



# SEMAPHORE



## December 2021

The LIST meeting will be held on **Friday, December 17th at 8:00pm.**

The December meeting will be an **IN PERSON and ZOOM** meeting at the historic Van Bourgondien house in West Babylon.

The address is 600 Albin Avenue, West Babylon.

### THIS MONTH:

Joe Costa's presentation is a DVD released last year by Anchor Video Productions called "A Look Back on LIRR." It's an hour long and the first 40 minutes shows videos of the LIRR from the 50's to the 70's featuring Operation Changeover & the BR&W 60 fan trip to Montauk. At the end of the video shows the 160th anniversary video of the LIRR in 1994.

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

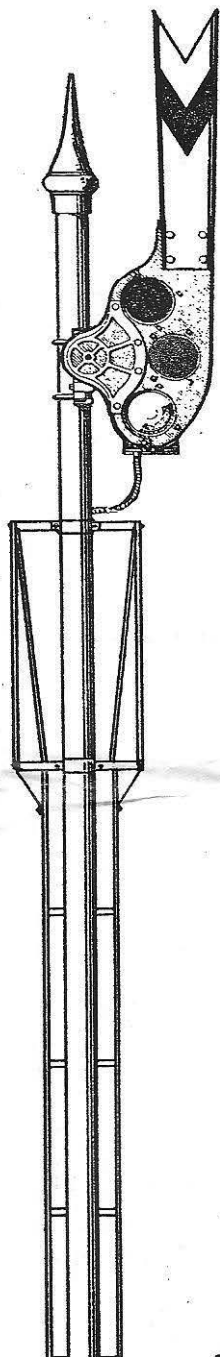
**LIST-NRHS.org**

**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





**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.**

\_\_\_\_\_  
**Alan Mark, Treasurer**

## List Happenings by Steve Quigley

The members of the LIST Board and I wish you all a Merry Christmas and Happy New Year. May 2022 bring you enjoyable train riding and watching but most of all Good Health!

**IMPORTANT NOTICE!** The December LIST meeting will be in person at the Van Bourgondien House as well as being a ZOOM meeting. Please see Ed Koehler's Zoom meeting notice in this edition of the Semaphore.

After many [15+.] years as editor of our Semaphore, Steven Torborg is stepping down. We all thank Steve for the GREAT job he has done for many years putting together the Semaphore for us to read and enjoy!

Starting with the January 2022 edition of the Semaphore, our new editor will be Mike Hack of Rollins Printing. Initially, if you are writing a column or if you have an article for the Semaphore, please email it to me and then I will forward it to our editor. Just a reminder, please do not submit an article via the mail as it would have to be retyped into an email version.

We have a couple of instances whereby the books and/or calendars that were ordered by members or non members have not reached their destination. We are now shipping large orders via UPS and other orders via USPS Priority Mail. It appears that 1<sup>st</sup> class mail has been late in reaching its destination. If you have NOT received the items you have ordered, please email or call me and we will replace them.

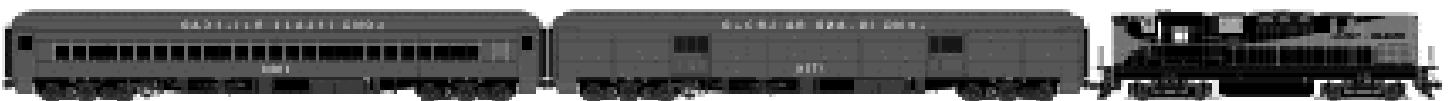
We are looking to place the books that LIST has published on Amazon to gain wider exposure and additional sales. If you have experience with placing items to sell on Amazon, please contact me with the information.

95% of our 2022 LIRR calendars have 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.



