



# SEMAPHORE



April 2022

The LIST April meeting will be held on **Friday, April 22nd at 8:00 p.m.**

The April meeting will be **both IN PERSON** at the historic Van Bourgondien house in West Babylon **and also available via ZOOM.**  
The address of the Van B house is 600 Albin Avenue in West Babylon.

## THIS MONTH

Chapter member Mike Boland who is an author of several books about the LIRR, is the presenter at our April Meeting. His topic is titled "All About Grade Crossings." It is a history of what happens when railroad tracks and roads meet and it covers from the earliest dirt crossings to today's technology. Many of the grade crossings shown are located on Long Island, Massachusetts and Florida.

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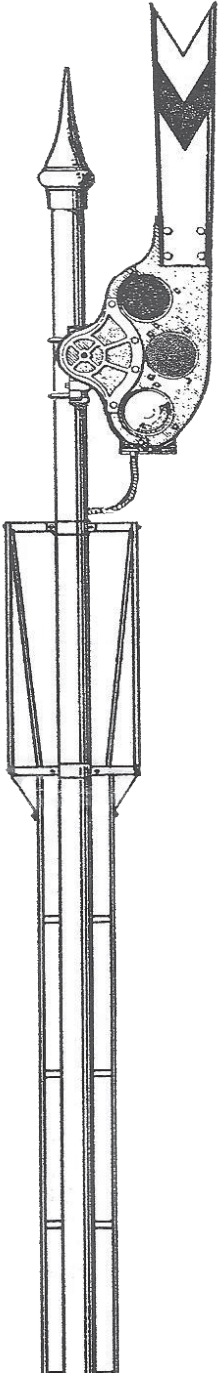
For Regular updates and other important information,  
visit the LIST Chapter website at: [LIST-NRHS.org](http://LIST-NRHS.org)

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**



## April Membership Meeting Information by Ed Koehler

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

Before connecting, please be sure your Zoom® screen name recognizably matches some iteration of your actual name, or you may not be admitted.

#### YOUR APRIL 22, 2022 MEMBERSHIP MEETING

Please note that this is the fourth Friday of the month, we have rescheduled out of respect for Good Friday and Passover.

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

**April 22, 2022 at 8:00 PM eastern, 7:00 PM central:** Long Island Sunrise Trail Chapter April Membership meeting. Mike Boland will be presenting **All About Grade Crossings**. This presentation features photos of LIRR grade crossings along with grade crossings on Cape Cod, other areas of Massachusetts and Florida as well.

To attend this event, click this link:

<https://us02web.zoom.us/j/86399069416?pwd=K09VenZSOERtQXN2cnlvZzlCa2V0UT09>

Meeting ID: 863 9906 9416 Passcode: 855464

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+13017158592,,86399069416#,,,,\*855464# US (Washington DC)

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

Around 7:45 PM on the meeting date 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. Please use your real name when you are logging in or change it to your real name after you have been admitted. Please don't attempt to log in early, it only creates a number of unnecessary Emails.

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

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.

## LIST Happenings by Steve Quigley

### IMPORTANT NOTICE!

**DUE TO THE FACT THAT GOOD FRIDAY AND PASSOVER BOTH OCCUR ON FRIDAY APRIL 15th, OUR LIST CHAPTER MEETING IS BEING MOVED TO THE FOLLOWING FRIDAY, WHICH IS APRIL 22nd. PLEASE NOTE THIS ON YOUR LIST CALENDAR!**

ON FRIDAY, MAY 13TH, WE ARE BEING GIVEN A TOUR OF THE BROOKHAVEN RAIL TERMINAL [BRT]. THE TOUR WILL BEGIN AT 11; 30 AM. THE FACILITY IS LOCATED ON SILLS ROAD JUST SOUTH OF THE LONG ISLAND EXPRESSWAY, EXIT 66.

THE COST IS \$10 FOR THE TOUR AND THERE WILL BE A HANDOUT OF INFORMATION REGARDING THE BRT.

WHEN YOU SEND IN YOUR \$10 CHECK YOU MUST INCLUDE A COPY OF YOUR DRIVERS LICENSE AS IT IS REQUIRED BY THE BRT FOR SECURITY PURPOSES. THIS TOUR IS FOR CHAPTER MEMBERS BUT IF YOU WISH TO BRING A GUEST, PLEASE LET ME KNOW. We were given a tour of the BRT in 2016 and I am sure there have many changes since then. The tour is rain or shine!

