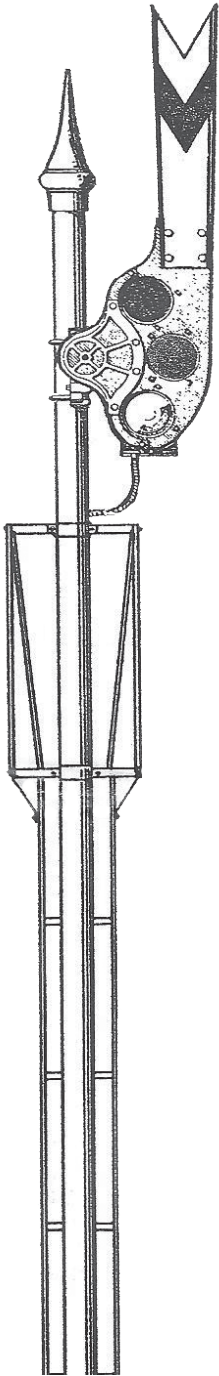




SEMAPHORE



February 2025



The next membership meeting of the Long Island Sunrise Trail Chapter NRHS will be held on **Friday, February 21, 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.

As I took office last November, I was seventy-two years of age. Now, as I had joined the Long Island Sunrise Trail Chapter at the age 16 it didn't feel that different, but it is. As I look out over the meeting there are many friends and acquaintances but, like myself, the gray hair is showing. We are not getting older, just becoming classics, I suppose.

As I am also active in the Lackawanna - Wyoming Valley Chapter NRHS they have a great program to attract new younger members. They endeavor to sponsor one or two individuals to the NRHS's Railcamp program every year or so. In order to illustrate what I am talking about; I have invited Aidan Matkosky of the Lackawanna and Wyoming Valley Chapter NRHS. He will be discussing his involvement with the NRHS's Railcamp program in 2024 as one of two participants from the Lackawanna and Wyoming Valley Chapter. Mr. Matkosky will be joining us from his college in Rochester this evening via Zoom®. Lots of Amtrak Wilmington images, Northeast Corridor images and Strasburg Railroad images, including behind the scenes subjects, will appear during this presentation. For those who participate, the Railcamp experience can become an entry point into the railroad industry.

If you have any children, grandchildren, nieces or nephews who will be in one of the four years of high school (grades 9-12) during the summer of 2026 who might have an interest in this program, they are cordially invited to attend this meeting with you.

The Long Island Sunrise Trail Chapter NRHS board will be meeting in the near future and the Railcamp program will be on the agenda.

**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 February 21, 2025
The Van Bourgondien House
600 Albin Avenue, West Babylon, New York, 11704



Great Western Railway 90 at the Carpenter's grade crossing on the Strasburg Railroad.

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If you have any children, grandchildren, nieces or nephews who will be in one of the four years of high school (grades 9-12) during the summer of 2026 who might have an interest in this program, they are cordially invited to attend this meeting with you.

To attend this meeting, click this link:

<https://us02web.zoom.us/j/81644400724?pwd=E2bv03edGmXRcM3bZsNLXFyu67bNmP.1>

Meeting ID: 816 4440 0724 Passcode: 024557

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

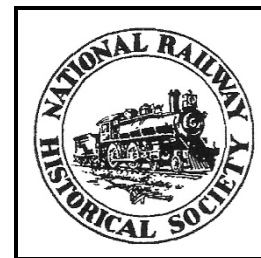
Do you know someone who is willing to present a clinic as a part of this series? Perhaps you are willing to present? If so, send an E-Mail to the Long Island Sunrise Trail Chapter president at EdwardMKoehler@nyc.rr.com with the contact information of that individual or a description of your presentation.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



