



# SEMAPHORE



## November 2021

The LIST Nov. meeting will be held on **Friday, November 19th at 8:00pm.**

The November meeting will be an **IN PERSON** meeting at the Van Bourgondien house in West Babylon.

The address is 600 Albin Avenue in West Babylon.

### THIS MONTH

LIRR Engineer George Lightfoot presents a 35mm slide presentation of the Long Island Rail Road from various eras. Due to the quality of rebroadcasting projected slides this will be an in-Person event only. We will resume our Zoom® blended meetings in December. Any questions, Email Ed Koehler at [EdwardMKoehler@nyc.rr.com](mailto:EdwardMKoehler@nyc.rr.com).

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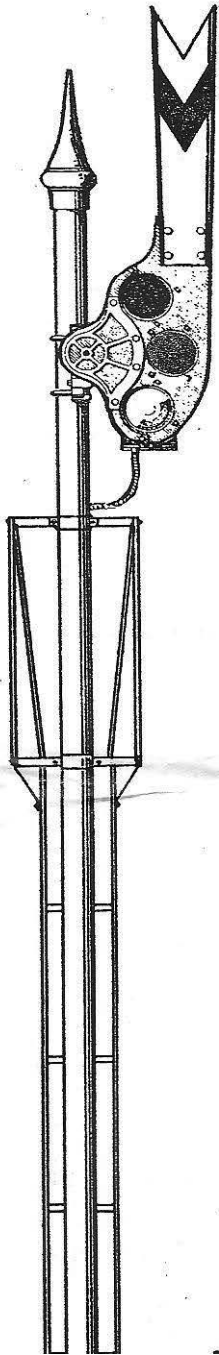
**For regular updates and other important information, visit: [www.LIST-NRHS.org](http://www.LIST-NRHS.org)**

**The Chapter mailing address is:**

**LIST—NRHS**

**P O Box 507**

**Babylon, New York 11702-0507**



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





The following price list is for LIST members only!



# _____ 2022 LIRR calendar	@\$8 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 ea.Total _____
# _____ LIRR Montauk Branch by Dave Morrison NEW	@\$18 each Total _____
# _____ LIRR Babylon Branch by Dave Morrison NEW	@\$18 each Total _____
# _____ The 185 <sup>th</sup> Anniversary of the LIRR book	@\$12 Each Total _____
# _____ LIRR Multiple Unit Cars by M. Boland	@\$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 e mail 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

Steven R. Torborg, Editor

## *Railroad Notes from the LIST/LIRR Fan Trip to Greenport 10/16/21*

The consist of East to West, was as follows:

DE405-4077-4110-5003W (One Diesel Electric Engine & Two C-3's and a Cab Car) ...the odd numbered cars had bathrooms.

For those who may not have realized it, the section of track from Ronkonkoma to Greenport is the last portion of Manual Block or Dark Territory on the Long Island Rail Road (and in the United States).

There are signals in place that govern blocks of track and to pass one or more of them, the crew had to obtain what is called a "K" Card (which is their authority to pass and occupy that section or block of track only).

If there is another train on the line, additional paperwork called an "A" Card must also be obtained (this card represents any opposing trains and must be issued if any exist).

The Block Limits (in order from Ronkonkoma to Greenport) are as follows:

YA – Yapank

MR – Manorville

AH – Calverton

LD – Riverhead (this was once named RH but changed when the call letters were changed to LD representing Larry Dixon, a long favored LIRR Manager and named for him in his honor).

R – Jamesport

K – Mattituck

SD – Southold

GY – Greenport (this signal is for westbound trains only upon departing Greenport).

The crews call JCC (Jamaica Central Control) via Divide Tower (now controlled by JCC) for permission to copy the green colored "K" card and it must be physically copied by the train crew and shared between the Engineer and Conductor prior to leaving Ronkonkoma or Greenport.



## List Happenings by Steve Quigley

**IMPORTANT NOTICE!** The November meeting will be in person at the Van Bourgondien House. WE MAY NOT BE ABLE TO CONDUCT A ZOOM MEETING AS WELL DUE TO THE NATURE OF THE PRESENTATION!

