



THE NEW YORK RAILROAD ENTHUSIASTS

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The next membership meeting will be on November 24 at 7:30 PM at the Williamson Library at Grand Central Terminal. Meet at the entrance to Track 23 on the upper level at 7:00 PM or 7:15 PM to be escorted to the library, which is in a secured area. Late arrivals should phone the library at (516) 660-1972. A \$5.00 admission fee is charged for non-members. In the event of serious inclement weather, check the website www.nyrre.org or call (516) 660-1972 for cancellation information.

President Sheldon Fosburg presents an all-Dutch program including a DVD on the final trolley years in South Holland (1959 to 1961). Details are in his notes on the next page.

Membership Meeting Schedule

All meetings begin at 7:30 at Williamson Library, Grand Central Terminal

<u>Date</u>	<u>Presenter</u>
December 22	Mike Vitiello (PBS special on trains)
January 26	Paul Gawkoski
February 23	Andrew Grahl
March 23	TBD
April 27	Michael Ditkoff (Durango & Silverton)



Dan Christ Gallery



President Fosburg's Notes

Greetings railfans! I hope you avoided the ghosts and goblins this Halloween. Now is the time to loosen your belts for your upcoming Thanksgiving feast. First, I will touch on three members who we missed at the October General Meeting. First is Al Roberts. He is out of the hospital and is recuperating at Clove Lakes Nursing Home on Staten Island. His wife, Lorrie, tells me he is progressing well and we hope to see them during the spring. Rick Carbone just had surgery recently and is on the mend. I hope to have more news. Art Ferguson has been out recently because of eye surgery. We hope to see him back very soon as well.

Here is transit news. They say that haste makes waste. The 2nd Avenue subway had faulty smoke detectors installed in a number of stations. There was also the case of two exit signs placed on the wrong walls. This was all in an effort to have the line open on New Year's Day for Gov. Cuomo.

Anybody wishing to run for office must have their petitions filed by November 30. This means picking up the nominating form at the November meeting and getting 12 signatures. We have no contest yet for the 4 officers: President, Vice President, Secretary, and Treasurer. We have a contest for Director. There are currently six candidates running for 5 slots. Anybody still wishing to run must do so at the November meeting.

Gary Grahls show was most informative. He showed a light rail line in Puerto Rico, which is currently not running because power has not been restored to 87% of the Island and we saw a film of operations before Hurricane Maria. Among the other films shown were: the Ashmont line on the Boston MBTA, rail action in Northern Italy and Amtrak operations in the Albany area. In the last film were scenes of the Rensselaer station before reconstruction with high level platforms and the previous Schenectady station. Gary told us he had his camera stolen in Northern Italy, maybe in Turin. He recovered it and was told by the local carabinieri that the guy who took it was an undocumented alien in Italy. The thief made his living from stealing in order to survive.

Next month's show will be special. I will be putting on my first full length program for the RRE. I will have DVDs highlighting my several trips to the Netherlands. I will have one historical tape on trolley action in South Holland between 1959 and 1961. Those were the last years of trolley service (excluding regular Spoorwegen Service) between that town and South Holland. It is a companion piece to the VHS tape I played for North Holland trolley action which I presented last year.

To those readers getting the hard copy, the Dutch flag at the top is red, white, and blue. Next to the flag, the guilder was the Dutch Currency until 2002. That's when Holland joined 11 European nations in adopting the Euro as its currency. On a final note, RRE members have been invited to a model rail show in Bedford Hills on Dec.10. The hours are 10AM to 2PM and it is right upstairs from the Bedford Hills station on the Harlem Line.

I give thanks to Michael Ditkoff, our social media director. He recently observed his first anniversary as *Bulletin* editor. Because of his efforts, there is an email version of the newsletter and other members receive their hard copy by the tenth of the month. He also is the website administrator. He created an extensive photo gallery for those unable to make trips. Did you miss Amtrak's Autumn Express on CSX's River Line? His photos are in the Amtrak album inside the Members Gallery. Did you ever want to ride the Cumbres & Toltec Railroad? Photos are in the Tourist Steam album. The gallery has been added with hundreds of photos for your viewing enjoyment.

Please remember that our Holiday Party/Annual meeting will be before Christmas on December 22. Mike Vitiello will present the entertainment. You can never go wrong with finding the finest rail entertainment in the New York area at the RRE's Williamson Library. Happy Thanksgiving and we will see you all at Williamson the day after.

