



SEMAPHORE



January 2025

The next membership meeting of the Long Island Sunrise Trail Chapter NRHS will be held on **Friday, January 17, 2025 at 8:00 p.m.** This meeting will be in person at the historic Van Bourgondien house, 600 Albin Avenue, West Babylon. This meeting will also be available on Zoom® if you cannot attend in person.



East Broad Top 14 with a train and admirers at the Clay Pitts wye, circa 1974.

This month we will be welcoming Harvey Laner from the Los Angeles area who, via Zoom® will be presenting a one hour video on the East Broad Top Railroad from its first tourist railroad era.

For Regular updates and other important information,
visit the LIST Chapter website at:

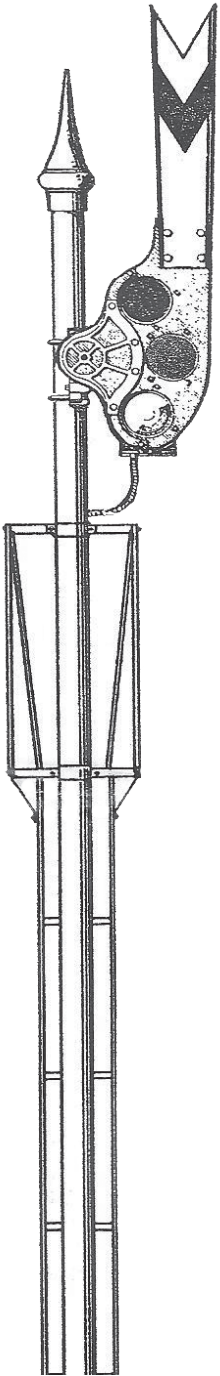
LIST-NRHS.org

Our Chapter's mailing address is:

LIST-NRHS

PO Box 507

Babylon NY 11702-0507



The Publication of the
Long Island - Sunrise Trail Chapter
of the
National Railway Historical Society



LOG IN INFORMATION FOR THE JANUARY MEMBERSHIP MEETING

Persons entering either this electronic meeting or the physical meeting room agree to not record any or all part of the presentation without the express written permission of the Long Island Sunrise Chapter NRHS, the host/producer and the presenter. Violations of this agreement could result in criminal and/or civil penalties. Thank you for your cooperation. Want to get in contact with a presenter? We will be happy to facilitate that.

8:00 PM on January 17, 2025
The Van Bourgondien House
600 Albin Avenue, West Babylon, New York, 11704



East Broad Top 14 with a train and admirers at the Clay Pitts wye, circa 1974.

This month we will be welcoming Harvey Laner from the Los Angeles area who, via Zoom® will be presenting a one hour video on the East Broad Top Railroad from its first tourist railroad era.

January 17, 2025 at 8:00 PM eastern time, **7:00 PM** central time and **5:00 PM** pacific time: For the meeting entertainment, Harvey Laner will be presenting a one hour video on the East Broad Top Railroad during its first tourist railroad period. Harvey is one of the founding members of the Orange Empire Trolley Museum (now the Southern California Railroad Museum) and is a well known videographer and collector of videos. If you are in the area, please attend in person, out of state? Log into our Zoom® presentation.

The Long Island Sunrise Trail Chapter is inviting you to a scheduled Zoom meeting.

<https://us02web.zoom.us/j/82250093385?pwd=RPtTHuRPOMl1DiW36tX2ZHDdFXzYms.1>

Meeting ID: 822 5009 3385 Passcode: 115499

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

Do you know someone who is willing to present a clinic as a part of this series? Perhaps you are willing to present? If so, send an E-Mail to the Long Island Sunrise Trail Chapter president at EdwardMKoehler@nyc.rr.com with the contact information of that individual or a description of your presentation. We are always in need of content.

If you have any questions, please email your Chapter President Edward Koehler at EdwardMKoehler@NYC.RR.COM but remember Email service ends at 3:00 PM on the meeting date.

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

Founded in 1966



**2025 CHAPTER MEMBERSHIP DUES NOTICE
PLEASE RENEW NOW!!!**

The annual dues for the year 2025 for the Chapter are now due and payable by January 1, 2025.