On October 16<sup>th</sup>, 76 people, LIST members and the public, rode in a reserved car to Greenport. A train of the New M-9's was arranged to take our riders from Penn Station to Ronkonkoma where we changed to a train with DE #405 and three C-3 bi-level cars. Our tour guide Extraordinaire, Dave Morrison, proceeded to regale us with information regarding the LIRR Right of Way as soon as he got on board and all the way to Greenport. We had a package of giveaways, some of which were compliments of the people of the LIRR. A raffle was held with Bob Myers hawking tickets with many great prizes and the last ticket being pulled just as we arrived in Greenport. At Greenport, we had several hours to wander around the bustling Village of Greenport. Admission to the RMLI in Greenport was free thanks to Don Fisher, President of RMLI and many of the riders took advantage of the gift shop, displays and rolling stock at the Museum.

Thanks to the management of the LIRR, the eastbound locomotive from Ronkonkoma had a specially designed drumhead for this trip. There was time in Greenport to take photos of this unique drumhead! Please see this addition of the Semaphore for photos of the train.

Many thanks to Adam Diaz, Luigi Rettura and Ron MenDell of the LIRR Group Travel Department who arranged the trip and made sure that all had a Great Time! A special thanks to Philip Eng, President of the LIRR who made sure that our trip to Greenport would take place!

80% of our 2022 LIRR calendar has been sold! If you wish to place an order for one or more copies, please do so now as we expect this edition to be a sellout like our 2021 edition. We have been able to keep the cost at \$8 for Chapter members which is another LIST membership benefit. Please see the order form in this edition of the Semaphore.

LIST is a distributor of the Conrail Quarterly which is a publication of the Conrail Historical Society. It is an excellent full color magazine which retails for \$12. We have several editions in stock for Chapter members at \$7 each plus a \$2 shipping cost. New York State residents do not pay tax as this is a magazine.

Chapter member Bob Sturm's book on The History of the LIRR 1949 to 1980 is in stock! The RETAIL price is \$49.95 for non-members and \$38 for LIST Chapter members. If both Volume 1 and 2 are purchased together, the special price for members is \$68. That is 10+% off the individual prices. The shipping cost for both books together will be \$10. NY State residents must add \$6.73 tax.

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](mailto:csquigley@optonline.net) and my telephone # is 631-487-4766. Please do not mail me copies of your articles. Please email your articles as we have to retype mailed copies.



## Long Island Rail Road News by Steve Quigley

Major construction is complete on the East Side Access megaproject which will link the LIRR directly with Grand Central Terminal.

On 10/31/2021, there was a LIRR train carrying passengers from Jamaica to Grand Central Terminal. The train departed Jamaica at 8:04 AM and arrived in GCT 27 minutes later. NY State Governor Kathy Hochul was on board along with other dignitaries to the new 350,000 square foot terminal on the East side of Manhattan. This was the first train to carry non-MTA personnel. The project is basically complete with some technological systems need to be completed as well as the hiring and training of hundreds of employees for the station. The MTA acting chairman stated the completion of the project is still slated to be December of 2022. [It would be great if the members of LIST could be on the inaugural ride into GCT! SQ]

At the present time, LIRR ridership is still only a little over 50% of pre-Covid levels so it is unknown as to what the ridership levels into GCT will be in 2023. However, on the basis of the amount of cars in the parking lots around Babylon station, it appears more and more people are taking the LIRR into NYC!

When complete, the LIRR will have two stations in Manhattan, one on the West Side [Penn Station] and one in the East Side. [Grand Central] The project entailed eight miles of new tunnels and the construction of a nine block long station that is three stories below street level.

There will be a 350,000 sq. ft. concourse with white marble walls, archways and storefronts which will contain an estimated 25 retailers. It is possible that commuters who use the East Side Access to Grand Central may save up to 40 minutes on their daily ride if they work on the East Side of Manhattan.

Harold Interlocking, which is an incredibly busy rail junction of Amtrak and LIRR trains, underwent \$1 Billion in upgrades. The remaining work on the project entails the installation of various electrical and communication technology.