Please send in your ID and check to our PO Box ASAP.

Thank you to LIST member Bob Grant for setting up the tour of the BRT!

The March and April editions of RailPace magazine have excellent articles written by LIST Chapter members Andrew Grahl and William J. Skeats. The articles are titled "Railfanning the North Fork of Long Island" and it tells the story of railfanning the LIRR from Ronkonkoma to Greenport. Part 1 is from Ronkonkoma to Calverton and Part 2 is in the April edition and it continues the story from Riverhead to Greenport. The articles are well written with much information and many pictures. I have ordered copies and they are available to Chapter members for \$16 for BOTH the March and April editions and the \$16 includes shipping! No tax on magazines. Please send your check to our P O Box.

This past October, Trains Magazine had an 8 page article titled "Long Island Bets Big on Growth." It is the story of East Side Access which as you know is the LIRR having trains go to Grand Central Terminal. The projected date for LIRR trains going to GCT is December of this year. I have ordered copies of this edition of Trains Magazine at a reduced price. If you would like a copy of this magazine, please email or call me. The information regarding the cost for this edition of Trains magazine will be in the May edition of the Semaphore. Both magazines are very informative with each aspect of the LIRR!

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 USPS mail, send it via email.

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.

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 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 THOUGHTS ON DESIGNING MY LIRR LAYOUT

#### PART 1

This month I begin an interesting new feature and will have more articles about this subject from time to time as I design and build my Long Island Rail Road layout in the basement of my home in Mashpee, Massachusetts. One of the reasons we bought this house (a condo) was for the very nice-sized basement because when I first saw it, I immediately envisioned the LIRR layout of my dreams and this was something I could not do in my old house. My game plan is to have a layout design by this summer and begin to construct benchwork for the layout before I go to Florida in the fall for the winter months. Yes, I'm aware that model railroading is quite the winter hobby—nothing's better—but since I am a declared resident of Florida, I must spend a good amount of time there. And yes, while I sometimes think of a large, O-scale switching layout in my sunroom—we have no basement—that's not going to happen very soon but I one day dream of it. So let me get back to some early thoughts about my LIRR layout.

What era do I want to model? This is always a great question for a model railroader and I want the transition period, when diesel locomotives replaced steam. So, I'm talking about a period from 1955 when steam ended operation on the LIRR and stretch it out until 1965 or. I think this decade is quite interesting but I just may extend it a few more years to show the early MTA era on the LIRR and end it a number of years later.

Since I found the EMD era of the LIRR to be absolutely fascinating, I just might include it in my modeling. The SW1001's, MP15AC's and GP38-2's were dynamite locomotives and the GP38-2 just CANNOT be ignored. As former LIRR president Tom Prendergast said, it was an "off the shelf freight locomotive" and arguably the best locomotive ever used for LIRR passenger service. And yes, it was quite a good-looking locomotive but I can say the same thing about ALCo C420's, both Phase I and Phase II with their cool Hi-Adhesion trucks.

Branches west of Jamaica? I certainly think I have the space for the Atlantic Branch and the Mainline west of Jamaica to Flatbush Avenue, Brooklyn and Pennsylvania Station in Manhattan, respectively. I also hope to include the Montauk Branch west of Jamaica since I envision a number of freight trains, so I want to have a nice-sized Yard A in Long Island City as well as at least one floatbridge at the edge of the East River.

Branch lines east of Jamaica? Since the vast majority of my rolling stock passenger cars are MU models, I know I want several branches, Babylon, Long Beach, West Hempstead and Far Rockaway—these are the absolute minimum. I'd love to have more so I'll just have to wait and see what I can fit it.

I do hope to have a mainline that continues onto Ronkonkoma in pre-electric days and onto Greenport; I also envision a track that continues onto Montauk—where else am I going to operate the many PRR and Long Island heavyweight 28-1 former Pullman parlor cars?

