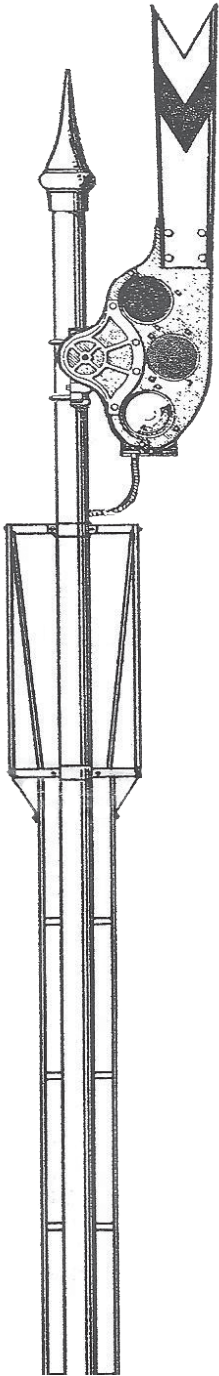




SEMAPHORE



November 2025



Our November membership meeting will be held on November 21, 2025, at 8:00 PM eastern time. This meeting will be in person at the historic Van Bourgondien House, 600 Albin Avenue, West Babylon. This meeting will also be available on Zoom® for our out of town members; again, see page 2 of this newsletter for full details of this meeting and the scheduled presentation on the Delaware and Hudson Railroad.

It's that time of year again! Halloween has just passed; Thanksgiving and Christmas are in the next few weeks; and the beginning of renewal season for the Long Island Sunrise Trail Chapter NRHS! See page 3 of this issue of the SEMAPHORE for your renewal form. If you have a National membership that needs renewal, or wish to join the National organization, visit their website using this link: <https://secure.nrhs.com/forms/join-and-renew>.

November 28, 29, and 30, 2025: (Subject to the Government Shutdown being ended.) Steamtown National Historic Site will be running the Moscow Holiday Express at 11:00 AM each day to see Santa Claus at the Moscow, Pennsylvania freighthouse. The Moscow station complex is operated by the Lackawanna and Wyoming Valley Chapter, NRHS. Tickets are \$25.00 for each adult (there are a range of prices) and can only be purchased on this webpage: [Moscow Holiday Express 11/28, 11/29, 11/30, Steamtown National Historic Site Tickets - Recreation.gov](https://www.nps.gov/moscov/tickets-recreation.htm). (And yes, that is LIST-NRHS President Ed Koehler on the extreme left of the picture on the National Park Service's webpage!) And for the rail fans? The Delaware Lackawanna who provides the motive power for these trains now has an [Alco PA passenger diesel](#) in its fleet.

December 2025 weekends (Friday through Sunday afternoons): The Old Town Hall Railroad exhibit will be up and running in the Old Babylon Town Hall Museum; 47 West Main Street; Babylon, New York, 11704.

December 6 and 7, 2025, 11:30 AM to 3:00 PM: Santa Claus will be visiting the Railroad Museum of Long Island's Riverhead site.

December 13 and 14, 2025, 10:30 AM to 2:00 PM: Santa Claus will be visiting the Railroad Museum of Long Island's Greenport site. Santa will be arriving by LIRR train.

April 23, 2026: The Long Island Sunrise Trail Chapter NRHS will be sixty years old on this date. We are looking for additional folks to help write a brief history of the chapter's sixty years for a planned journal. Contact President Koehler at EdwardMKoehler@NYC.RR.COM or see him at the meeting.

**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



LOG IN INFORMATION FOR THE NOVEMBER 2025 MEMBERSHIP MEETING

People entering either this electronic meeting or the physical meeting room agree not to record any part or all of this event 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.

The November membership meeting of the Long Island Sunrise Trail Chapter NRHS will take place at
8:00 PM on Friday November 21, 2025
The Van Bourgondien House
600 Albin Avenue, West Babylon, New York, 11704



Friday, November 21, 2025, at 8:00 PM eastern, 7:00 PM central: The November 2025 Membership Meeting of the Long Island Sunrise Trail Chapter NRHS will be held in the Van Bourgondien house, 600 Albin Avenue, West Babylon, New York. We will be joined via Zoom® by 'Breezy' Bieshak who will present 'now and then; images of the Delaware and Hudson Railroad between Scranton, Pennsylvania and the New York State Line via Carbondale. (Image is of the former Delaware and Hudson Canal Company office in north Scranton

(Editor's Note) This is a great show; after seeing it at the L&WV Chapter NRHS, I had to get it for us. To attend this event, click this link:

<https://us02web.zoom.us/j/85386577626?pwd=d2gZnrQqv7imosFmPmlwQNbh5FTcX.1>

Meeting ID: 853 8657 7626 Passcode: 140723

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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.