FROM MY VANTAGE POINT

The Employee Timetable

BY Michael Ditkoff
Trip@nyrrre.org

Vantage Point: a position or place that allows one a wide or favorable overall view of a scene or situation

Have you wondered how fast your train was moving? Have you wondered how the engineer knows the maximum authorized speed? The answer to these questions is in the railroad's employee timetable (ETT). Each railroad organizes their timetable to suit their operation. For this article, I'm using Amtrak's ETT.

The first section of the timetable matches the public timetable but has more information for the train crew. For example, the Amtrak employee timetable has the symbol LV "Gate time — May leave up to 1 minute ahead of scheduled leaving time when station work is completed." A train scheduled to leave at 10:00 AM will have LV 10:01 AM in the timetable. That's one way to help keep a train on time.

The second section has the special instructions for train operations. Each segment has its own instructions. Some of the segments are New Haven-Boston, New Haven-Springfield, Philadelphia-Washington, Philadelphia-Harrisburg, and New York- Philadelphia.

The first part of each segment lists all the stations, interlockings, and their mileposts. Train crews always have to know where they are. The National Transportation Safety Board cited the engineer of Amtrak #188 for losing his situational awareness. (The engineer went too fast around a 50 mph curve near North Philadelphia and the train derailed.) The second part lists the signal rules and current of traffic. The two basic current of traffic rules are:

251. Track Signaled in One Direction

When track is signaled in only one direction, signal indication will be the authority for trains to operate with the current of traffic. Movements against the current of traffic will be governed by non-signaled DCS rules.

261. Track Signaled in Both Directions

Signal indication will be the authority for a train to operate in either direction on the same track.

The third part lists speed limits based on the train type. There are four types of trains.

Train Type A refers to High Speed Trainsets (HST) with tilt system **active**.

Train Type B refers to **(1)** a HST with tilt system *disabled*; and **(2)** trains consisting **exclusively** of High Horsepower (HHP) 8, AEM-7, P40BH, P42BH, or P32-BWH engines, and Amfleet, Horizon, Capitoline Control Cars, MARC III control/coach cars, or US DOT test car DOTX 216.

Train Type C refers to passenger trains that do not meet the criteria for train types A, B, or D.

Train Type D refers to passenger trains with mail, baggage or express cars in consist, that meet Train Type D criteria. Train Type "D" trains must not exceed 60 MPH

Acelas are HST. They can take curves faster than other trains because the body of the car swings outward to absorb the gravitational force of the curve. A northeast corridor regional train can go faster than the regulated 90 mph curve south of the BWI Rail Station without derailling. The passengers will be thrown into the wall or out of their seat depending on which side of the train they are seated. The maximum authorized speed takes passenger comfort into account not just the speed the train derails. The Acela tilt function is disabled (turned off) on Metro North's New Haven Line and HST have the same speed limits as Metro North commuter trains. A special instruction is that Acela engineers have to call the Metro North train dispatcher and confirm that the tilt is off prior to entering their railroad.

More next month

International News Briefs Compiled by Stuart Werner
From *International Railway Journal* and *the Railway Gazette*

France

According to the Court of Auditors, France's equivalent of the U.S. Government's Government Accountability Office (GAO), SNCF's freight activities are not economically viable. The state-owned SNCF's freight division had operating losses of 253 million euros on revenues of 1.06 billion euros despite major staff reductions. Debt has doubled to 4 billion euros from 2008 to 2014. Market share has consistently declined since the introduction of competition in the rail freight sector. In comparison VFLI, a private non-union open access operator, has captured 38% of the freight market due to its flexibility for shippers, lower labor costs, and higher productivity per employee.

Germany/France

Seimens and Alstom will combine their rail businesses in order to meet competition from China's CRRC. The combined company will have revenues of 15.3 billion euros and employ 62,300 worldwide as of 2016. The full merger is expected to be effective at the end of 2018.

Germany – The Karlsruhe – Basle (Switzerland) Rhine Valley Line reopened on Oct 2nd. It closed on August 2nd due to subsidence caused by the construction of a tunnel under the line at Rastatt. About 200 daily freight trains were disrupted and replacement buses carried 30,000 passengers daily. Transalpine freight services between Italy and Germany were severely disrupted.