Please note that dues for the National organization are separately payable, you should have already received an email notice for their payment.

| | |
|---|---------|
| The annual dues for membership in the Long Island Sunrise Trail Chapter are | \$20.00 |
| The annual dues for a family member in the Long Island Sunrise Chapter are | \$ 1.00 |

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

| | |
|-----------------------------|----------|
| Total Dues Amount Enclosed: | \$ _____ |
| Donation | \$ _____ |
| Total Remittance | \$ _____ |

Please make checks payable to LIST-NRHS and return your payment to:

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

Do not use this mailing address for any payment other than dues renewals. Thank you!

Name of member _____

Name of family member _____

Street, City, State and Zip Code _____

Telephone (_____) _____

Email address _____

Please provide your email address, while the SEMAPHORE will continue to be distributed by mail, we anticipate additional notifications to be sent out electronically.

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

Alan Mark
Treasurer

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

| | | | |
|---------|--|------------|---------------------------|
| # _____ | LIRR 2025 calendar | NEW | @\$8 each Total _____ |
| # _____ | LIRR Morris Park Shops by D. Morrison | NEW | @\$18 each Total _____ |
| # _____ | 175 th AND 185 th LIRR Anniversary Books | | @\$7 for BOTH Total _____ |
| # _____ | The LIRR drawings of Vincent Quatroche | | @\$10 each Total _____ |
| # _____ | LIRR Port Washington Branch D. Morrison | | @\$18 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 | | @\$18 each Total _____ |
| # _____ | LIRR Babylon Branch by Dave Morrison | | @\$18 each Total _____ |
| # _____ | LIRR Multiple Unit Cars by M. Boland Vol. 1 | | @\$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 or 2 Calendars is \$4.00. Shipping for 1 book is \$5. Shipping for both Bob Sturm's books is \$15. Shipping for other extra books, please email Chapter Secretary Christine Quigley at CSQuigley@optonline.net for the shipping costs. NY State Residents, add 8.625% sales tax to the total of the merchandise AND the shipping.

The Long Island Sunrise Trail Chapter of the National Railway Historical Society is a non-profit IRC 501 (c)(3) educational organization. The Chapter was founded in 1966 to serve the Long Island area. The SEMAPHORE is the official publication of the Chapter. Articles appearing herein do not necessarily express the attitude of the Chapter or the NRHS. Please address all correspondence and membership inquiries to: LIST-NRHS, PO Box 507, Babylon, New York 11702-0507.

Long Island Rail Road Events compiled from various sources

Last month we talked about the first Sieman's 'Charger' locomotives being delivered to the Metro North Railroad. Now it is the turn of the Sunrise Trail to look at their aging 'top link' motive power. On December 18, 2024, the Metropolitan Transportation Authority board approved the acquisition of forty-four 'Chargers' for the Long Island Rail Road. All forty-four locomotives of this acquisition will be dual mode (diesel-electric and third rail electric) rather than be split up as the DE30 and DM30's currently on the roster are. For accounting purposes, five of these locomotives will be charged to the 2020-2024 capital program, the 39 unit balance of this order will be charged to the 2025-2029 capital program. The Metro North units are running at \$15 million each, the LIRR units are projected at \$18 million each with escalation. Delivery is expected to occur between 2027 and 2031. This Long Island order is actually an extension of the Metro North Railroad December 2020 order for twenty seven similar units (MNR 300 series) the first two of which were delivered in late 2024. Metro North (CDOT) ordered six additional locomotives in 2024. Note that the Siemens 'Chargers' come in two models based on Chicago area commuter lines and Amtrak acquisitions; there is a 'long distance' version and a 'commuter' version. And given the dual mode nature of the LIRR/MNR units, they will probably start a third model designation. However, despite differing model designations, the body shells of the Dual-Mode Chargers are based on the Long Distance "ALC42" version.

At this time, the MTA plans to continue using the C3 class bi level diesel hauled passenger cars to work with the Siemens 'Chargers'. For the record, these cars are of three types: the C3-T which are numbered odd only from 4001 to 4087 and seat 137 passengers with a restroom; the C3 class numbered even only from 4002 to 4134 which seat 143 passengers with no restroom; and the C3-C class which are numbered 5000 to 5023 which seat 137 passengers, have a restroom and a control position for the engineer at one end. These cars were built by Kawasaki Heavy Industries in the 1998-1999 period.