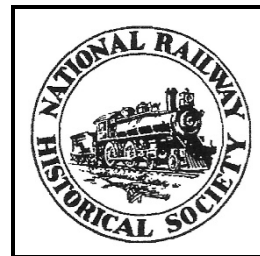
Do you know someone who is willing to present a clinic as a part of this series? Perhaps you are willing to present? If so, send an E-Mail to Long Island Sunrise Trail Chapter president Edward M. Koehler at EdwardMKoehler@nyc.rr.com with the contact information of that individual or a description of your presentation. We are always in need of content. If you have any questions or comments, please contact President Koehler at the above email address but remember that email service is terminated at 3:30 PM on the day of the meeting.

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**LONG ISLAND SUNRISE TRAIL
CHAPTER
NATIONAL RAILWAY HISTORICAL
SOCIETY**

Founded in 1966



2026 CHAPTER MEMBERSHIP DUES NOTICE

The annual dues for the year 2026 for the Chapter are now due and payable by January 1, 2026.

The annual dues for membership in the Long Island Sunrise Trail Chapter are \$20.00

The annual dues for a family member in the Long Island Sunrise Chapter are \$ 1.00

We would like to remind you that your Chapter is recognized by the Internal Revenue Service as an IRC 501(c)(3) charitable organization, which means donations to this Chapter are tax deductible to the extent of tax regulations.

Total Dues Amount Enclosed \$ _____

Donation \$ _____

Total Remittance \$ _____

Please return your payment and your remittance to:

**Alan Mark, Treasurer
Long Island Sunrise Trail Chapter NRHS
111 Greenbelt Parkway
Holbrook, New York, 11741-4439**

Do not use this mailing address for any payment other than dues renewals. Do not send your dues to the Babylon Post Office Box. Thank you!

_____ **Renewal** _____ **New Member**

Name of member _____

Name of family member (if there is a family member) _____

Street, City, State and Zip Code _____

Telephone (_____) _____

Email address _____

Please provide your email address, while the SEMAPHORE will continue to be distributed by mail, we regularly send additional items via email.

We need your mailing address to make sure our SEMAPHORE mailing labels are correct.

Please note that dues for the National organization are separately payable and you should have already received an email notice for their payment. To join or renew your **National** membership, click this link: [Join and Renew](#).

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

# _____	LIRR 2026 calendar NEW!!!	@\$8 each Total _____
# _____	LIRR 2025 calendar (in short supply!)	@\$8 each Total _____
# _____	175 th AND 185 th LIRR Anniversary Journals	@\$7 for BOTH Total _____
# _____	The LIRR drawings of Vincent Quatroche	@\$10 each Total _____
# _____	The LIRR Co. A History 1834-1965 by R. Sturm	@\$38 each Total _____
# _____	The LIRR 1949-1980 by R. Sturm NEW Vol. 2	@\$38 each Total _____
# _____	Volume 1 and 2 of Bob Sturm's books	both for \$68 Total _____
# _____	Shortlines of Long Island by Fagerberg & Koehler *	@\$27 each Total _____
# _____	GCT + Penn Sta. Statuary & Sculptures by Morrison *	@\$18 each Total _____
# _____	Jamaica Station by Dave Morrison *	@\$18 each Total _____
# _____	LIRR 1925-1975 by Dave Morrison *	@\$18 each Total _____
# _____	LIRR Morris Park Shops by D. Morrison *	@\$18 each Total _____
# _____	LIRR Multiple Unit Cards by M. Boland Vol. 2 *	@\$18 each Total _____
# _____	LIRR Port Jefferson Branch by D. Morrison *	@\$18 each Total _____
# _____	LIRR Port Washington Branch D. Morrison *	@\$18 each Total _____
# _____	LIRR Stations by Dave Morrison *	@\$18 each Total _____
# _____	The Long Island Rail Road, In Color Vol. 2 *	@\$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 _____

* Less than five in stock and they are no longer available from the publisher.