Vietnam

For decades the country has suffered from a lack of investment in its rail network. The country has an existing 2,273 km meter gauge network, including the 1,726 km main line between Hanoi and Ho Chi Minh City. In 2015 the government undertook a study of constructing a new standard gauge line from Hanoi to Ho Chi Minh City with speeds of 160-200 km/hr with completion in 2030. In the short-term the existing meter gauge railroads will be upgraded. In 2017 Vietnam Railways (VNR) announced that it will buy 100 diesel locos, 150 coaches, and 800 wagons by 2020. Other proposed projects include a Central Highlands link and a link to Cambodia. In 2015 China completed a line to the Vietnam border.

Vietnam has also undertaken the construction of major metro rail systems for Hanoi and Ho Chi Minh City. However, those are separate projects from the main line railroad system.

United Kingdom (UK)

CAF, the Spanish manufacturer, will build a rolling stock plant in Wales. The plant will open in the fall of 2018 and employ 300 by 2019. CAF currently has contracts to supply 482 coaches to the mainline network, including 75 sleepers, and has supplied LRVs for light rail networks in West Midlands and Edinburgh. Also, CAF just won a contract to supply 26 DMUs for suburban services to Birmingham.

Talgo, another Spanish manufacturer, has announced that it is considering establishing a factory in the UK to build high speed intercity trains and commuter rolling stock.

Australia

– Rio Tinto, the global mining giant, completed its first driverless trip on its heavy haul iron ore network, the Pilbara region of Western Australia, for a distance of 100 km. If they can get government approvals they hope to start automated train operations in late 2018.

THE PENNER REPORT

HAPPY 110TH ANNIVERSARY TO THE NYC SUBWAY SYSTEM

By Larry Penner

October 27th marked the 110th anniversary of our New York City subway system. The original BMT (Brooklyn Manhattan Rapid Transit – today's B, D, J, M, N, Q, R & Z lines) and IRT (Interboro Rapid Transit - 1, 2, 3, 4, 5, 6, and 7 lines, Franklin Avenue and Times Square shuttles) subway systems were constructed and managed by the private sector without government operating subsidies. Financial viability was 100% dependent upon fare box revenues. They supported both development and economic growth of numerous neighborhoods in the boroughs of Manhattan, Brooklyn, Bronx and Queens. As part of the franchise agreement the owners signed, City Hall had direct control over the fare structure. For a period of time, owners actually made a profit with a five cent fare. After two decades passed, the costs of salaries, maintenance, power, supplies and equipment would pressure owners to ask City Hall for permission to raise the fares. This additional revenue was needed to keep up with maintaining a good state of repair, increase the frequency of service, purchase new subway cars, pay salary increases and support planned system expansion. Politicians more interested in the next reelection (and subscribing to the old Roman philosophy of free bread and circuses) refused this request each year for well over a decade. As a result, in order to survive owners of both systems began looking elsewhere to reduce costs and stay in business. They started curtailing basic maintenance, delayed purchases of new subway cars, postponed salary increases for employees, canceled any plans for system expansion and cut corners to survive. (Does any of this sound familiar today?)

In the 1930s, NYC began building and financing construction of the new IND (Independent Subway – today's A, C, E, F and G lines). This new municipal system subsidized by taxpayer dollars would provide direct competition to both the IRT and BMT. Municipal government forced them into economic ruin by denying them fare increases that would have provided access to additional badly needed revenues. Big Brother, just like the Godfather, eventually made them an offer they couldn't refuse. The owners folded and sold out to City Hall.

In 1953, the old NYC Board of Transportation passed on control of the municipal subway system, including all its assets to the newly created New York City Transit Authority. Under late Governor Nelson Rockefeller in the 60's, the Metropolitan Transportation Authority was created. The Governor appointed four board members. Likewise, the Mayor appointed four more and the rest by suburban county executives. No one elected official controlled a majority of the votes.

In June 1956, the A line was extended to provide new service to the Rockaways replacing the LIRR which previously abandoned service on the same corridor.

Until the early 1960s, most subway stations had clean, safe, working bathrooms with toilet paper. Revenues generated from a 10-cent fee helped cover the costs.

Up until the late 1960s, it was common to find both penny gum and 10 cent soda machines dispensing products at many subway stations. It was a time when people respected authority and law. That generation of riders did not litter subway stations and buses leaving behind gum, candy wrappers, paper cups, bottles and newspapers. No one would openly eat pizza, chicken or other messy foods while riding a bus or subway.