I envision a multi-level layout and one without a helix so this will need a lot of designing. Bill Darnaby of the celebrated Maumee Route has just such a layout with graded track on ramps and no helix so this is something that can be done. In fact, I've been in contact with him, seeking information and advice. Bill is a fantastic modeler and he's presented at several RPM meets, where he shares invaluable information about his layout, operation and his thoughts and beliefs. This is what's so great about attending an RPM meet; I recommend every serious modeler to try to attend at least one. My next one is in June of this year at the New England RPM Meet in Springfield, Mass.; I'll be presenting my grade crossing show, which will be shown to LIST members later this month.

One needs to remember that I've been purchasing and accumulating HO models of LIRR motive power and passenger cars for over five decades so I've really got a lot. Next time I'll talk more about my motive power. And I've been purchasing lots and lots of freight cars, too, both ready to run and assembling a great many kits. While 80% or so of my freight cars are box cars and reefers, I have tank cars, flat cars, gondolas and all kinds of hoppers, both coal and covered.

I have a number of cabooses, including the brass ones that LIST imported two decades ago or so as well as some kitbashes, kit-bought N5's and the former Illinois Central cabooses as well as the old New York, Ontario & Western wooden cabooses that the late Allan Seebach of the Old and Weary Hobby Shop both imported and had wooden kits made. Don't forget one of my favorites, the N52/N52A cabin car that Funaro & Camerlengo made resin kits and the NJ Custom Brass version; Railworks made a more recent version some time ago.

One of the biggest advantages of modeling Long Island and the LIRR is the comparatively flat terrain that makes up most of the island. This is not to say that there are not grades, hills, etc. and depending on the branches I model, these will determine what the lay of the land is, no pun intended.

I think I'll use Code 83 track and number six turnouts with a maximum radius of 30 inches.

I'll be using foam board and Homasote and much of my layout will be around the walls with no more than 12" in width but I'll have some islands in the middle of my basement.

So that's a start on where I am at this point. I've come a long way but I have a long way to go.

Until next time, happy modeling!

## Albert on display at Moynihan Train Hall By Dave Morrison

There were 22 stone eagles that once graced the facades of the former Penn Station building; 14 were large, free standing eagles and 8 were smaller eagles that abutted the figures of Day and Night statuary groups.

Albert Fritsch, a PRR mechanic who passed away in 1992, salvaged the head of a smaller eagle when Penn Station was being demolished. After decades in their backyard, Albert's granddaughter Margaret contacted the author and they got the ball rolling to bring public attention to this artifact. In this May 5, 2011 photograph taken in the backyard, the eagle head is in the foreground and in the background are: daughter Margaret Flitsch, her twin sister Mary Flitsch (no, no typo here) and granddaughter Margaret Flitsch. The women affectionately named the eagle head "Albert" in honor of Albert Fritsch.



Margaret Flitsch decided to allow Albert to go on loan to the New York Transit Museum, where it would be on exhibit at the Grand Central Terminal annex. On June 9, 2011 the author and his wife Diane, went to Poughkeepsie to pick up Albert and transport it to Grand Central.

On July 1, 2011, the author was invited to visit Grand Central to view the display that was set up to exhibit Albert. Pictured here that day is the author standing with New York Times architectural historian David Dunlap next to Albert.

Dunlap wrote that the author is, "a railroad historian who may know more about the eagles of Pennsylvania Station and Grand Central Terminal than anyone else on earth. It is a rare scholar who could map the location of every known eagle salvaged from these buildings. Mr. Morrison is such a scholar." The museum's manager of exhibitions said of the author, "We consider him to be the world's leading expert on Penn Station eagles."

After being display at Grand Central, Albert was transported to Long Island where it made appearances at the Railroad Museum of Long Island and the Oyster Bay Railroad Museum. Seen here is a June 30, 2017 photograph of the three owners of Albert at Oyster Bay.



The Museum of the City of New York celebrated the 50th Anniversary of the passage of the New York City Landmarks Law by sponsoring an exhibition entitled: Saving Place - 50 Years of New York City Landmarks. It was the destruction of Penn Station that led to the passage of the law which was signed by Mayor Robert Wagner on April 19, 1965. As seen in these April 24, 2015 photographs, the eagle head Albert was a significant piece of memorabilia on display.