Shipping for 1 Calendar is \$4.00, \$5.00 for two Calendars. Shipping for 1 book is \$5. Shipping for both Bob Sturm's books is \$15. Shipping for other extra books, please email Chapter Secretary Christine Quigley at CSQuigley@optonline.net for the shipping costs. NY State Residents, add 8.75% sales tax to the total of the merchandise AND the shipping.

The Long Island Sunrise Trail Chapter of the National Railway Historical Society is a non-profit IRC 501 (c)(3) 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.

CHAPTER DOINGS

The National NRHS recently held their Fall Conference in Milwaukee on October 3 and 4, 2025. This event was ably hosted by the Wisconsin Chapter. This event did have a bit of a LIST-NRHS influence to it, however! Doing the lion's share of the hosting duties was Long Island Sunrise Trail Chapter member Mike Yuhas, seen here at the registration desk on Thursday, October 2, 2025. Details of the meeting will appear elsewhere.



LIST Chapter member John Rooney has been a member of the National Railway Historical Society for twenty-five years! A certificate and pin marking this momentous occasion was issued by the National organization. At our October meeting these were presented to John who was in Florida at that time but came into the meeting via Zoom®. To accept the certificate, President Koehler invited any volunteer from the Railroad Museum of Long Island (where John spends his summers volunteering) to come up and accept this honor on behalf of John. Seen here in this Joe Costa image is Chapter President Koehler, John Rooney on the screen and RMLI President Don Fisher. Congratulations John!

The Chapter sincerely thanks Joseph Stoppel for a fabulous show on Long Island Rail Road photography. This presentation did not focus on the trains, the tracks, or the scenery. Instead, it combined all three of these elements into a wonderful series of photographs that might best be described as artworks! Joe even managed to have a few drone shots in his presentation, not an easy thing to do given our restricted airspace. Well done, sir.

Our December Membership Meeting will be held at the Old Town Hall Railroad located on the second floor of the Old Babylon Town Hall Museum on December 19, 2025, at 7:00. While it was initially thought there would be no model train exhibition this year that decision was changed and the annual exhibit will be occurring. Therefore, we will be meeting at the Old Babylon Town Hall Museum on December 19, 2025. Make sure to bring your family and the grandchildren! It is always a fun evening. We thank Babylon Town Historian Mary Cascone for inviting us. The image on the right is of the 'Hilsenbeck Hack Express' from the 2024 edition of this event.



ABRIDGED MINUTES FROM THE RECENT MEETINGS IN MILWAUKEE

There were actually three meetings held on October 4, 2025, in Milwaukee. National Director/Representative Ken Katta attended via Zoom®, President Koehler who is also a member of the Wisconsin Chapter attended in person (the 75th Anniversary Dinner for the Wisconsin Chapter NRHS was held on the evening of October 4, 2025). The full minutes of each of these meetings are each several pages long. We have the full minutes for all three of these meetings, send President Koehler an email at EdwardMKoehler@NYC.RR.COM if you wish the full documents.

PLENARY COUNCIL MEETING MINUTES

Elizabeth Guenzler

(Abridged) The morning started with the plenary session and highlights/overview of the previously submitted reports, which were sent via e-mail to the Advisory Council and are also on the Documents (Admin) site of the NRHS website. At 09:00, President White welcomed everyone, thanked the Wisconsin Chapter for hosting the conference, then held a moment of silence for those who have passed. After a safety announcement by John Fiorilla, the various reports were given or reviewed along with the East Lansing Convention that was attended by 180 members. This was followed by the various committee reports.

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ADVISORY COUNCIL MEETING MINUTES

Elizabeth Guenzler

(Abridged) Called to order by Richard Shulby at 10:34. 1. Richard to set up meeting with several at large members to offer them seats on the Advisory Council. 2. A contact list of Officers and Committee Chairs has been distributed to the members of the Advisory Council and chapter presidents. 3. A Yearbook/Activities Annual is under consideration. Ken Katta (LIST) noted that a lot of members of his chapter, Long Island-Sunrise Trail, are not NRHS members, and it was countered that an activities annual would show such people what is available to them if they become members. Under New Business the sharing of newsletters between Chapter editors was brought up. 5. There was a discussion of membership expiration dates. This meeting was adjourned at 11:30.