Speaking of Long Island Rail Road motive power, we are in need of a little assistance and would appreciate the answers to the below questions if you have them:

1. What are the builder's dates for LIRR DE30's: 401, 404, 411, 413, 416 and 421 as shown on the unit. (The builder's number is located within a plate on the side of the cab.)
2. What are the builder's dates for LIRR DM30's: 503, 504, 506, 509, 515, 517, 520, 521 and 522 as shown on the unit. (The builder's number is located within a plate on the side of the cab.)
3. What are the frame numbers of New York and Atlantic Railway 300 and 301. Both of these locomotives were built on older frames, and we would like to trace the original locomotives. We do have the Progress Rail builders numbers for these units. The frame number is cast into the frame of the locomotive usually at the cab end of the unit. These locomotives are actually owned by the Long Island Rail Road and are leased to the New York and Atlantic.

Send what you have relative to these questions to EdwardMKoehler@NYC.RR.COM, even partial information would be appreciated. Thank you for your assistance and interest.

As a follow up, the fire at the preserved Wantagh railroad station was not as extensive as previously reported. No artifacts were damaged in the incident and the tree lighting ceremony re-convened two weeks later.

The Staten Island Railway's new R211 cars are experiencing teething problems. As of the end of November 2024 the five cars (of an order for fifty-three) that have been delivered were sidelined in the Clifton Shop yard with signal system issues. They are awaiting warranty attention from Kawasaki Heavy Industries, the car builders.

Rapido US has announced that they will be producing HO gauge versions of the M3/M3A car in both Long Island Rail Road and Metro North paint schemes. Go to Rapido News 197 - The BIG Christmas/New Year Launch is Here! and scroll way way down for more information.

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Just a reminder. The presenters of our Chapter meetings put in a substantial amount of time and effort in producing a show that we hope you like. PLEASE do not interrupt the presenter and keep comments to yourself. Hold your questions until the end of the show unless the presenter states they are open to questions. Courtesy and etiquette should be maintained during the meeting. We thank you for your cooperation in this matter!

THERE WILL NO VIDEO TAPING OR PHOTOS OF THE MEETING CONTENT WITHOUT THE EXPRESS CONSENT OF THE PRESENTER.

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 email address is edwardmkoehler@nyc.rr.com and my telephone # is 917-603-4276. Please do not mail me hard copies of your articles. Please email your articles as we have to retype mailed copies.

IF YOU WISH TO HAVE THE SEMAPHORE EMAILED TO YOU, PLEASE SEND ME YOUR EMAIL ADDRESS AND I WILL EMAIL IT TO YOU MONTHLY.

ALSO, IF YOU MOVE, PLEASE SEND ME YOUR NEW ADDRESS!

Chapter Doings



As has been the Chapter practice for a number of years, our December meeting was held at the Old Town Hall Museum where we viewed this year's iteration of their model railroad. It was a great evening for those in attendance and we even broadcast a tour of the layout via Zoom®.

At this meeting we presented our annual donations to other charitable organizations here on Long Island. The Lindenhurst Train Museum; the News York City Transit Museum, and Long Island Cares received their donations via mail. We invited three groups to attend our meeting to receive their donations in person. The Town of Babylon Historical Society, the Oyster Bay Railroad Museum and the Railroad Museum of Long Island.

This picture was taken after President Koehler handed out the envelopes. From left to right we have Don Fisher, President of the Railroad Museum of Long Island; Christine Quigley, the Secretary of the Chapter; Ed Koehler, Chapter President; Alan Mark, our Treasurer over Ed's shoulder; board member Walter Hilsenbeck behind Alan; Bob Cecere, board member standing in front of Chapter Vice President Robert Myers, on the right side we have Mary Cascone, the Babylon Town Historian who was our host for the evening and was standing in for Terry Sabatino, the President of the Babylon Town Historical Society; and finally, Gary Farkash who was representing John Speece, the President of the Oyster Bay Railroad Museum. At the top left on the Zoom® computer screen is Ken Katta, Chapter Board member and our National Representative; the photograph was taken by Neil Feldman, our webmaster.