## Albert on display at Moynihan Train Hall By Dave Morrison

On page 123 of this author's book, *Grand Central Terminal and Penn Station: Statuary and Sculptures*, it was stated: "Maybe someday in the future Albert will be put on display inside the Moynihan Train Hall." Fortunately, that time has come sooner than thought.

On February 18, 2022, Railroad Museum of Long Island president Don Fisher transported Albert into Moynihan Hall where it was put on display outside the Long Island Rail Road ticket office.

This photograph taken on that day, shows Albert with the following individuals: Steve Quigley, Don Fisher, John Hyland, Leslie Mesnick, Mark Kuehn and Patrick Gerakis.



The next photograph shows Albert in the display case with this author's book being part of the exhibit.

Margarete Flitsch said that she and her family are ecstatic that Albert is finally back where it belongs – Penn Station (Moynihan Train Hall).



## LIRR News by Steve Quigley

The delivery of the new LIRR M-9 cars are running late as the MTA is now reporting that the full complement of the 202 M-9 cars will not be ready for service until October of 2022. As a result, the M-9A cars will be delayed past their originally scheduled date which was to coincide with the grand opening of East Side Access [ESA].

As a result, the likelihood that the full order of M-9's and M-9A's being available for the opening of ESA is minimal. Thus, the LIRR will have fewer cars than planned for the opening of ESA. However, due to the current reduced ridership of the LIRR, the MTA believes that it has sufficient rolling stock to meet current capacity requirements and service plans for ESA.

To help fill in certain gaps for the incomplete orders of M-9 and M-9A cars, the remaining cars of the M-3 fleet will be returning to service this year. Some M-3 trains have been spotted around the LIRR property but they have not been in revenue service at the present time. It is expected that eventually 100 M-3 cars will be available for service. [It appears that our planned Farewell to the M-3's fan trip will be delayed as a result! SQ] The M-3's are presently being stored in Babylon, Hillside, Long Beach and the Mid-Suffolk Yard in Ronkonkoma. Our March 2022 LIRR calendar has a great photo of a fleet of M-3's in the Mid-Suffolk Yard. The photo was taken by Barry Johnson, Road Foreman of Engines, whom is a LIST member.

## The Oyster Bay Railroad Museum by John Speece

If you've been following our progress, we've been working toward the installation of our first two display tracks at the Oyster Bay Railroad Museum Display Yard. This is a pretty big deal for us as it's the next step toward making our yard look more like a museum, the first step being making our turntable operational. We've long envisioned a museum with tracks radiating off the turntable, like spokes of a wheel, where all of the equipment can be moved and turned, displayed and photographed, in their natural environment. We've also planned for the ability to provide actual train rides wherein visitors can board a railcar, be pulled onto our turntable by a locomotive, turned and shoved back onto an operating track...an experience not provided anywhere else. The completion of these two tracks allow us to finally achieve some of these goals!

Next Saturday, April 9th, we will hold a work session to complete this task. We'll place the last of the ties on track #2, move rail into place on both tracks #1 & 2, and we'll spike it all down! This is a unique opportunity for our volunteers and our supporters to be a part of this exciting event, and to say that you've physically put down track! We'll have professionals on hand to show everyone how to do it, and to make sure that it's done properly and safely. We welcome you to come pitch in, or even just to watch. This is YOUR museum and we want you to be a part of it all.

The work session will begin at 9am, rain or shine.



## The Oyster Bay Railroad Museum by John Speece

Since our last article, work continues in earnest at the Station and Display Yard. In order to fulfill the plans for placing two tracks radiating from the turntable, crushed concrete was delivered on site at the Yard, graded and is now ready for laying of ties and rails. This is a monumental initial step in having rolling stock on the rails.

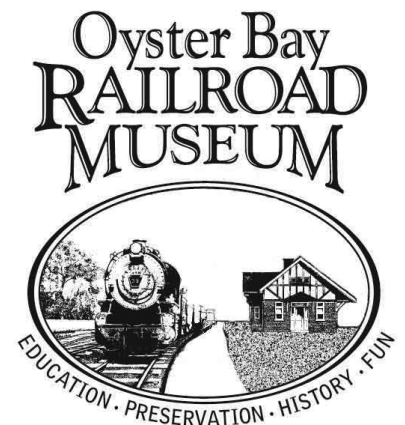
On another note, I thought this would be an appropriate time to offer a brief history on the station building and how it became an integral part of the Oyster Bay Railroad Museum. Once the LIRR constructed new high level platforms approximately 300 feet to the west of the station to accommodate the new bi-level equipment which requires high level platforms in 1999, the station was deactivated. It then lay dormant until 2005.