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CHAPTER ENGAGEMENT COMMITTEE CHAPTER ROUNDTABLE

Elizabeth Guenzler

(Abridged)) During NRHS Autumn Conference in Milwaukee, WI October 4th, 2025. Elizabeth Guenzler, as lead of the Chapter Engagement Committee, opened the roundtable at 13:30, noting there was no agenda as this is an open forum. The topic of sharing newsletters, which had been introduced at the Advisory Council by the Central New York Chapter, was discussed in more detail. Conversation then turned to the Fireside Chat and Elizabeth explained how it came about and its features. There have been two to date (St. Louis Chapter and Central Coast Chapter) and on October 21st, the Champlain Valley Chapter will be the third. Ed Koehler, President of the Long Island-Sunrise Trail Chapter, expressed an interest in this initiative. Elizabeth noted that she would send an e-mail to all chapter representatives and presidents promoting the program. David Foster of Roanoke chapter brought up the topic of aging membership and that their chapter had been quite successful, as they have activities and events that involve people doing tasks that maintain their interest levels. Carson Sailor of George L. Carter Chapter noted they have been able to engage and partner with like-minded organizations, including bicycle groups, to provide railroad programs. As there were no other topics forthcoming, the roundtable was brought to a close at 14:20.

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LONG ISLAND RAIL ROAD HAPPENINGS

Last month we talked about the Burlington Northern Santa Fe office train visiting the Mitchel – Garden Secondary track during the Ryder Cup Golf Event. While we did not succeed in providing an image of the train arriving, member Ray Muntz sent in this shot as it was leaving.



The train was hauled to Fresh Pond by three of the MP15's. The train was trailed by a fourth MP15 whose headlight can just be discerned behind the train. Thank you for sharing Ray!

If you are looking for information about the BNSF business car fleet, try the website at this link: [Burlington Northern Santa Fe Business Car Fleet Roster](#).

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This space reserved
for your contribution
to the SEMAPHORE

THE LONG ISLAND RAIL ROAD MODELER BY MIKE BOLAND
THIS MONTH'S FEATURE: THE CONCLUSION OF FISH CAR "ADIRONDACK"

The last few issues of the SEMAPHORE covered the construction of the special car ADIRONDACK by noted NYO&W master modeler Mal Houck. SEMAPHORE Editor Ed Koehler suggested one last chapter covering the car's underbody.

So here it is.

I've never really written about any wooden rolling stock, let alone wooden passenger cars, before. I've really majored in steel cars, all kinds of steel car — MU's, steam and conventional cars of all types including my beloved heavyweight Pullmans. Yes, steel cars began their appearance at the beginning of the Twentieth Century and replaced wooden cars; the LIRR went with an all-steel fleet in 1928, replacing and scrapping the last of its considerable wooden fleet that year. Some wooden cars stayed in service but were used in work trains and maintenance-of-way (MOW) service. Most wooden cars removed from service were scrapped; they were probably taken to some isolated place and simply burned. Some cars were sold and stayed in service running on other, smaller railroads.

Wooden passenger car construction was very different than the steel cars to come. For a wooden passenger car, the underbody truss rods and their associated components served to prevent the carriage from sagging under its own weight and that of its passengers. This design was a lightweight, yet strong solution for the long spans of car floors of pre-steel underframes. The wooden car's truss rods primarily worked in tension while the wooden frame and beams resisted the compression forces.

The classic wooden car frame was made primarily of large wooden beams called sills. The truss system was built around these sills using iron or steel rods. Truss rods are the long iron or steel rods that run lengthwise under the car. They are usually arranged in pairs, with some larger cars featuring more. These rods are anchored securely to the car's end sills.

Along with the truss rods are queens posts. These are vertical iron castings mounted on wooden needle beams or cross ties that extend laterally across the car's underside. The truss rods pass beneath the queen posts, forming an upward-pushing triangle that counters the downward force of gravity.

Then there are needle beams. These are wooden cross-members that are attached to the main longitudinal sills of the car and provide the foundation for the queen posts.

Next are turnbuckles. Turnbuckles are located at the center of the truss rods between the queenposts; these threaded devices allow for the rods to be periodically tightened. This adjustment was necessary to compensate for the natural settling and shrinkage of the wooden underframe.

Wooden cars have center sills that are primarily longitudinal beams that run the length of the car, forming the car's spine.