## Railroad Museum of Long Island Update by Don Fisher

There has been no “frost on the pumpkin” yet, but our days are getting shorter and a decided cool breeze from the north graces the Railroad Museum of Long Island. Greenport RMLI has closed for the winter and Riverhead RMLI has been reduced to Saturdays only until Christmas. We are thinking about the return of that “Jolly Old Elf” from the North Pole! Holiday Open Houses at the RMLI will commence at Riverhead and Greenport in December with “The Man in the Red Suit” visiting each day!

Looking back over the Museum’s 2021 season we are grateful for the more than four thousand visitors that viewed the RMLI this year. Our friends from HOTrack, Long Island Garden Railroad Society and Sunrise Hi-Railers clubs set up their trains under our Big Top tent for the enjoyment of our visitors and we held two very successful railroad mini flea markets. Once again, our open air facilities afforded everyone a safe place to get together and share railroading during a waning COVID pandemic.

During 2021 our members and volunteers continued to advance the mission of the Museum. Cabin Cars C-68 and #14 received care with C-68 being painted and #14 having its cupola resheathed and new running boards and end platforms installed. Our M-1 Electric Cars received fresh paint and numbering and the P-72 Coach #2924 and Baggage Mail Car #7737 were prepped and painted. New 9-11 Memorial Murals were installed on the cars to remember the twentieth anniversary of the attack on America. Prep and priming of LIRR GE 25 tonner #399 has been accomplished, finish painting is next. Thanks to the technicians of Anderson Rail Car Services the plug door on boxcar #759 at Greenport is working smoothly again – look forward to a “Concert from the Boxcar” in 2022!

Museum structures were not forgotten this season. Upkeep and maintenance included new board and batten siding on the Riverhead Visitors Center and the installation of interior walls and exhibit space inside the LIRR Morris Park Fire Brigade Hose Shed. A new roof was installed on the west end of the Greenport Freight House Museum and new hardwood entry doors have been ordered. These new doors will be installed in Spring 2022. At Riverhead, building trim has been painted, exterior stairways have been rebuilt and repaired. Overall, your Museum structures are in fine shape for the coming winter weather.

Early in the year, the RMLI was invited to partner with our longtime supporter and architect, Martin Sendlewski, and enter a development competition that might have moved the Riverhead RMLI one block west to Railroad Avenue. The plan would have created a large exhibit hall, allowing the Museum to move eight of our rail cars inside for display and safe keeping. In June we announced this exciting opportunity to our members. In September we learned from the Town of Riverhead that our proposal had not won the competition. The Railroad Museum of Long Island will remain at 416 Griffing Avenue for many years to come.



## Railroad Museum of Long Island Update...continued

The RMLI "Special Projects Group" has been busy advancing the restoration of LIRR Engine #39. New merchandise has been offered, raffles have been held and outreach opportunities have been ongoing. The "Steam Up LIRR 39" restoration fund is now more than \$253,000.00 and continues to grow. The Group's work toward stabilizing LIRR Bi-Level Coach #200 has included an engineering study of the car to determine the extent of asbestos and lead paint content inside the car. Currently, a scope-of-work is being developed to remediate that asbestos and lead paint. Estimates for replacing the steel rivets in the all-aluminum car have been received and funding sources for the work are being explored by the team.

Not to be outdone by their big brothers, our model railroads have seen a lot of attention this season too. Museum members, Boy Scouts, and Long Island Garden Railway Society members have completely rebuilt the Freeman Garden Railroad at Riverhead. All new wiring, new track, new bridges and a beautiful running river and waterfall have turned the railroad into a relaxing rest stop for our visitors. Work on the Historic Lionel Layout included installation of a drive-in movie with a working "movie screen," ongoing maintenance and the installation of a weatherproof vinyl doorway between the Freeman North Exhibit Hall shops. The Greenport RMLI wall mounted O Gauge "Greenport Scoot" received a beautifully hand painted backdrop by member and artist Mario Tomiatti. The 24' long backdrop encompasses a view of the North Fork shoreline from Southold at the west to the "Coffee Pot" lighthouse to the east.