## THE LIRR MODELER by Mike Boland

### This Month's Feature:

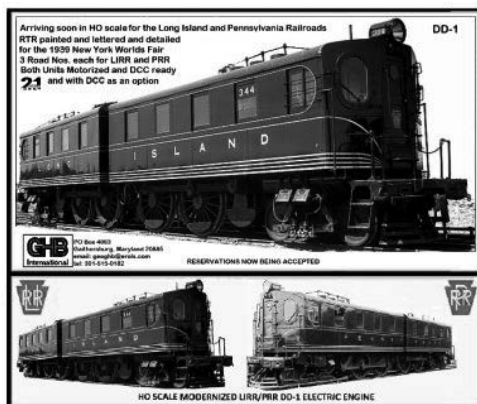
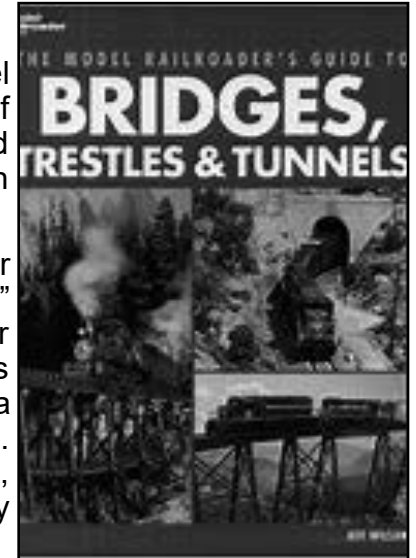
### Some Good Things for LIRR Modelers

I thought that it might be a good thing to break away from my normal writings for this month and provide a review of several new items that should be of interest to LIRR fans.

First, we have several publications of note:

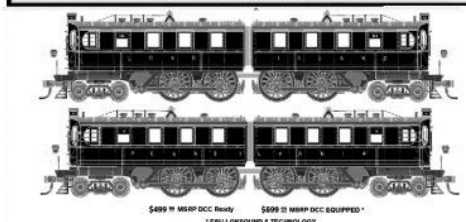
From Kalmbach, there is Jeff Wilson's new book. It is titled "The Model Railroader's Guide to Bridges and Tunnels." It covers the history of various types of bridges, shows how they evolved in design and size and explains how railroads choose the appropriate type of bridge to fit each situation.

I'm still waiting for Tony Koester's latest; it's called "Multideck Design for Model Railroads-Proven Methods for Doubling Your Layout Space." This book features tried and true tips from veteran modeler Tony Koester and his latest model railroad, the Nickel Plate Road. This book features all-new content covering the many methods for designing and building a multideck layout along with all the tips he's acquired over many years. This go-to book includes many examples on lighting, construction, operation and other facets of two- and three-deck layouts. My hobby shop should have it very soon.



Now for some "new" LIRR motive power in HO scale.

For "juice" fans, GHB Models gives us LIRR modelers a treat. Do you remember them? Many years ago, they brought us a pair of Budd M1's that were exquisitely detailed. This time they have brought out PRR/LIRR DD1 Electric locomotives. The locomotives reflect a modernizing effort by the LIRR; the railroad removed their end overhangs above the cab and the locos wear the 1939 World's Fair paint scheme with Brunswick Green body, 5 gold pinstripes and silver roof. These locomotives operated between Jamaica and Pennsylvania Station from its beginning until June 1951, when they were retired at the same time the railroad introduced its Automatic Speed Control (ASC) system. Three different LIRR numbers are offered.