In December 1988 at a cost of \$450 million the Archer Avenue subway line was opened. Thanks to this investment, the J/Z & E lines provide direct service to both the Long Island Rail Road Jamaica Station and new terminus at Archer Avenue & Parsons Blvd in Jamaica, Queens.

In December 2001 at a cost of \$650 million the 63rd Street Tunnel between Queens and Manhattan was opened. Thanks to this investment, the Queens Blvd. F line continues to provide direct service to the 6th Avenue corridor in Manhattan without having to use the old 53rd Street tunnel between Queens and Manhattan. This affords riders additional service options for those traveling from Queens to Manhattan.

In September 2015, at a cost of \$2.4 billion, thanks to this investment funded by the City of New York, the Flushing #7 subway extension from Times Square to the new Hudson Yards Station adjacent to the Javits Convention Center opened for service.

On January 1, 2017, at a cost of \$4.5 billion, the first phase of the Second Avenue subway running from 63rd to 96th Streets opened for service.

In 1996, Metro Cards were introduced which provide free transfers between the subway and bus. This eliminated the old two fare zones making public transportation an even better bargain. Purchasing a weekly or monthly subway/bus pass reduces the cost per ride and provides virtually unlimited trips. In many cases, employers can offer transit checks which help subsidize a portion of the costs. Utilize this and reap the benefits. It supports a cleaner environment.

Today, the MTA New York City Transit's new FASTRACK initiative is using an entirely new way to perform subway maintenance in our system. By completely suspending train service over a segment of a subway line, the third rail is turned off and workers have uninterrupted access to tracks, signals, cables, lighting, third rail components and platform edges. Many FASTRACK line shutdowns were completed this year which resulted in an unprecedented amount of work being accomplished. Most importantly, FASTRACK resulted in a safer and more efficient environment for employees to inspect, maintain, and clean our 24/7 subway system.

Transit employees inspected hundreds of signals and switches, repaired and replaced track rails and cross ties, cleaned track floors, performed elevator and escalator repair work, repaired water damage, cleared drains, cleaned stations and repainted areas that had not been touched in years because they are not reachable during normal train operation. They clean lighting fixtures, changed bulbs and repaired platform edges. Employees also perform high intensity station cleaning. These maintenance activities improve train performance and efficiency while also providing a visible improvement to the station environment.

Larry Penner is a transportation historian and advocate who previously worked 31 years for the US Department of Transportation Federal Transit Administration Region 2 New York Office.



Nostalgia Train at 2nd Avenue Terminal
Photo by Michael Ditkoff

HEARD AT THE ROUNDHOUSE

Steam Dispatches compiled by John Biehn

Union Pacific Steam News

Looking at Big Boy 4014 now, it almost seems like the monstrous engine could have been a vehicle in "Mad Max: Fury Road." That's because the Big Boy people saw in 2014 when it arrived in Cheyenne has been completely disassembled. It is no longer covered in black paint. It's been stripped down to the bare bones, leaving it brown and covered in spikes and bumps.

Some say it doesn't feel like much has been done to the Big Boy, but Ed Dickens, Union Pacific's senior manager of heritage operations, noted that that isn't the case. "Part of the problem with a lot of the things we've had to recover from when working on the 4014...is changing the way the locomotives is cared for," he said. "The railroad did things differently years ago, back when you had thousands of steam locomotives, as well as thousands of people in dozens of facilities to maintain them. Unfortunately, that isn't the case in 2017. The crew had to take a step back and figure out how to completely disassemble a train that was crafted in the 1940's, put it back together and make sure it essentially looks and runs as it did when it was crafted. Today's crew wants to make sure their work last years, which requires precision, concentration and dedication.

There is still much work to be done in the next 18 months. The goal is to complete the restoration by May 10, 2019, the 150th anniversary of when the golden spike was driven into the First Transcontinental Railroad. That final spike signified the completion of the joining of Central Pacific and Union Pacific Railroads. By that point, it will have been exactly five years and one day since Big Boy 4014 rolled into Cheyenne. It had previously been housed in the Rail Giants Train Museum in California, where it had been since 1962. Thankfully, the train was well maintained during its life at the Museum, which made the work on the steam shop crew much easier.

Reassembling the Big Boy is like putting together a large, intricate puzzle. The crew spent the summer of 2014 documenting the condition of the train, trying to figure out what parts they would need to manufacture or order from various companies around the world.