In a ceremony conducted on Feb 18, 2005, LIRR President James Dermody presented the key to the building to Oyster Bay Town Supervisor John Venditto, saying, "What we are doing here is preserving a little bit of history; the history of the LIRR and its importance to Oyster Bay and Nassau County." Present at the ceremony was Dave Morrison, a founding member of the Friends of Locomotive 35, and driving force behind the planned restoration of the station building. The Oyster Bay Historical Society initially was the organization that would be responsible for the restoration, operating through a committee chaired by Dave. OBHS, at that time, was deeply involved in a fundraising campaign to construct an education center at their location in town, and it became quickly apparent that the Society could not accomplish both, and after discussion with the Town, the Society and the newly formed Oyster Bay Railroad Museum (formerly the Friends of Locomotive 35), it was agreed upon that OBRM would take over the restoration.

Fast forward to today, and with the support of the Town of Oyster Bay, Foundations, government assistance, private donations, private contractors and Museum volunteers, much has been completed over the years. OBRM thanks all involved and will continue its efforts towards the final stages of the restoration project.

I encourage all to visit our website and Facebook to see first-hand what is being accomplished at the Oyster Bay Railroad Museum and I look forward to sharing with you our continued progress in the next edition.

John Speece  
President-Oyster Bay Railroad Museum





**Part 1: LONG ISLAND RAIL ROAD PULLMAN PARLOR CAR SERVICE 1926-1942**

Ron Zinn

Today many observers tend to think of the Long Island Rail Road as a commuter railroad in the strictest sense of that term. To some it may even seem an extension of New York City's transit system. Although circumstances of the post-World War II years have lent a certain amount of credibility to these opinions, we still may observe, by going back in time, that this was not always the case.

In the years before World War II, the Long Island still basked in the glories of steam railroading and the heavyweight steel Pullman car. Although the railroad was a commuter road even in those days, albeit on a somewhat different scale from today, there existed a service to the East End built upon a group of trains carrying regularly assigned Pullman cars. These operations gave Long Island a true touch of big time passenger railroading. Lucius Beebe once wrote that passengers riding the Pennsy parlors on The Cannon Ball or Sunrise Special, or a Pennsy diner on The Shinnecock Express "had to look out the window to make sure they were not aboard 'The Congressional' or a Philadelphia 'Clocker.'"

On February 23, 1926 the Long Island Rail Road management announced publicly that beginning April 1, the Pullman Company would inaugurate regular Pullman chair car service on Long Island. This article discusses that service from the above date up to the early forties when wartime restrictions brought a curtailment of equipment availability. The trains mentioned here are those which carried regularly assigned Pullmans at one time or another during this period.

Eastbound Service - New York to Montauk

The Hampton Express, as Train No. 8 was known, was an early morning train that ran to Montauk Monday thru Saturday via the Central Branch. The Hampton Express also ran on Sunday mornings as Train No. 6. During the Summer months the Saturday Hampton Express was listed as Train No. 10.

On Sundays only, in mid-morning, there was Train No. 14 which usually carried at least one parlor car and ran via the Central Branch. It should be noted here that while Sunday trains were normally numbered with a '4' or '40' preceding their regular numbers, employee time tables show that Montauk trains, at least, were often numbered in the same manner as weekday and Saturday trains.

Train No. 12 was known as The Shinnecock Express, although in 1926 it was still called The Amagansett Express. It was considered one of the finest trains on the Long Island Rail Road. No. 12 ran during the Summer season and only on Saturdays. Departure from Pennsylvania Station in New York was usually about 12:55 P.M. The train ran to Montauk via the Main Line and the Manorville Branch. At various times, Train No. 208 (The Peconic Bay Express to Greenport) was combined with No. 12. This necessitated splitting the train at Manorville, an operation which is described in detail later in this article. The Shinnecock Express was the only Eastbound run that regularly carried a dining car.