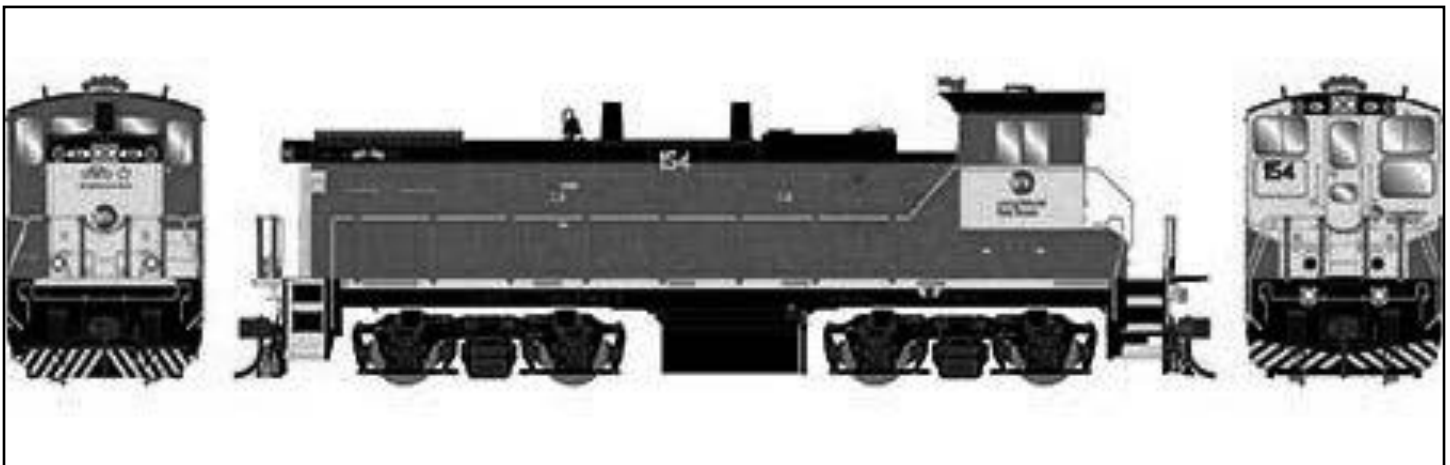
## ***THE LIRR MODELER*** by Mike Boland

For diesel fans, there are two offerings.

In the first generation department Atlas offers two more Fairbanks-Morse H16-44's in the dark gray and orange paint scheme of the late 1950's-1960's with white condensed gothic lettering. These locomotives have been done before by Atlas; they also did them in the earlier Tichy paint scheme of light gray. This run has two numbers, 1501 and 1506, in gray and orange complete with Dashing Dan heralds. The locomotives will be offered in sound versions as well as regular DCC in the Silver Edition series.



For contemporary modelers, Athearn is doing a run of LIRR MP15AC's in two of today's paint schemes: These locomotives are in Athearn's Genesis Line and locomotives 157 and 158 are in the black, gray, blue and yellow paint scheme while 154 and 166 in a solid blue paint scheme with black roof and yellow stripe below the cab window and in-motion current MTA logo. Both are very attractive schemes for today's LIRR and these locomotives will be offered in sound and non-sound versions.



These locomotives are great new items for LIRR modelers? It's certainly a good time to be a LIRR modeler.

Happy Holidays to one and all from the LIRR Modeler!

Happy modeling and see you all next year when I return.



## Oyster Bay Railroad Museum Update by Steve Torborg

*The Oyster Bay Railroad Museum is proud to announce that our two newest Board Members, Ronnie Schnepf and John Petsche, have also been appointed as Committee Co-Chairs on the Locomotive #35 Restoration Project!*

*Both extremely dedicated volunteers, Ronnie's passion for history and demand for fiscal responsibility, coupled with John's technical knowledge and professional mannerisms ensure the project will continue unabated.*

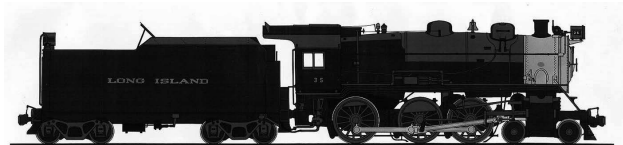
*Steam Locomotive #35 remains the centerpiece of the Oyster Bay Railroad Museum, and its restoration and historical prominence on Long Island make it the most important undertaking of our museum. As such, we can think of no better leadership team to head this project!* ST

By all measures, 2021 has been an incredible year at the Oyster Bay Railroad Museum. Our newly featured turntable rides have resulted in a considerable uptick in our visitor numbers, and with the recent arrival of our 40' boxcar and the substantial storage space that this car affords, we are now in prime position to begin the first stages of our long-awaited site development, with an ultimate goal of transforming our barebones display yard into a first-rate attraction for the benefit of our local community and beyond.