It hasn't helped that some of the crew's focus has had to shift to the nearby No. 844 engine during the Big Boy's restoration process. Dickens noted that the original plan in 2013 had been to obtain the Big Boy and bring it to the steam shop while continuing working and operating the 844. The problem is they didn't quite expect the 844 to be in the state it was in. "We knew we'd have to tear the 844 apart in a small way and make some repairs," Dickens said. "The more we took it apart, the more problems we found. We found such a corroded condition on the exterior of the boiler and so many of its parts put together in such a way that didn't give us a good feeling about its condition. So, we knew we'd have to take the entire boiler apart."

In the end, all of the years of work will be worth it. Once it's completed, the Big Boy will be considered the world's largest operational steam locomotive. Although the public's appetite for updates on the Big Boy hasn't quite been fulfilled, there will be multiple opportunities to tour the steam shop and get an up-close look at the engine. Depot Days will be one of those opportunities. (Thanks to Ellen Fike, Wyoming Tribune Eagle, via Mike Standridge)

Railroad Organization Seeks Volunteers

Sandy River & Rangeley Lakes Railroad, an authentic two-foot gauge steam railroad in Phillips, Maine, is actively recruiting volunteers to help with various tasks. Although the organization has a number of engineers, firemen, conductors and brakemen to run the trains, they are not always available to come every weekend because of distance and other considerations. They often manage with just a small handful of people to keep the trains in good shape and operating, sometimes having to change the schedule because they don't have enough qualified volunteers to run the trains or steam engines. To find out how you can help, visit the SR&RLRR website at www.srrl-rr.org and click on Volunteers. They would love it if you could donate your time for an afternoon, a day or even a few summer weekends next year. (Thanks to Sun Spots, Sun Journal, via Alex Mayes)

Future Canadian Steam

The Temiskaming & Northern Ontario 503 steam locomotive was built in 1930 for the Ontario Northland Railway. It was retired from active service in the late 50's and was donated to the City of North Bay in 1960. The locomotive has sat idle ever since, first at North Bay's Lee Park and now at the waterfront park. There is interest in bringing the locomotive back to life. The curious attended a public meeting at Discovery North Bay, located in the historic Canadian Pacific Railway Station, to learn more about potentially restoring and operating the 503. "There is a push to do something with the steam locomotive. There is real history here. This is a railway town. The idea really was just to get something that's a little more formal to put in front of people, so it led to this discussion," explained Bill Love, member of the fire up the 503 committee.

Bill Ferguson who also sits on the committee says the group is going to form a not-for-profit organization, organize a board of governance, and figure out the process that will be involved in performing the initial assessment, determining the feasibility of repairs, and running the engine. The projections are \$200,000 for the organization and feasibility assessment, which will require raising money through donations and leveraging any grants available for Northern Ontario projects. "That will be one of the first tasks for the organization to undertake. It's important to us to raise a sufficient amount of money because of the kind of assessment that has to be done. The locomotive has to be taken apart to conduct the testing," says Ferguson. "We want to make sure that, if at the end of that process, it's determined that it's not really feasible to repair it and get it back on the rails, that we could reassemble it, refinish it and at least put it in very good condition for a static display. I think as an operational unit it has tremendous potential value because there is a lot of interest in seeing real steam locomotives running."

There are only a couple running on a regular basis in Ontario at this point, and very few running in Canada, so we think it has value," Ferguson said. Bill Love says the vision is to create a one-of-a-kind iconic attraction for North Bay with short excursions running in all directions, with an opportunity to bundle a package with tourist operations. He uses Kamloops Heritage Railway, in Kamloops, British Columbia, as an example of what can be done in North Bay. The community took a derelict locomotive that was sitting in a park for many years, got a group together, raised funds and put together a project to restore it to operation. "It took Kamloops eight years from the first community meeting it had in 1994 before they had a train running, hauling paying customers," says Love. Ferguson says at the outset, the concept is to have special days to begin with and then figure out what the limited schedule will be. He points out the operation of the locomotive is costly, so it's important to fill up the seats on the train. The other thing to keep in mind is the certification only lasts for so many days, roughly 1,400 operating days, before it has to be taken apart and recertified. You don't want to use those days frivolously if don't have passengers or just to run a regular schedule. Love says, "If you get the vision right, most of the time the plan falls into place and it works." Locomotive No. 503 is a Canadian Locomotive Works 2-8-0, built at Kingston, Ontario. (Thanks to Linda Holmes, BayToday.ca., via Tom Schultz)

CN 6218 in the News

Fort Erie council is on track to a decision about the 6218 steam locomotive on display at the Fort Erie Railway Museum. In its current state on Central Avenue, it serves as a reminder of days past when Fort Erie boasted the third largest rail yard in Canada. For several years, councilors have been discussing the preservation of the aging piece of history and on October 2, the current council was presented with a study conducted by Maltby and Associates, which included ten recommendations to move forward, with a three stage process provided as the firm's preferred option. The first phase would cost \$72,000 and involve remediation, the removal of fiberglass and asbestos containment and other minor repairs, which Susan Maltby, the hired expert who drafted the study, says would be a great start. A complete cosmetic restoration would cost more than \$500,000, according to estimates.