The RMLI Library and Archives were honored to receive the vast personal collection of Past Vice President and Acting President of the LIRR, Mr. Ray Kenny. Sadly, we lost Ray to the COVID virus in April 2020. The Museum is grateful to the Kenny family for placing Ray's railroad collection at our Library. Our archivists have begun to discover and catalogue the many items in this important collection. Items of interest to railroading on Long Island continue to come into the Museum and we look forward to sharing these artifacts in future exhibits. Working with the NYU Tisch School of Art and the Robert David Lion Gardiner Foundation, the Museum has begun to digitize its collection of film and audio visual material with the vision of being able to share these items with the public through a RMLI website research portal. We have planned changes for the Penn Station exhibit at Riverhead following our Holiday Open House. In December the Museum will assist Ms. Margaret Fritch as she moves her family's Pennsylvania Station Eagle Head, "Albert," from the RMLI to the recently refurbished Penn Station for an extended exhibition by the LIRR.

The Museum's gift shop at Riverhead will be open Saturdays through December 18<sup>th</sup> for your Holiday shopping. Stop in and see the many books, railroad and model railroad related items for sale, your purchase supports the Mission of the RMLI. Please enter our drawing for a Lionel O Gauge Polar Express Train Set while you are visiting. The drawing will be held at 2:00 PM on Sunday, December 12<sup>th</sup> at our Greenport Holiday Open House with Santa.

As you can see it's been a busy and productive season for the RMLI. We are thankful at this time of year for all of our friends, volunteers and members who give so much of themselves. In closing, the Trustees and Officers of the Museum and I wish you the happiest of Holidays and a Healthy, Happy New Year!

## Oyster Bay Railroad Museum Update by John Specce

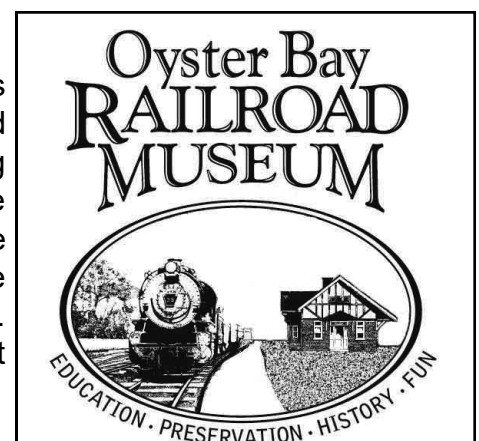
Things continue to move forward at the Oyster Bay Railroad Museum at a feverish pace. Visitation at both the station and the yard has continued to increase and we are over the top with the positive comments we've been receiving. It seems the move from the Visitor's Center on Audrey Avenue to the historic station building was a good one as people continue to marvel at the restoration work already done to the structure, and that which is still planned. The exposed brickwork, transoms, plaster and other details of the structure only seem to add to people's interest as they're able to witness what is, what was and what will be all at once. Next on the agenda will be the restoration of the bathrooms to meet ADA standards. This work is expected to commence over the next several months, while we're closed to the public for the winter.

The marketing committee has been very busy over the last two months. Our major fundraiser of the year, the End of Summer Soiree, was held on September 30th at the Sagamore Yacht Club, overlooking picturesque Oyster Bay Harbor. Guests were treated to a selection of great food and beverages, entertainment, and fabulous raffle prizes. Typically this type of event is held on or around the longest day of the year, June 21st, and billed as the Summer Solstice, but due to concerns regarding Covid, was pushed back to September. All had a great time and it was a financial success. We thank all that either attended, donated, or provided goods and services. Hopefully, in 2022 we will return to our traditional date in June for the event.

In an effort to examine and review our marketing strategies for the future, the committee applied for and was accepted into a public relations campaign initiated by Hofstra University. A group of 5 seniors are working with the Museum, focusing in on our current practices, capitalizing on our strengths, seeking new opportunities and strategies and how we can better leverage our social media outreach. The committee and students have met twice as of this writing and will receive a final report on December 14. We look forward to their findings.