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

Founded in 1966



2025 CHAPTER MEMBERSHIP DUES NOTICE
If you have not renewed, you will be dropped from
membership on March 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 (in short supply)	@\$8 each Total _____
# _____	175 th AND 185 th LIRR Anniversary Journals	@\$7 for BOTH Total _____
# _____	The LIRR drawings of Vincent Quatroche	@\$10 each Total _____
# _____	The LIRR Co. A History 1834-1965 by R. Sturm	@\$38 each Total _____
# _____	The LIRR 1949-1980 by R. Sturm NEW Vol. 2	@\$38 each Total _____
# _____	Volume 1 and 2 of Bob Sturm's books	both for \$68 Total _____
# _____	Shortlines of Long Island by Fagerberg & Koehler *	@\$27 each Total _____
# _____	GCT + Penn Sta. Statuary & Sculptures by Morrison *	@\$18 each Total _____
# _____	Jamaica Station by Dave Morrison *	@\$18 each Total _____
# _____	LIRR 1925-1975 by Dave Morrison *	@\$18 each Total _____
# _____	LIRR 1925-1975 Revisited by Dave Morrison *	@\$18 each Total _____
# _____	LIRR Babylon Branch by Dave Morrison *	@\$18 each Total _____
# _____	LIRR Main Line East by D. Morrison *	@\$18 each Total _____
# _____	LIRR Montauk Branch by Dave Morrison *	@\$18 each Total _____
# _____	LIRR Morris Park Shops by D. Morrison *	@\$18 each Total _____
# _____	LIRR Multiple Unit Cars by M. Boland Vol. 1 *	@\$48 each Total _____
# _____	LIRR Multiple Unit Cars by M. Boland Vol. 2 *	@\$48 each Total _____
# _____	LIRR Trackside with Matt Herson by M. Boland *	@\$48 each Total _____
# _____	LIRR Oyster Bay Branch by D. Morrison *	@\$18 each Total _____
# _____	LIRR Port Jefferson Branch by D. Morrison *	@\$18 each Total _____
# _____	LIRR Port Washington Branch D. Morrison *	@\$18 each Total _____
# _____	LIRR Stations by Dave Morrison *	@\$18 each Total _____
# _____	Sunnyside Yard+Hell Gate Bridge by Morrison *	@\$18 each Total _____
# _____	The Long Island Rail Road, In Color Vol. 2 *	@\$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 _____

* Less than five in stock

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 Happenings

Last month we talked about the Siemens Charger locomotives in the Long Island Rail Road's future, the first five are being accounted for in the MTA Capital Program for 2020 to 2025. The remaining thirty-seven are to be paid for out of the 2025 to 2029 MTA Capital Program. The New York State Legislature is currently delaying the approval for the 2025 to 2029 MTA Capital Program; but it will come. Basically, at this time, it is an accounting paperwork type of issue.

We'll cross that bridge when we come to it, or will we? The State of New York has announced funding for extensive work on the State Route 454 bridge over the LIRR mainline in the Islandia area. Three other bridges over the Route of Dashing Dan have been listed as being in 'poor' condition, complicating work on these structures is the fact that responsibility for them is joint with the Long Island Rail Road and the local government. The three bridges are the Cranberry Hole Road bridge in Easthampton; the Webster Avenue bridge in Manhasset (which dates from the 1898 construction of the railroad into Port Washington); and the River Avenue bridge in Eastport. Currently all three of these overbridges are closed to traffic.

Electrification and double tracking have seen the Long Island Rail Road in the Ronkonkoma area becoming more busy. The LIRR has identified two grade crossings that they wish to eliminate, Ocean Avenue and Pond Road in Ronkonkoma. To this end they have identified a \$2.24 million Federal grant to the New York State Department of Transportation to help finance this work. The way that these grade crossing eliminations will be done, (overbridge, under bridge, outright closure) has not yet been identified.

The MTA has approved the transfer of an industrial property at the intersection of the William Floyd Parkway and the LIRR to the LIRR as the site for the future relocated Yaphank railroad station.



The Long Island Rail Road has taken delivery of additional ballast hopper cars as seen in this image provided by Barry Johnson. While we don't have full details, the cars seen are numbered in the 617x or 616x series and there are at least eight of them. They were built by Ebenezer Rail Car Service in Buffalo, New York and have a load capacity of 225,700 pounds or 2,680 cubic feet. These cars have a Loram control system in a locked box at one end.

While we are talking about LIRR MofW equipment, we might look back briefly at another recent acquisition by the Sunrise Trail. This is a rail recovery train which was apparently acquired for initial use on the rebuilding of the East End of the Main line a few years ago.

Long Island Rail Road Happenings cont...