Locomotive 6218 was built by the Montreal Locomotive Works in 1948 as part of their 6200-6234 series. It spent its 18 year working career in a variety of roles across the country. Some of the other options to be considered are fundraising and allowing the Alberta Railway Museum to take it to their site because of its connection to that province. (Kris Dube/Special to the Times via Tom Schultz)

Locomotive Relocated

After seven years of planning, the historic engine that pulled the "Mercy Train" has arrived at its new home. The move of locomotive No. 1108 took place in September and on another September day 98 years ago, an explosion that killed 43 people and injured many more occurred. It almost flattened the whole town of Ardmore, Oklahoma. Locomotive 1108 was the engine responsible for bringing aid workers to Ardmore. The move from the Hardy Murphy Coliseum to the Ardmore train depot took about ninety minutes. It was a controversial move to some who worried about the classic engine's preservation. However, the future of the century old locomotive has been carefully considered.

Moving the steam train is one of the first steps in re-creating Ardmore's historic train depot. Locomotive 1108 is a Baldwin Locomotive Works 2-6-2, built in 1902 for the Atchison, Topeka & Santa Fe Railway. (Thanks to McKenna Eubank, KTEN.com, via Tom Schultz)

C&O 2700 Cosmetic Restoration

After waiting twenty years, Chesapeake & Ohio steam engine No. 2700 will undergo restoration. The engine is currently situated at the east end of the Dennison Railroad Depot Museum. The cosmetic restoration will be done on site within Dennison's Historic District, part of the Downtown Dreamsville USA Corridor linking the village of Dennison and the city of Uhrichsville, Ohio. After a public bidding process, the job was awarded to Gemini Industrial Machines of Dover, owned by Jason Johnson. In a press release issued by the Dennison Railroad depot Museum, Johnson stated that the cosmetic restoration will include sandblasting and painting to the originally built paint scheme. Johnson has 20 years of experience restoring engines and explained, "Many of the missing parts will have to be recreated and placed on the locomotive." The work is expected to be done by late fall. The project is estimated to cost around \$150,000.

Museum Director Wendy Zucal explained the engine is known to be one of the most stripped engines in the country: missing gauges, valves, name plates, driving rods, windows, bell and whistle. Most of these are lost forever and will have to be recreated.

The engine's story began in World War 2 when the C&O turned to the 2-8-4 wheel arrangement to handle the fast freight schedule the war demanded. The 2700 was the first engine of a group of 90 class K-4, 2-8-4 "Kanawha" locomotives. The name comes from the Kanawha River which paralleled the C&O main line. The 2700 was built by the American Locomotive Company at Schenectady, New York in 1943. By 1952, the C&O had enough diesel engines that it began to retire the Kanawhas, though they still had service time. By 1957, all were retired. All but 13 that were donated to various cities were scrapped. The 2700 was retired in 1956, and after being on display in various places it was saved at its very last hour from the scrapyards by local steam engine enthusiast and collector, Jerry Jacobson, owner of the Ohio Central Railroad, who moved the engine to Dennison where it is now part of the museum's historical collection. (Thanks to Alex Knisely, Times Reporter.com)



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First Class Mail



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Website: www.nyrre.org Meetup group: www.meetup.com/New-York-Railroad-Enthusiasts/

The New York Railroad Enthusiasts, Inc., is a not-for-profit, historical and educational corporation.

President: Sheldon L. Fosburg

Vice President: Michael A. Vitiello

Annual dues are \$30.

Application at www.nyrre.org

Monthly membership meetings are the 4th

Friday at the Williamson Library,

Grand Central Terminal, New York City

The library is in a security area. Meet at

the **Track 23 gate** at **7:00** or **7:15** PM.

Late arrivals should call **(516) 660-1972**.

The **meeting break** is the **ONLY** time for
early departures.

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