The first two post-COVID field trip groups were the early childhood students from the Learning Tree in Oyster Bay and Eagle Scouts from Ardsley, New York. The Education Committee is working hard to fulfill our education mission for our museum and is actively promoting that mandate to all types of schools and organizations that can benefit from our community services. To that effort, we have also designed, written and produced a promotional brochure to mail to local institutions to build on our initial success. I hope everyone who supports our museum will help get the word out about our education program, because, indeed, we are back!

Meanwhile in the yard, the now fully operational turntable continues to delight our visitors. The accolades we've received are beyond anything we could have expected, with children wide eyed at the big bridge that turns, and adults teary eyed reminiscing about taking the same ride when they were kids in the 60's and 70's. Probably the biggest "kids" on a weekly basis are the volunteers who provide the rides as they get to enjoy the fruits of their many years of labor. The turntable rides are held every Saturday, weather permitting, at 1pm and 3pm.





## Oyster Bay Railroad Museum Updated...continued

Our dedicated volunteers continue to accomplish great things on the various projects in the yard. The restoration of our historic P-54 "Ping Pong Coach" continues with two, and sometimes three welders working at a time to replace patches of corroded steel on the north side of the car. Their attention to detail and motivation are unmatched as they spend every weekend and many weekdays cutting, welding and replacing steel patches, ensuring every rivet is cleared out and replaced and that all seams are welded as flush as possible. We couldn't be happier with the devotion our volunteers have shown this project and eagerly await the day when the car is in fresh LIRR paint. But first there remains much metal work still to be done, a new concrete floor to be poured, windows to be reinstalled and fixtures to be reinstalled.

Work has also continued on our "Dinky" diesels, #397 and #398. Volunteers have continue to put time and effort into both units to ensure they are all they can be. #397 will become our "display" piece with an interactive cab for visitors to enjoy, while #398 (fully restored and operational) will be our operating piece for excursion trains. Yes, that's right, we will eventually be operating train rides within our display yard! The time frame all depends on how quickly we can move some things around in the yard and start laying track! For the time being, both pieces are receiving cosmetic and structural repairs to ensure they're well protected from the elements and as attractive to our visitors as possible.

While on the subject of locomotives, we're happy to report that we're getting back to work on Steam Locomotive #35. The County of Nassau (owner of the locomotive) and the Town of Oyster Bay have agreed to allow us to go forward with a new contractor for the remaining running gear work. This includes the pilot truck, tender trucks, drive wheels and drive rods, all of which will be restored to FRA specifications, thereby rendering Locomotive #35 moveable by rail. This does not mean it will be fully operational, but it does allow us to utilize roughly \$460,000 dollars to put the locomotive back together.

Finally, we're excited to have finally received delivery of our former New Haven 40' boxcar. This car has been shifted around the railroad for over twenty years, loaded with equipment and historical items belonging to the museum. On October 9th, the car was delivered to the Oyster Bay Yard by the LIRR (along with four donated roller bearing wheelsets for Locomotive #35's tender). There it was prepped and loaded onto a flatbed truck which drove it around the block, where it was unloaded and placed back on its trucks within our display yard. The delivery of this piece is key to the ongoing development of the museum's display yard as it allows us to embark on the next phase of work:

1. Unloading and removal of two truck trailers and one shipping container full of parts and artifacts
2. Construction of several display and operating tracks in the west end of the display yard
3. Relocation of equipment for display and operation of public train and turntable rides

Thousands of photos and videos of the aforementioned achievements, as well as volunteer interviews, turntable operations, work sessions and so much more, are all available on our Facebook page at **OYSTER BAY RAILROAD MUSEUM**. We invite you to check it out. Better yet, stop by, look for yourself, meet our dedicated volunteers and take a spin on the turntable!

## ***THE LIRR MODELER by Mike Boland***

### ***This Month's Feature: FREIGHT CARS WITH DUPLICATE ROAD NUMBERS, AND HOW TO CORRECT THEM PART I***

It's going to happen to all modelers sooner or later. By design or accident, a modeler will purchase a duplicate freight car and yes, it can happen with locomotives, too! So now you have two freight cars with the same paint scheme, the same road name and the same road or car number! Alas! Not to worry!