Before we forget, thank you to Mary Cascone for hosting us and to all the folks who worked on this year's Old Town Railroad; Jason Cascone, Walter Hilsenbeck, Walt Hilsenbeck, Jed Meade, Mark Nullin, June Cullinane, Jill and George Pozderek, Gilda Grika, and Renee Leone. The usual Historian's writeup of the models on this Babylon Town centric layout had a nice memorial to our late President Steve Quigley who had worked on this display for many years.

There is a possibility that the Old Town Model Railroad may be going on hiatus in 2025.

THE LONG ISLAND RAIL ROAD MODELER by Mike Boland

THIS MONTH'S FEATURE: MODELING THE LIRR OF 1962

Modelers, consider the Long Island Rail Road of 1962 and its motive power and passenger equipment. Thanks to Railroad Magazine and the work of Sy Reich, we have a very accurate record of what the LIRR looked like in August 1962. It's a very interesting look at a very interesting railroad during a very interesting time. The year 1962 is near the end of the Fairbanks-Morse (FM) era of motive power on the railroad and before the advent of ALCo C420 Century units which ultimately replaced two distinct groups of FM locomotives that initially dieselized the LIRR back around 1950. So, let's take a look at what was running on The Route of the Dashing Commuter. It's a roster of diesel locomotives and passenger equipment from August 1962.

Steam has not been gone for a decade yet and the railroad has been using nine Fairbanks-Morse H16-44 locomotives numbered 1501 through 1509 with the railroad also operating a former FM demonstrator which had been upgraded from 1500 horsepower to 1600 horsepower, 1503. (The unit kept its demonstrator number when it was bought from FM and passed to the LIRR.) These units came to the LIRR between 1949 and 1951 and used primarily in passenger service, although they did occasionally see service pulling freight trains. These nine units were all in service in August 1962 but they would not remain in service for more than two years; they would be gone by 1964.

The other FM locomotive that was on the LIRR having come at about the same time was this manufacturer's celebrated Consolidation Line diesels. Eight class FP-20sc locomotives pulled passenger trains and were known as CPA20-5 to their manufacturer and railfans alike. These cab locomotives had their distinctive style and design and had a B (four-wheel) truck arrangement under the cab and a C (six-wheel) rear truck of each unit. FM did make a C-Liner freight locomotive but the LIRR purchased these units exclusively for passenger service and I am unaware of any of the C-Liners used by the LIRR in freight service. These units had 2000 horsepower and the LIRR classed them as FP20sc.

Also on the motive roster were four CPA24-5 locomotives with 2400 horsepower. These locomotives were used to replace leased steam PRR K4s Pacifics used on passenger runs to the east end, specifically Montauk and Greenport. These locomotives came to the railroad in 1951 and sent the K4s locos back to the PRR and ultimately the scrap line. The LIRR classed these four locomotives as FP24sc.

The H16-44 usually ran long hood forward so it had to be wyed or turned for a return trip. So, too, were the C-Liners; these were cab units as opposed to the H16-44s, which were known as hood units, and also had to be wyed or turned for a return trip.

Otherwise, the LIRR's diesel fleet was all ALCo, with a few exceptions. There were Baldwin switchers 403, a VO 660, and 409 through 412, a group of four DS4-4-6 switchers. There was also a single DS4-4-1000 switcher numbered 450, a unit that was given Automatic Speed Control (ASC) and operated pulling freight trains on the mainline and Montauk Branch. This unit also was used to pull short passenger trains on the Oyster Bay Branch during daytime hours in the summer since it did NOT have a steam generator.

Also "new" on the railroad's loco roster were two ALCo RS2's that the LIRR had recently purchased from the Delaware & Hudson (D&H) Railway. These two locomotives were originally numbered 4019 and 4020 when they were on the D&H. When they came to the LIRR they were originally numbered 1571 and 1572. The two locomotives could only MU with each other and not the railroad's fleet of other ALCo's such as the RS1's and RS3's. For a short time these locomotives, numbered 1519 and 1520, were given blue striping and pulled The Cannon Ball, the railroad's all-parlor car train to the Hamptons and Montauk during the summer months.