Cars 6201 to 6210 are gondolas with medium height walls that are used to carry rail recovered during rebuilding projects. They do not appear to have any ends. Care 6211 is the designated carrier for the crawler crane used with this outfit. This J.I. Case crane can move from car to car on its crawler treads. The car is a very low sided gondola. Cars 6201 to 6210 and 6211 were built in January 2024 by the Williams-Hayward Thermal Bond Company according to the lettering on the car sides. The rail recovery train was photographed in Riverhead in March 2024 by Ed Koehler.

- * * * -

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

We have received nice thank you letters from the New York Transit Museum, the Railroad Museum of Long Island for our recent donations to these folks. We also received a nice holiday greeting from the Lindenhurst Railroad Museum. We are always glad to help our fellow responsible museums in their pursuit of preserving Long Island railway area history.

Speaking of those letters, Concetta Anne Bencivenga from the Transit Museum had a wonderful written addendum added to their letter praising us for the October meeting tribute to our late President, Steve Quigley. Thank you, Concetta.

The Chapter thanks Harvey Larner, one of the founding members of the Orange Empire Trolley Museum for sharing with us his videos of the East Broad Top Railroad operations from 1995. It was a great look back to the first tourist era on this line and was very well received by the twenty people in live attendance and the twenty-two in the Zoom® portion of the meeting. Because of Zoom®, this meeting was attended by Chapter members in places as diverse as Florida, Michigan, Tennessee, and Utah with the entertainment material originating from California. Impressive when you think about where we were in 1968!

Harrisburg Railroad Show & Collectors Market

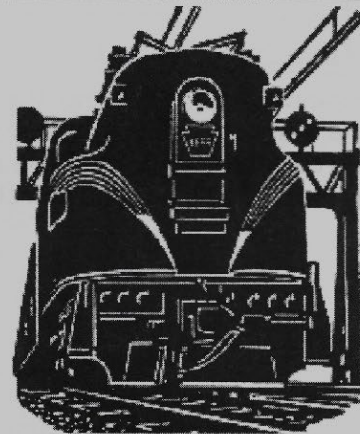
Thirty Seventh Annual HARRISBURG

RAILROAD SHOW & COLLECTORS MARKET

SATURDAY, MARCH 8, 2025

9 a.m. to 3 p.m.

The Scottish Rite Harrisburg
2701 N. 3rd Street
Harrisburg, PA 17110



As seen above, the Harrisburg Chapter of the NRHS is running their annual train show on March 8, 2025. Based on my previous attendance, it is not Springfield, Massachusetts, but it is a good local train show. But that is not where it ends, in fact there are two more parts of this event that 'give it wings' so to speak. On the day of this event and as a part of the same admission fee (\$5.00), you will also be able to visit **HARRIS** Tower and the Power Director's Office of the Pennsylvania Railroad's Harrisburg Division. From the point of view of a Pennsylvania Railroad fan, these two facilities are well worth the \$5.00 and the drive time to Harrisburg.

Fame! Fortune! Celebrity! Well, maybe not, but we invite you to electronically submit one to two page relevant articles for possible publication in the SEMAPHORE to our President Ed Koehler at EdwardMKoehler@NYC.RR.COM. Questions? Submit them to the same email address. And yes, pictures can be included.

THE LONG ISLAND RAIL ROAD MODELER by Mike Boland
THIS MONTH'S FEATURE: ATTENDING THE PROTOTYPE RAILS 2025
RAILROAD PROTOTYPE MODELERS MEET IN COCOA BEACH, FLORIDA
JANUARY 9TH THROUGH JANUARY 11TH, 2025

One of the nicest things that occurs early in the New Year is the RPM Meet at Cocoa Beach, Florida which I've attended for more than ten years now. This year was no exception and it was a fantastic meet. The only problem was the terrible weather that much of the country was experiencing and the meet lost close to 40 vendors, presenters and attendees, who had to bow out at the last second due to one form or another of really bad weather. At the top of the list was Bob of Bob's Photos, who was iced in at his residence in Kentucky. Even with the bad weather in the north, this classic meet had about 250 in attendance, including me. At about 12:30 in the afternoon, I got in my car for the 3 ½ hour drive from Venice on the Gulf Coast northeast and then due east to Cocoa Beach on the Space or East Coast. The fun part of the drive is passing a CSX Yard east of Orlando that I hardly saw and then paralleling Florida's new transit line, the Brightline, as I drove east on Toll Road 528, paying tolls with my Sunpass. While I was on 528, two Brightline trains passed me so these were a real treat.