Nowadays, there is a plethora of decals by various manufacturers that can be purchased to overcome and solve this problem.

Here are two examples of this happening to me. Here's how I solved this:

Example #1 was an Accurail 50-foot single door steel AAR boxcar, their number 5002. The car was painted in the Illinois Central bright orange color scheme, which is a favorite of mine, with lettering in black along with the giant black and white split-rail IC logo. The car was IC 523396 and I decided to replace the entire number. This I had to do because the decals I wanted to use were not the same size as the original road number already on the car. I used some decals by Daniel Kohlberg of Moro, Illinois that I purchase from him while attending a recent St. Louis RPM meet. The set is ICG-34 for IC 40-foot or 50-foot Boxcar Orange 1967+ and all I needed was the black road name and car number, which I cut from the set. Incidentally, Dan carries a number of simply great IC decals; look him up on the web. He's a big Illinois Central fan but has decals for other railroads, too. He attends some of the Railroad Prototype Modelers meets and I'm sure his decals are available for purchase through the mail.

There are a lot of numbers and I didn't want to slice all six numbers separately so I tried to come close to the original car number: IC 523396. I located IC and 523442 on the decal sheet and readied them for use.

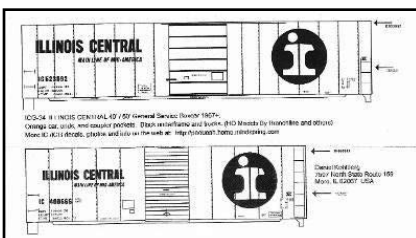
Before I replaced the number, I had to remove the IC name and number from the car. I used Walthers Solvaset to soften the lettering and then carefully scraped them away with the point of a sharp hobby knife. I wasn't happy with the surface that was left so I decided to do a small patch job with some Illinois Central orange paint that unfortunately came close but did not entirely match the existing paint job by Accurail. You could also use some very fine, wet sandpaper here. When the patch paint job was done, I sprayed the area with Glosscote to ready the area for the new decals.

When dry, I applied the new numbers, IC and 523442; I assumed that this number is close enough to the other car number—523396—so that it represents a car in the same class.

I used Microset and Microsol and was happy with the results. Dan really makes good decals!

I also applied the same technique to change the car numbers on both ends of the car. This is a little more difficult and time-consuming but well worth the effort.

Weathering will make the patch job look even better but I had not completed it at the time this article was written. I can't wait.



More next time when I rework a CSX 50-foot plug door FGE insulated box car.

That car will be a little different and easier thanks to Microscale decals that match the Walthers car's lettering. I only needed to remove and replace one number! Until then, happy modeling!



# LONG ISLAND-SUNRISE TRAIL CHAPTER

*Founded in 1966*



**NATIONAL RAILWAY HISTORICAL SOCIETY**

## **2022 CHAPTER**

### **MEMBERSHIP DUES NOTICE**

**(Payable by January 1, 2022)**

<b><u>CHAPTER DUES:</u></b>	Membership	\$15.00
	Family Membership Per Person	\$1.00

**Dues Total**                    \$ \_\_\_\_\_

Chapter Donation            \$ \_\_\_\_\_

**Total Remitted**            \$ \_\_\_\_\_

Make check or money order payable to L.I.S.T. and **send with this notice** to:

**Alan Mark, Treasurer, L.I.S.T.  
111 Greenbelt Parkway, Holbrook, NY 11741-4439**

Name: \_\_\_\_\_

Address: \_\_\_\_\_

Email: \_\_\_\_\_

Telephone: ( \_\_\_\_\_ ) \_\_\_\_\_

**IS YOUR ADDRESS LABEL CORRECT???? If not, please write correct address on this dues notice; also include your email and phone number.**

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**Alan Mark, Treasurer**

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

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**From all of us at LIST,  
we wish you and your  
families a very happy  
Thanksgiving!**