Next we come to The Sunrise Special which was Train No. 18. The Sunrise departed Pennsylvania Station on Friday afternoon at about 3:45 P.M. Service was for the Summer months only. The run to Montauk was usually via the Main Line and Manorville Branch but in 1941-42, at least, No. 18 ran over the Montauk Branch via Valley Stream. In 1926, The Sunrise Special ran from May 21 to June 25 on Fridays only. From June 28 to September 10 it ran daily except Sundays and holidays. The schedule returned to Friday only from September 10 to about October 15. Because of demand, daily runs were extended until the end of September. The schedule called for the Eastbound run to be made in 3 hours and 7 minutes and the

Westbound run in 2 hours and 57 minutes without stopping at Jamaica. That Summer the Sunrise carried over 16,000 passengers in both directions of which nearly 600 were handled to and from Montauk. The Sunrise became all Pullman in 1926 and from 1927 included an open platform observation car. This feature lasted for at least several years. This train's last run was on September 4, 1942. In its early years, especially, The Sunrise Special was generally considered the premiere train of the Long Island Rail Road.

In 1927 the railroad decided to augment it's fast deluxe service to Montauk by adding No. 16, an all Pullman train known as The Montauk Special to begin running on June 24. This train would leave New York at 2:05 PM on Friday, stop only at Southampton and arrive at Montauk at 4:50 P.M. On Monday departure from Montauk would be at 7:45 A.M. again stopping only at Southampton and arriving in New York at 10:30 A.M. It was this train which was to carry a through parlor car from Washington to Montauk. The car would leave Washington at 7:25 A.M. Friday, stopping at Philadelphia and Baltimore, and return at 3:20 P.M. on Monday. The last run of The Montauk Special was on September 4, 1931 with 12 heavyweights on the drawbar of K4s No. 5336.

It should be mentioned here that the public time table for the 1929 Summer season shows the Washington parlor car as part of the consist of No. 18, the Sunrise Special.

The Cannon Ball, Train No. 20-286, was probably the best known of the Long Island's parlor car trains. The name alone was enough to guarantee that. The Cannon Ball ran Monday thru Saturday all year 'round. Departure from Penn Station was usually about 3:58 P.M. Traditionally, Train 20-286 was split at Manorville, 286 continuing as the Cannon Ball's Greenport section. On Fridays during the Summer, No. 20 ran as a separate non-combined train to Montauk.

One other train that usually carried at least one parlor car to Montauk was Train No. 26, The South Shore Express. No. 26 ran Monday thru Friday as a late afternoon train via the Central Branch. On Saturdays The South Shore Express was No. 24.

#### Westbound Service - Montauk to New York

Westbound service from Montauk was provided by, first, No. 21, The Cannon Ball, which ran Monday thru Saturday as a very early morning (about 6:45 A.M.) train. This was the only Westbound train to carry a dining car and that was on Mondays only. This was, no doubt, the diner that came out with No. 12 on Saturday. No. 21 ran via the Manorville Branch. The Saturday morning Cannon Ball during the Summer months was Train No. 11.

Next we have Train 19, The Sunrise Special, which ran on Mondays only. It was an early morning train arriving in New York in time for business hours. No. 19 sometimes carried an observation car. This train ran via the Manorville Branch. The Westbound Sunrise Special made its last trip on Sept. 8, 1942.

No. 27 was The South Shore Express, an early morning train which ran Monday thru Saturday via the Central Branch. Departure from Montauk was usually about 8:35 A.M.

Train No. 5 was The New York Express. No. 5 ran as a mid-afternoon train, Monday thru Saturday. This train usually returned from Montauk via the Central Branch but was known to have run over the Montauk Branch via Valley Stream during some years.

No. 7 was a Sunday only mid-afternoon train running some years via the Manorville Branch and some years via the Central Branch.

The Westbound Hampton Express was Train No. 9. This train departed

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# _____	2022 LIRR calendar (a few copies remain)	@\$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 each Total _____
# _____	LIRR Montauk Branch by Dave Morrison NEW	@\$18 each Total _____
# _____	LIRR Babylon Branch by Dave Morrison NEW	@\$18 each Total _____
# _____	The 185th 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 _____
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# _____	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 _____
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# _____	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 email 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

Long Island Sunrise Trail Chapter  
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Babylon, New York 11702-0507

**Please support your local railroad museums!**