Two GE 25-ton shop switchers, 398 and 399, were also on the roster and moving cars and locomotives around the Jamaica area and its shops. The next two years would see quite a change in the LIRR's motive power so one could probably state that this was the zenith of the railroad's FM era. It lasted from 1949 to 1964.

I'll be taking a look at the railroad's passenger equipment in an upcoming feature.

Thank you, Sy! Thank you RAILROAD Magazine!

Until next time, happy modeling!

TRAINSPOTTING by Edward M. Koehler Jr.

I have been endeavoring to update my roster of Long Island Rail Road locomotives and found that the builder's dates for the DE30-AC and DM30-AC locomotives have not been adequately



DE30-AC second 404 yarded at Montauk March 19, 2006. This is a B-B trucked 128 ton diesel electric locomotive with an EMD model 710 prime mover. This locomotive was assembled by Structural Steel Industries in Schenectady, New York using components manufactured by the Electromotive Division under order number 956423. These locomotives are numbered 400 to 422; the 401 was apparently built by September 1997; the 402 in February 1999, the balance were built between May and December 1998.

documented in the railfan press. I decided that a little field work based on the old British tradition of 'trainspotting'. This is not based on the movie of that name but the practice of English schoolboys, teenagers, and young men gathering at the end of major station platforms and noting the numbers of the locomotives passing. So popular was this practice that it has seen the publishing of guide books by two different firms for many years in the United Kingdom. In my version of trainspotting I chose Long Island Rail Road stations at which diesel powered trains paused with the locomotive on the platform. While the train was doing its' station work I would view the builder's plate and secure the date of construction. I

also made it my practice to document the consist of each train. I should also point out that if you are 'spotting' in the fashion that I do it is almost impossible to photograph the train at the same time due to your location.

After looking at the data that I have amassed in doing this, I realized that I have also created a picture of the morning rush hour on each of the Long Island Rail Road's eastern branches, let me share this picture in the form of four 'Spotters Reports' with you.

The Oyster Bay Branch - Spotters Report from April 4, 2012

Train 501 5019-4020-4062-
4005-4034
(deadhead
coach)-506
at East
Williston
enroute from
Oyster Bay
to Mineola



DM30-AC 505 on the rear of Oyster Bay Branch train 415 at Roslyn on April 13, 2012. This is a B-B trucked 128 ton diesel electric dual mode locomotive with an EMD model 710 prime mover. This locomotive was assembled by Structural Steel Industries in Schenectady, New York using components manufactured by the Electromotive Division under order number 956623. These locomotives are numbered 500 to 522; the 500 and 501 were built in May and July 1998 respectively, the balance between February and November 1999. Note the third rail shoe beams on the trucks.

TRAINSPOTTING by Edward M. Koehler Jr. ...continued

The Oyster Bay Branch - Spotters Report from April 4, 2012 (continued)



C-31/T passenger coach 4049 in the consist of Train 415 at Roslyn. This is an eighty-five foot long bi-level passenger coach seating 137 passengers, has a toilet facility (at the far end), and weights seventy-three tons. There are forty-four of these cars with odd numbers only from 4001 to 4087; they were built by Kawasaki Heavy Industries and all went into revenue service during 1997.

Extra 5019-4020-4062-4005-4034- 506 on an eastbound equipment train at East Williston enroute from Mineola to Oyster Bay to provide equipment for Train 509

Train 503 522-4052-4060-4043-4080-4106-4033-521 at East Williston enroute from Oyster Bay to Pennsylvania Station, New York (builder's plate on 522 was not viewed)

Train 1501 (multiple unit train) 7279+7280-7679+7680-7153+7154-7317+7318-7465+7466-7719+7720 which arrived circa 6:40 AM as a deadhead equipment train which turned for a run to Penn Station at 7:26 AM. Cars 7279+7280 were off of the platform

Train 505 5014-4047-4124-4061-4084-520 at East Williston enroute from Oyster Bay to Jamaica

Train 507 5009-4130-4013-4009-508 at East Williston enroute from Oyster Bay to Long Island City via Hunterspoint Avenue