The boxcar move was no small task, requiring many months of painstaking logistical planning and a litany of unexpected challenges throughout the night of the actual move. However, thanks to the combined efforts of the LIRR, Pedowitz Moving, and an army of OBRM volunteers working through the night and well into the next day, the car arrived safely at its new home and immediately begin serving its crucial role in our continued development.

The boxcar's arrival will allow us to store, among many other things, a vast assortment of components belonging to Locomotive #35. These parts are currently stored in two retired road trailers located at the back of our display yard, which will be removed from the site once emptied. In their place, using donated rail that was once part of the Price Parkway complex in Farmingdale, as well as ties donated by both the LIRR and the New York & Atlantic Railway, we will construct a track to operate caboose rides on-and-off our operational historic turntable. As far as we are aware, this will be the only regularly scheduled operation of its kind in the country.

Another source of great excitement is the progress on LIRR Locomotive #35. Following an agonizing administrative stalemate between our previous contractor and our municipal partners, the museum board made the difficult decision in late 2020 to terminate our relationship with the contractor and return all locomotive components to Oyster Bay. After researching all options, we quickly determined that FMW Solutions is the most suitable company to take-over the restoration. However, before we could proceed, this selection required the approval of both Nassau County, the owner of the locomotive, and the Town of Oyster Bay, which manages the bond money allocated for the project.



Town of Oyster Bay Deputy Supervisor Greg Carmen, along with our primary TOB contact Colin Bell, requested a meeting with OBRM to discuss the future of the project. Present for the meeting were President John Specce, Vice President Rob Brusca, Friends of Locomotive #35 founder Steve Torborg, Locomotive #35 Committee Chairman Ronnie Schnepf and Chief Technical Adviser John Petsche. After a detailed discussion about the past, present and future of the locomotive restoration efforts, Deputy Supervisor Carmen enthusiastically approved our proposal, and we will now proceed with negotiating a contract with FMW.

Drawing inspiration from the recent restoration of PRR Locomotive #460 at the Railroad Museum of Pennsylvania, the new scope of work will result in a cosmetically restored locomotive with operational running gear and brakes, such that the locomotive will be a movable exhibit. This “active display” will allow the locomotive to be exhibited on the historic turntable, while also stored under a roof and protected from the elements at all other times. The funds necessary to achieve this outcome are already secured, as the scope of work is identical to the first phase of the previous contract, which involved restoration of the running gear with an eye towards an eventually operational locomotive. None of the work performed under this revised contract will preclude a restoration to full operation should resources become available in the future.

In addition to the upcoming running gear restoration, Locomotive #35’s smokebox, boiler, firebox, and cab have also received much-needed attention over the past two years, including replacement of studs, new staybolt caps, and extensive rust repair. Fred Rubin, a retired boilermaker, and John Petsche have spent countless hours on this project. Additionally, we have also received four roller bearing-equipped wheelsets from the LIRR which will be used to retrofit the locomotive’s tender trucks.

Work in Oyster Bay continues at an astonishing rate on our other projects as well. The P-54 class “Ping Pong” coach has proven to be a wonderful source of educational work for a team of young welders, and much of the heavily deteriorated north side of the car has already been replaced. We currently have enough grant money in place to rebuild the floor once all metal work is complete, after which, the car will be fully reassembled with all fixtures including windows, seats, luggage racks and more.

As if the development of the yard site is not enough, we also dedicated our historic station building earlier this year, with many local officials and supporters in attendance. The move into the station allowed us to close our Audrey Avenue storefront visitors center, saving us thousands of dollars in rent. Though there remains much more work to be completed, we are delighted to have operated successfully in our new home through its first year.

With so much progress having taken place these past few months and with so much more to come, this is truly an amazing time to come to OBRM to volunteer, to learn, or simply to enjoy our ever-evolving attractions. We are highly grateful to all of our supporters, and we hope to see you soon!