I was one of the presenters for early arrivals on Thursday night doing my show called "A History of Long Island Rail Road Switchers." The show, which was well-attended, had about a dozen attendees at each show and was repeated on Friday at 7pm. While I love presenting a show on the LIRR, sadly, it removes the opportunity to see one of the four or five other shows that are being presented at the same time in the various conference rooms but under the expert scheduling of show co-ordinator and technical guru Jeff Aley, all shows are offered twice, making it easy to get a second opportunity to see a favored show if you cannot see it the first time around. This was the case for me and I managed to see all the shows I wanted. I loved all the clinics!

Among the shows I attended were these: Panza: The Ups and Downs of RAILBOX; Vaughn: How and Why to Model the Nickel Plate Road; Wells: Modeling Southern Railway Transition-Era Boxcars; Schneider: Old Woman and New Basement-A Layout Update; Hinman: NYC Freight Cars 7-40' 10'0" IH Boxcars; Smith: Manufacturing Realistic Classic Passenger Trains in N Scale; Sisson: Modeling the 60's; Remiarz: GN Freight cars of the 50's-Part 1 40' Boxcars; Priest: So You Want to Build a Model Railroad?; Spilman: 1970's Freight Car Stenciling; Thompson: Creating Realistic Operation on a Small Layout and Carlson: The Cambria & Indiana Coal Fleet.

All the clinics were exceptionally good; I wish I could attend them all.

One highlight of the show is the annual Shake-N-Take car/ kit. Started by the late, great Greg Martin, who passed away from Covid several years ago, the tradition has been continued by his modeling friends and this year's clinic and car was the Fruit Growers Express 12' 1" 1921 design wood reefer. Frank Hodina could not attend and present so an able stand-in did the job and each attendee paid \$15 to purchase the kit and assemble it in time to display for next year's show. I'll be working on it, too.

The vendors were a little disappointing but I got a great price on a number of boxcar kits from Front Range, Bev-Bel; I'll be writing about them soon!

Until then, Happy Modeling!

A FEW NOTES ON THE EAST BROAD TOP RAILROAD AND COAL COMPANY

Edward M. Koehler Jr.

Again, thank you to Harvey Larner for his video presentation on the East Broad Top Railroad and Coal Company at the January membership meeting.

I first became familiar with the East Broad Top through that famous 1950's article in **Trains®** magazine which was lent to me by a friend. I did not get up close and personal until February 1974 when I attended the Winter Spectacular that year. At that time, locomotives 12, 14 (with 15's tender), and 17 were all in operating condition and thrilled the attendees with a triple header!

A few years would pass before I got back there, so it was good to see the line during 1995 via video. But as Harvey said, the line would shut down in 2011. The line would remain dormant from 2011 to 2020 when the newly formed East Broad Top Foundation and the long standing Friends of the East Broad Top organization would join together to restore the railroad operations.

Because of the Covid epidemic, it was not until May 2021 that trains began to roll again but it was a very limited operation. This time they were powered by a diesel locomotive. The diesel locomotive would return for the start of the 2022 season in May. The number 16 which had been out of service pending a rebuild when the line had shut down in 1956 began operations in May 2023. Turned out the 16 was in pretty good shape, needed work which had been awaiting since 1956 had been done. It is reported that the number 14 will be the next locomotive returned to service.

Meanwhile, I had not been to the 'revived' East Broad Top, but I did intend to be at the Rockhill Trolley Museum Fall Spectacular on October 4, 2024. What I did not realize was that the Friends of the East Broad Top were also having their Fall Spectacular that same day. Seemed wrong to take pictures of the steam trains since I only had a trolley museum ticket, so I missed a chance to capture the demonstration freight train. However, since the mainline of the trolley museum is also a part of the Shade Gap wye of the East Broad Top, I had a front row seat of the steam lines trains turning in front of me. Plus, there were some new rolling stock acquisitions and rebuilding's that rolled in front of my camera.