There are side sills, the longitudinal beams along the outside edge of the car floor.

There are end sills. End sills are heavy, transverse beams at each end of the car to which the longitudinal sills are joined and the truss rods are anchored.

And last are the body bolsters; these are heavy cross-members located near the ends of the car where the trucks are attached. They transfer the load to the trucks.

Now I can speak about the underbody details that are on the car floor. These include a brake system, steam and other lines, battery boxes, generators and of course, trucks.

Remember that "**ADIRONDACK**" rode on six-wheel trucks; many wooden passenger cars did. Trucks are available from Walthers and others.

The actual truss rods will probably have to be made by brass rods or piping. One could also use styrene. This will have to be purchased by the modeler along with the turnbuckles to form the underbody. Grandt Line, Cal-Scale and Precision Scale make the underbody details that you will need: battery box, generator, steam lines, piping and other details that are on the underside of the car. It might be a good idea to do some research on the underbody drawings of typical wooden passenger cars of the era for the exact and correct placement of these details. Photos of such cars will help, too.

When you're done, paint the underbody a flat or gloss black depending on your preference. You can also use a grimy black should you like. And then get this car out on the road! Collect lots of fish!

Until next time, Happy Thanksgiving and happy modeling!



Trout fingerlings at the Bonneville Fish Hatchery in Oregon, July 19, 2025. Because of predatory birds in the area, there is netting over this tank.

STEVE LYNCH INTERVIEWS J.J. EARL ABOUT PATCHOGUE

J.J. Earl was a Long Island Rail Road conductor who spent many years in freight service on the LIRR. He was also a member of this Chapter until his passing in 2012.

1. Was the north siding ("old schoolhouse track") east of the Patchogue station and the Fence track (because it was next to the fence) used as a coach layover storage track for the morning commute?

Emery's SUNY map of Patchogue indicates both the North siding and the fence tracks as 'coach lay-up'. South of the tracks and east of South Ocean Avenue (about the parking lot for the Brookhaven Town Hall) were two (2) storage tracks, indicated as #1 and #2. Track #2, the most southern of the two, was out in 1950. Track #1 was still in use on Emery's 1958 map. Both were east trailing, with the stub ends against South Ocean Avenue.

Also, the #1 track used to be an express track, with a high platform to unload express. This track extended all the way east past the Knickerbocker Ice Co., over Rider Avenue and ending at Potter Avenue. A crossover allowed access to this track from the main line. The 'Scoot' would also layup on the north siding and/or the Fence track.

2. When was the water tank razed? The water columns were removed in 1951 from Patchogue, Why? Apparently the steam engines were serviced elsewhere after 1951. They no longer needed water plugs in Patchogue.

According to Emery's SUNY map of Patchogue, the water tank came down in 1950. This note appears to be added later, I think it's wrong. Weber took the shots at Patchogue in the late 1940's because the tank was to be removed I think, the tank came down in either 1947 or 1949. I believe that steam locomotives were no longer running regularly on the Montauk line after that time. There was a water column in Babylon that could service them, but I do not know when it was removed.

3. The engine house is gone in the 1920s. Why? Were engines stored off the turntable for the morning commute?

Engines were stored on the engine lay-up track south of the turntable. To my knowledge service was performed on the North siding in all weather. Any major locomotive work would be sent to Morris Park. This would also create a job for an engine crew to run light to Patchogue with a replacement locomotive and return with locomotive in need of inspection or repair. Good jobs as you were paid eight hours and many times you were done in half that time.

4. What kind of freight traffic was handled in Patchogue in terms of numbers of trains per day/week?

Freight traffic was handled by the Montauk freight runs, I believe also there was a Patchogue freight run for some time. In general freight was handled in among the passenger traffic. Sometimes a Southside extra may have worked through if it was needed. Such as a potato extra when Long Island was growing potatoes and not as now, vineyards.

5. Any unusual freights: ducks, potatoes, etc.?

Potato extras were mentioned in the previous answer. I do not recall any 'Duck Extras'. Need an older timer than me to recall that. I know we ran thru dDuck farms around Center Moriches, as to how they were shipped I have no idea.

6. Were steam 0-8-0 assigned to Patchogue, or did the road engines work in the yard and the sidings?

Road engines did the switching. Out east, only Riverhead (and maybe Speonk) had a regular switcher assigned. I have NEVER seen photos of any 0-8-0 C51 switchers at Patchogue. From what I can determine from train orders and messages only H10s and H6sb consolidations were used in freights passing through Patchogue.