Be sure to follow our progress on Facebook!

A very happy and healthy holiday season to one and all!



## Long Island Rail Road News by Steve Quigley

A New York State Supreme Court justice has ordered the Village of Garden City to grant the permits needed by the LIRR to move forward with its plan to finish construction of the 10 mile long 3<sup>rd</sup> track project between Hicksville and Floral Park. The ruling by the judge could break the logjam that has existed between the Village of Garden City and the LIRR/MTA. The feud may have begun with the placement of several 90 foot tall electric poles that are located on the south side of the tracks which the nearby residents object to and say are too close to their homes.

The MTA has stated that the Village of Garden City has withheld the necessary permits for the replacement of a rail bridge over Denton Avenue. The Denton Avenue one lane tunnel connects the industrial/commercial section of Garden City Park with Garden City. The Village has stated that the railroad did not follow the necessary review process for the proposed resign of the bridge but many people are of the opinion that the village is withholding the permits in retaliation for the construction of the 90' electric poles along the LIRR Right of Way.

The judge in her decision stated that the LIRR/MTA "have established their entitlement" to the permits for the bridge work and that issues related to the redesign of the roadway could be addressed separately. [I am aware of the fact that the LIRR/MTA design team is has proposed various changes to the bridge to make the architectural design of the bridge more in line with the present look of the bridge/tunnel and to alleviate concerns of the local residents. SQ]

On November 20, the LIRR opened the Elmont LIRR station for eastbound service. The westbound platform and bridge over the tracks has not yet been completed and is expected to be on line sometime in the summer of 2022. A grand opening ceremony was held with LIRR and MTA officials as well as politicians from the local area and from Nassau and Queens Counties. Two Islander hockey players from their championship teams of years ago as well as the Islanders mascot were also in attendance. Substantial media coverage took place. Elmont station is the first FULL platform and service station that the LIRR has constructed since the Massapequa Park station was built in 1933. You may state that the Landia station and the Southampton Stations were constructed since 1933 but both were closed years ago and did not have ticket agents or TVMs and both were minimal in length. The Southampton College station was constructed in 1972 and closed in 1998 when the LIRR went to high level platforms with the C-3 Bi-level cars. The Southampton College station was a 1 car platform with a shed and parking for about 10 cars. The Elmont station appears to have been primarily constructed for the nearby UBS area in which the Islanders play as well and for various concerts and happenings there. However, substantial parking exists in close proximity to the station for commuters from the local area.



With the addition of the Elmont station, the LIRR now has 125 stations with the 126<sup>th</sup> station expected to be completed in December of 2022. The 126<sup>th</sup> station will be the LIRR station in Grand Central Terminal! The Grand Central Terminal Station will be an incredible addition to the LIRR!



**Long Island Rail Road**





**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

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

**DECEMBER 17, 2021 MEMBERSHIP MEETING**

This is a 'blended meeting' with an in person attendance in West Babylon. Please if you live in the area make an attempt to attend in person leaving our limited bandwidth for our out of area members.

Please keep in mind that this meeting is for members only' please do not share login information.

To comply with current restrictions regarding gatherings, this meeting will be held via Zoom®.

Around 7:45 PM on December 17, 2021 you can connect to the meeting by entering the below link 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 queried 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.) Do note that your normal internet charges will apply for both the meeting and the sign up.

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

**December 17, 2021 at 8:00 PM** eastern time, **7:00 PM** central time: The December membership meeting of the Long Island Sunrise Trail Chapter National Railway Historical Society will be held at 600 Albin Avenue, West Babylon, New York. This is an in Person event that will be simulcast on Zoom®. The entertainment at this event will be Joseph Costa, President of the Long Island Chapter of the Pennsylvania Railroad Historical and Technical Society; he will be showing video of the Long Island Railroad between the 1950's and 1970's. The 160<sup>th</sup> Anniversary of the railroad will also be touched upon.