(Right) The first two trolley cars had gone by me when the M-1 showed up on the wye to turn around. This is a three foot gauge gasoline electric mail, baggage and passenger combination railcar that seats twelve passengers. This car was assembled by the East Broad Top Railroad from parts supplied by the J.G. Brill Company and the Westinghouse Corporation. The conductor is seen at the switch connecting the east and south legs of the wye.



(Left) Diminutive railcar M3 makes an appearance on the wye. This is a three foot gauge gasoline mechanical inspection car was built by the East Broad Top Railroad using parts from a Nash automobile during 1928.

(Right) The number 16 in all its glory! This is a 2-8-2 steam locomotive with 20x24 inch cylinders and 48 inch drivers that was built by the Baldwin Locomotive Works (serial 41196 of 6/1916) as East Broad Top Railroad 16. This locomotive was last used during 1956. This locomotive was stored inoperable in the Orbisonia roundhouse. It was restored to operation as of May 2023. And it looks and sounds great.



(Left) Open flat car 119 followed the locomotive. The 119 is one of ten double truck three foot gauge flatcars with a thirty-five ton capacity built by the East Broad Top during 1925. Car 119 was stored in Orbisonia during 1956; I believe that it was rehabbed as a passenger carrying flat car circa 2021,

(Right) Coach second 23 was the next car in the consist, it was followed by the identical coach third 21 (not pictured in this article). The East Broad Top has been using its surviving historic equipment since it went into the tourist business back in 1960. The East Broad Top Foundation wants to preserve and protect his historic equipment as the operating museum pieces that they are. To this end three coaches (third 21, second 22 and second 23) were built by Hamilton Manufacturing Company in Washington state and were delivered in 2022.



(Left) Following the second 23 and third 21 was the fourth car built by the Hamilton Manufacturing Company in 2022. This is second 17 and while it has every visual hallmark of being a baggage and coach combination car, it is not. Behind those baggage doors is a wheelchair lift and what would be the baggage compartment is a passenger section set up to accommodate

(Right) The fifth car in the train was a modified wood box car numbered 168. The East Broad Top built the 168 as a part of the 165 to 169 number series during 1920. These cars had a thirty ton capacity. The 168 was converted to a passenger carrying car after 1960.



(Left) The sixth car in the train was another modified box car, the 175. This was a thirty ton capacity wood boxcar that was built as a one off by the East Broad Top in 1916. This car was converted to passenger service post 1960 and was initially referred to as a 'Dolly Varden' car.

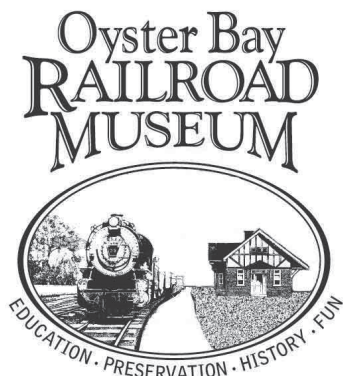
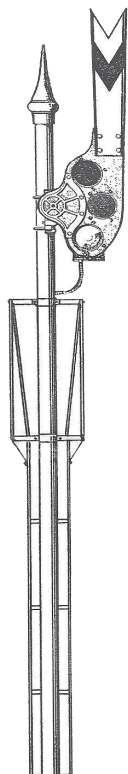
(Right) The seventh and last car in the train that day was caboose 28. The 28 was a double truck center cupola caboose built by the East Broad Top Railroad in 1920; during the post 1960 tourist railway period it was painted green for use in the passenger train. It looks like this car is currently in the middle of some repair work.



(Left) Just in case you were wondering, I did shoot a number of trolley cars while I was in Orbisonia on October 4, 2024. Here is the Philadelphia Suburban Transportation Company 'Libertyliner' "Independence Hall" running south on the mainline of the Rockhill Trolley Museum. This Saint Louis Car Company product was originally one of two 'Electroliners' built for the Chicago, North Shore and Milwaukee Railroad in January 1941.

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

We remind you to renew your dues.



Our Thirty-fourth Year!
www.rmli.org

Please support your local railroad museums!