7. Was the turntable in use until steam end in 1955? Or did they use diesels, or run east 20 miles out to Speonk to use the wye?

The Patchogue turntable was out in early 1950's. Diesels did most of the work after that, and they did a run-around of their train and pulled short hood first westbound. Only the C liners were wye'd at Speonk. The turntable was probably out of use when the diesels came into the picture. No need to

turn locomotive; pull into schoolhouse siding, cut off the train, back thru the next track to other end of the train, couple up, brake test ready to go west. Then of course the Budd cars came and all you did was change ends and you were ready to go. Same situation with Push-Pull trains. The turntable pit was filled in in 1957. I don't know when the turntable was placed out of service.

8. When were the water tank, scales, freight houses, sidings, coal trestles, turntables, etc. removed and just paved over?

Water tank - circa 1949-1950

Coal trestle - 1959

Scale track, sidings, structures, etc. - May 1963

Turntable - See question #7 above)

9. What businesses and industries received carloads or less than carloads ('LCL') via the LIRR?

Bailey & Sons - all sidings removed in 1950.

Case-Suffolk Corp (plumbing supply

G. H. Vrooman Coal & Lumber Co.

Knickerbocker Ice Co. (formerly Welz & Zerwick)

L. W. Terrell Coal Yard

Patchogue Gas Co. (accessed off Lace Mill track - secondary siding removed circa 1940.

Patchogue-Plymouth Mills (lace mill) - siding removed 1965.

PELCO (coal delivery) - siding removed 1965.

Reich Brothers Trucking

Sinclair Oil Co. - siding removed in December 1941

Snedecor Coal & Feed (formerly Weeks Coal) - siding out in 1959.

Standard Oil Co.

Swezey Coal & Fuel Co.

T & S Lumber Co.

Texas Oil Co (accessed off the Lace Mill track) - secondary siding removed circa 1959.

Underwood Fuel Co. (west of River Avenue and south of the main - siding removed 1963.

10. What would the typical mix of cars look like, blocked reefers, all coal drag, etc. and what was the average number of cars in a freight that arrived?

Always mixed freight with 25 to 35 cars. Judging from the freight reports I have seen, some of those trains handled just under 50 cars.

11. I see the Patchogue-Plymouth Mills (lace mill) has a siding for a coal trestle and a shipping/receiving siding at 90 degrees to the main crossing over Montauk Highway. What operational problems may have occurred?

Only operations I could see that would be a problem would be the flagging of traffic on Main Street. I never worked that job as I can recall.

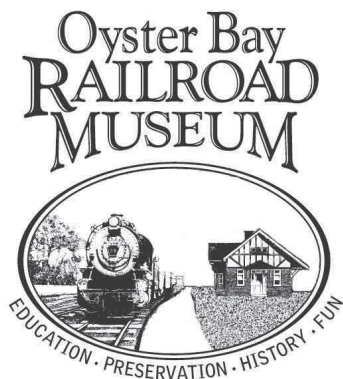
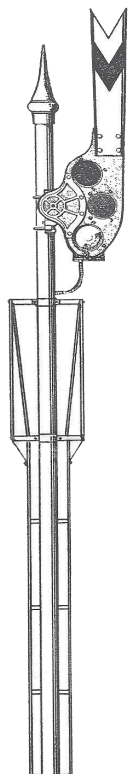
12. Describe the 'Ringhouse' track?

This was the first siding south of the main with a 39 car capacity. Named after a LIRR Foreman. Branched off the main west of River Avenue, opposite the Underwood Fuel Company and extended eastward connecting to the main just west of the Railway Express Agency freight house, directly in front of location of water tank. From north to south, the switches off of the 'Ringhouse' track led to:

1. House track (which led to the coal trestle)
2. Coal gondola storage track
3. Turntable and ash pit track
4. Engine layup track
5. north siding (68 car capacity)
6. main track
7. 'Ringhouse' track
8. Scale track
9. Team track #1
10. Team track #2
11. Team track #3

Long Island Sunrise Trail Chapter
National Railway Historical Society
PO Box 507
Babylon, New York 11702-0507

We remind you to renew your dues.



Our Thirty-fourth Year!
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