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

<https://us02web.zoom.us/j/86981734989?pwd=eEdGS1pFVnZtUEhJei9Fc2lKampQdz09>

Meeting ID: 869 8173 4989      Passcode: 610404

One tap mobile

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+13126266799,,86981734989#,,,,\*610404# US (Chicago)

Any questions or problem with Zoom® please contact Ed Koehler at [EdwardMKoehler@nyc.rr.com](mailto:EdwardMKoehler@nyc.rr.com) or call him at 917-603-4276. E-Mail contact is discontinued at 5:30 PM eastern time the day of the event.

**Do you have something to offer?** If you have a computer based presentation or want to do a lecture via a computer based camera (or a combination of both); please send an E-Mail to President Steve Quigley at [csquigley@optonline.net](mailto:csquigley@optonline.net) and we will talk.

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**Missing our annual visit to the model railroad in the Town of Babylon Museum?** As an alternate for this missing event, you are invited to attend the Sunrise Trail Division, NMRA's weekly Zoom® session at 8:00 PM eastern time on December 22, 2021 where their Christmas presentation will feature a tour of the Lionel Visitor's Center layout in Riverhead.

To attend this event, click this link:

<https://us02web.zoom.us/j/89026405056?pwd=K1BROC8vTFVZVHVqVERGU1hzdUtuQT09>

Meeting ID: 890 2640 5056      Passcode: 618849

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## Islip Station – Bernardino F. Genchi tribute ceremony 2pm – December 6, 2021

The South Side Rail Road reached Islip in 1867, constructing a small wood station building on posts, situated on the south side of the tracks. In 1881, a larger structure with surrounding canopy replaced the original building.

In 1963, a Colonial-style building was constructed on the north side of the tracks, across from the older building. The new building was ceremoniously dedicated on December 7, 1963. The highlight of the event was the installation of a steam locomotive style weathervane placed on the building cupola by an Islip High School senior, Bernardino F. Genchi. The young student constructed with weathervane in his class work shop.

The Islip Station building became special in the annals of Long Island Rail Road history. What makes this station building so special?

**It isn't the age of the building.** There are currently 12 active station buildings that opened in the 1800s and many other station buildings predate this 1963 structure.

**It isn't the architectural beauty of the building.** There are a number of station buildings that surpass in architectural design. **Sea Cliff Station** – opened in 1888, is the only surviving Victorian-style building. **Glen Cove** – opened in 1895, a large brick building – an architectural gem with its arched porticos, octagonal tower and massive brick chimney. **Long Beach** – opened in 1909 – stucco structure with large, curved-brick entranceways and red, Spanish tile roof.

It is the personal legacy of Bernardino F. Genchi that makes the Islip Station building special. He created the legacy at the Dec 7, 1963 station building dedication by installing his steam locomotive style weathervane on the cupola. He solidified the legacy by sacrificing his life for his county on July 22, 1969 in Vietnam

It is the legacy that Bernardino Genchi created that brought community officials, veteran's group and railroad historians to Islip on December 6, 2021.

58 years later, we remember what Dino did in 1963

What was Dino like? Speaking to his cousin in Florida – Rosalie Goebel she tells that:

Dino was a fun-loving guy, who never said a bad word about anybody. She said that Dino loved cars and he would go to back roads in Islip and enjoyed peeling out! He loved to dance; especially "The Monster Mash".

Dino must have been quite a guy and he left quite a legacy.

Whenever you look at Islip Station building – think of Dino



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

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## **All Aboard: Trolleys and Trains on the North Shore**

The North Shore Historical Museum is hosting an exhibit on rail transportation on the North Shore of Long Island. The exhibit explores the contribution of railroads and trolley lines to the social and economic development of the area. The LIRR Oyster Bay Line and the four stations that also had trolley lines are featured. The exhibit includes railroad memorabilia and an HO scale diorama of the Glen Street station in the 1950s built by LIST members John Iacono and Richard Rodi.

The Museum is located at 140 Glen Street, Glen Cove. The exhibit is open Saturday and Sunday, 12:00 - 4:00 PM, through January.