Train 509 5019-4020-4062-4005-4034-506 at East Williston enroute from Oyster Bay to

| | |
|------------------|---|
| | Hunterspoint Avenue |
| Train 502 | 416-4120-4039-4056-4022-4017-411 at East Williston enroute to Oyster Bay from Jamaica (turns in Oyster Bay to become Train 513) (builder's date of 416 not secured) |
| Train 511 | 5010-4126-4068-4067-418 at East Williston enroute from Oyster Bay to Hunterspoint Avenue |
| MW Move | (through East Williston station after 10:00 AM) (east to west order) TC-033, TC-822 and (TC)-827 on an eastbound movement for a trackwork project at an unknown location east of East Williston |
| MW Move | (through East Williston station after 10:00 AM) (second movement) LMIX-503, a ballast vacuum that was a separate movement following the first, this track car remained at East Williston for work on a tie replacement project in the station |
| Train 513 | 416-4120-4039-4056-4022-4017-411 at East Williston enroute to Jamaica from Oyster Bay (equipment from Train 502) |

The Port Jefferson Branch - Spotters Report from April 9, 2012

| | |
|------------------|---|
| Train 601 | 5001-4046-4112-4031-401 at Greenlawn enroute from Port Jefferson to Huntington (this equipment turns at Huntington for Train 604) |
| Train 603 | 5004-4069-4019-4007-407 at Greenlawn enroute from Port Jefferson to Hunterspoint Avenue |
| Train 605 | (announced as running six minutes late) 514-4073-4098-4036-4063-4074-4045-4048-4077-518 at Greenlawn enroute from Port Jefferson to Penn Station (builders plate on the 514 was not viewed) |
| Train 607 | 5016-4049-4100-4037-409 at Greenlawn enroute from Port Jefferson to Hunterspoint Avenue |
| Train 609 | (announced as running 'short [of] cars') 5021-4059-4011-4012-4054-406 at Greenlawn enroute to Long Island City via Hunterspoint Avenue |

TRAINSPOTTING by Edward M. Koehler Jr. ...continued

The Port Jefferson Branch - Spotters Report from April 9, 2012 (continued)

- Train 604** 5001-4046-4112-4031-401 at Greenlawn enroute from Huntington to Port Jefferson (this equipment turned at Huntington from Train 601)
- Train 611** 5017-4038-4025-4076-402 at Greenlawn enroute from Port Jefferson to Hunterspoint Avenue
- Train 613** 5010-4126-4068-4067-4116-4064-418 at Greenlawn enroute from Port Jefferson to Hunterspoint Avenue
- Train 615** 516-4016-4057-4044-4047-4070-4087-4065-4014-517 at Greenlawn enroute from Port Jefferson to Penn Station (the builders plate on 516 was not viewed)



C-3T passenger coach 4100 in the consist of Train 415 at Roslyn. This is an eighty-five foot long bi-level passenger coach seating 143 passengers, and weights seventy-one tons. There are sixty-seven of these cars with even numbers only from 4002 to 4134; they were built by Kawasaki Heavy Industries. These cars have seating with a window at the far end in lieu of the toilet compartment.

The Mainline - Spotters Report from April 11, 2012


- Train 201** 5007-4023-413 at Ronkonkoma arriving from Greenport
This is the only non multiple unit equipment train operated on the mainline. This equipment is stored in Ronkonkoma yard and is programmed to deadhead to Greenport and turn there for Train 201 to Ronkonkoma; it then deadheads to Deer Park where it turns for Train 201 to Riverhead (this train is timed to help jurors reach the County Court House in Riverhead). After discharging at Riverhead, the equipment returns to Ronkonkoma as Train 299 after which it again turns and becomes Train 202 which goes to Greenport. At Greenport the equipment reverses again and returns to Ronkonkoma as Train 203. The equipment then becomes Train 250 which operates as far east as Riverhead, returning to Ronkonkoma as Train 251. At 5:40 PM the equipment becomes Train 252 which operates east only as far as Yaphank; it then returns deadhead to Ronkonkoma where at 6:53 it becomes Train 256 to Greenport and then Train 253 to Ronkonkoma; arriving at Ronkonkoma at 11:07 after which the equipment is stored in the yard until the next morning's deadhead to Greenport.
- Train 2019** (multiple unit train) 7595+7596-7825+7826-7459+7460-7049+7050 at Ronkonkoma departing for Atlantic Avenue (This is the designated westbound connection at Ronkonkoma for Train 201 from Greenport)

