He took many pictures of these and various other rolling stock. The term "6-3-1" may not mean much to the average modeler, but that describes the series of end ribs on a boxcar. Henry was unsurpassed with his knowledge of freight and passenger car equipment that he eventually teamed up to publish a series of softcover books covering every subject from Cabooses, to Maintenance-of-way equipment to "E" unit diesels. Henry's vast collection of photos and slides have found their way into many RR calendar and book collections.

Yes, Henry could be characterized as a "talker", but he had a lot of knowledge to share as well as a deep love for the hobby. Henry, we will miss you. Henry was laid to rest in Calverton National cemetery. He is survived by a daughter and a son, who lives on LI.

Long Island Sunrise Trail Chapter  
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The Chapter has produced a great 60 page color Journal commemorating the 175th Anniversary of our beloved railroad.

The pages are packed with historical articles, accompanied by numerous photographs and illustrations.

Already got a copy? Buy another and give it as a gift to someone who enjoys history.

The Journals sell for \$10.00 to Chapter members and \$14.99 to others. If you order by mail, please include an additional \$4.50 for postage.

**175th Anniversary Journal  
Long Island Rail Road  
April 24, 2009**



Long Island Sunrise Trail Chapter  
National Railway Historical Society