The Montauk Branch - Spotters Report from April 13, 2012

- Due to work being performed on the Shinnecock Canal Bridge Train 2701 (due in Patchogue at 2:47 AM) was cancelled east of Speonk, being replaced by a bus. The computer display on the Patchogue station platform continued to show this train until after Train 2761 departed.
- Train 2733** 514-4073-4036-4063-4074-4045-4048-4077-4008-518 at Patchogue enroute from Speonk to Penn Station (the 518 was off of the platform, the builder's plate was not viewed)
- Train 2735** 5005-4061-4084-4071-4072-4018-418 at Patchogue enroute from Speonk to Hunterspoint Avenue

TRAINSPOTTING by Edward M. Koehler Jr. ...continued

THE MAINLINE - SPOTTERS REPORT FROM APRIL 11, 2012 (continued)

| | | |
|-------------------|--|--|
| Extra | 5011-4041-4086-4002-414 (this was the equipment of Train 2731 which had reversed at Babylon and returned to Patchogue) which went into the siding on arrival. |  <p>C-3C passenger coach 5004 leading the consist of Train 415 at Roslyn. This is an eighty-five foot long bi-level passenger coach seating 137 passengers, has a toilet facility (at the far end), a control position for an engineer, and weights seventy-five tons. There are twenty-three of these cars with numbers from 5001 to 5023; they were built by Kawasaki Heavy Industries and all went into revenue service during 1997. Technically these could be considered 'locomotives' based on the Long Island Rail Road rule book.</p> |
| Train 2737 | 505-4106-4042-4114-4017-4096-4016-4075-4102-500 at Patchogue enroute from Speonk to Penn Station (the 500 was off of the platform, the builder's plate was not viewed) | |
| Train 2761 | 5011-4041-4086-4002-414 at Patchogue, originating here for a trip to Babylon (this was the equipment from the Extra) | |
| Train 2703 | 5012-4032-4028-4085-4098-4059-420 at Patchogue enroute from Montauk to Long Island City via Hunterspoint Avenue | |
| Train 2739 | 5001-4056-4112-4031-401 at Patchogue enroute from Speonk to Babylon (this train arrived early and waited on time in Patchogue) | |
| Train 2741 | 5021-4011-4012-4054-406 enroute from Speonk to Babylon (this train arrived early and waited on time in Patchogue) | |



The 'B' end of the C3-C and C3-T/T coaches are blank, the C3-T has a window at this position. Car 4054 at Roslyn on April 14, 2012.

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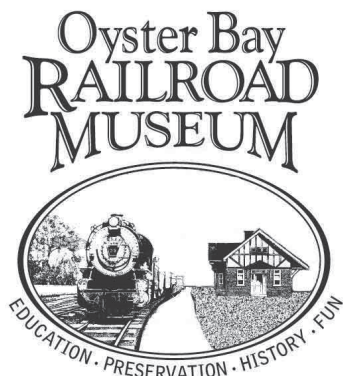
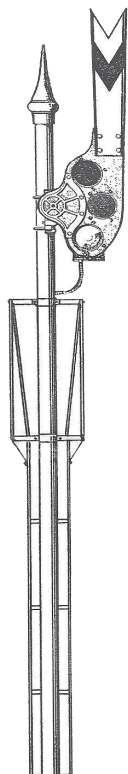
With the decision to purchase Siemens 'Charger' locomotives which will come on line during 2031, it seems appropriate if we take a look at the diesel operations of the Long Island Rail Road, even if this manuscript dates back to 2012. Questions or comments, email President Edward Koehler at EdwardMKoehler@NYC.RR.COM.

Have fun and stay safe if you go out there to do some spotting.

- * * * -

Long Island Sunrise Trail Chapter
National Railway Historical Society
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