



# SEMAPHORE



March 2025

The March Membership meeting of the Long Island Sunrise Trail Chapter, NRHS will be held on March 21, 2025 at 8:00 PM at 600 Albin Avenue, West Babylon, NY. After a short administrative meeting, we will have a presentation by Dr. Albert Churella from Kennesaw, Georgia via Zoom®.

## THE TRANSITION FROM STEAM TO DIESEL ON THE PENNSYLVANIA RAILROAD MANAGEMENT

Presented by Dr. Albert Churella

Dr. Churella will be providing an illustrated discussion on the transition from steam locomotives to diesel electric locomotives. This presentation does not focus on the rolling stock, although it is well illustrated, but on the events in the upper management of the Pennsylvania Railroad. And, yes, the Long Island Rail Road makes an appearance during this presentation.

**Mark your calendar:** Because of the conflict with Good Friday, the April meeting will be held on the second Friday of the month, April 11, 2025. Same location, 600 Albin Avenue, West Babylon, same time 8:00 PM.

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

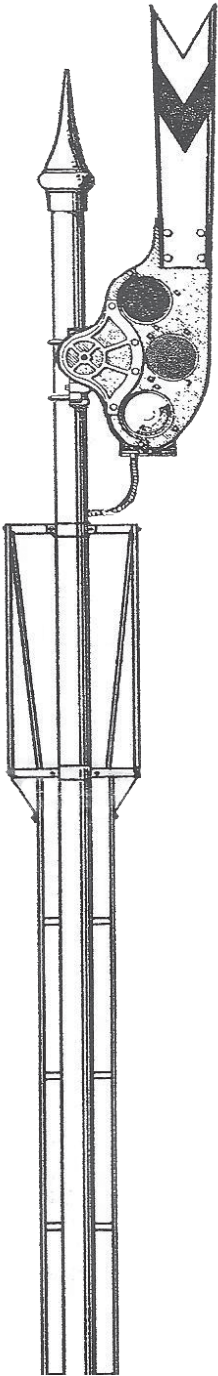
[LIST-NRHS.org](http://LIST-NRHS.org)

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**

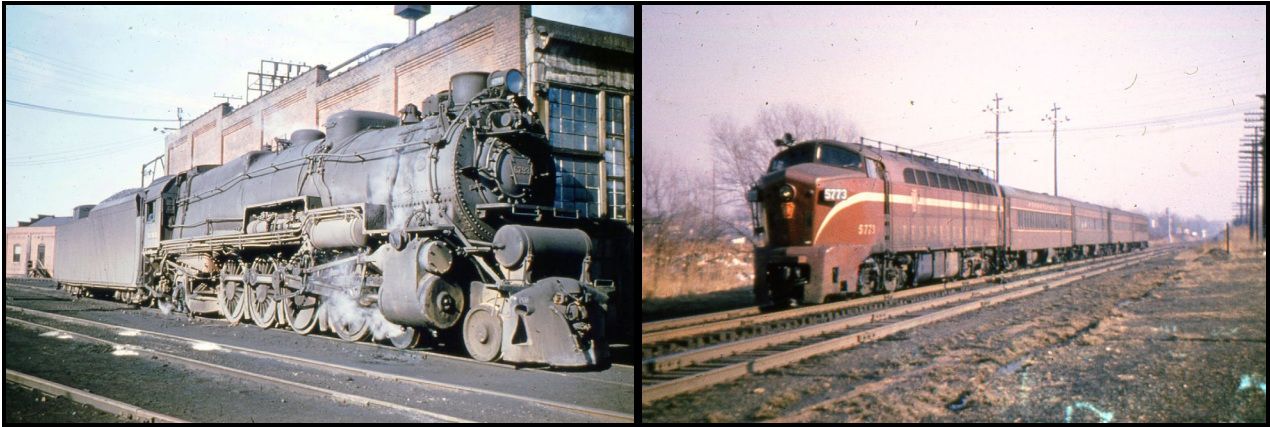


## LOG IN INFORMATION FOR THE MARCH MEMBERSHIP MEETING

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

**THE TRANSITION FROM STEAM TO DIESEL ON THE PENNSYLVANIA RAILROAD**  
**MANAGEMENT**  
 Presented by Dr. Albert Churella



**Friday, March 21, 2025 at 8:00 PM** eastern, **7:00 PM** central: The March Membership meeting of the Long Island Sunrise Trail Chapter, NRHS. After a short administrative meeting, we will have a presentation by Dr. Albert Churella from Kennesaw, Georgia via Zoom®. Dr. Churella will be providing an illustrated discussion on the transition from steam locomotives to diesel electric locomotives. This presentation does not focus on the rolling stock, although it is well illustrated, but on the events in the upper management of the Pennsylvania Railroad. And, yes, the Long Island Rail Road makes a cameo appearance in this presentation. For anyone who is local, we would ask that you attend in person, out of state?

To attend this event remotely, click this link:

<https://us02web.zoom.us/j/81642875869?pwd=Zzb0tm3ixlENaWgpivW20aipL1Axy.1>

Meeting ID: 816 4287 5869      Passcode: 595462

- \* \* \* -

**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](mailto:EdwardMKoehler@nyc.rr.com) with the contact information of that individual or a description of your presentation. We are always in need of content.

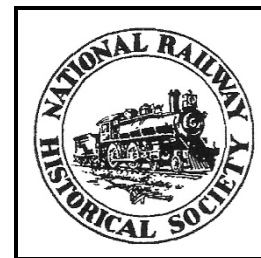
If you have any questions, please email your Chapter President Edward Koehler at [EdwardMKoehler@NYC.RR.COM](mailto:EdwardMKoehler@NYC.RR.COM) but remember Email service ends at 3:00 PM on the meeting date.

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

**Founded in 1966**



**2025 CHAPTER MEMBERSHIP DUES NOTICE**  
**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 <sup>th</sup> AND 185 <sup>th</sup> 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 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

No longer available: LIRR Tracksides with Matt Herson; The Long Island Rail Road, in Color Vol. 1; The Long Island Rail Road in Color Vol. 3; The LIRR, In Color Motive Power 1952-2015

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 8.75% 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

Compiled from Sources

The Metropolitan Transportation Authority has abandoned the goal of having a 'Master Lease' for the retail store areas in the LIRR's Grand Central Madison station. They have since leased out two of the stores to restaurants.

The project to build the two additional tunnels west of Penn Station New York has awarded a contract for the digging of a 'pilot tunnel' between Penn Station and the Hudson River shore. This 'pilot tunnel' will be used to explore the subterranean soil in this area; Manhattan is notorious for undocumented buried pipes, wires, and debris. The idea here is when the full size tunnel boring machine is put into operation, the crew will know what is ahead of it.

During and after the snowstorm on the evening between February 11 and 12, 2025 the Long Island Rail Road deployed three alcohol trains to prevent ice accumulating on the third rail. This is based on information found on radar.mta.info. The same map also shows Metro North Railroad operations, but MNR rarely shows anything but scheduled trains on their lines. For the wintery storm on the evening of February 12 to 13, 2025, a 5:30 AM check on the computer showed only one alcohol train out on the LIRR, but as it was numbered Alcohol Train 3, there may have been two trains running earlier that had already finished their work and were off of the main. The storm on the evening of February 14 to 15, 2025, while mostly rain with temperatures near freezing saw one Alcohol Train and also a Patrol Train as the LIRR coped with the inclement weather.

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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!



## LONG ISLAND SUNRISE TRAIL CHAPTER HAPPENINGS

Chapter member and former secretary of the New York Railroad Enthusiasts Larry Penner passed away on January 20, 2025, losing a battle to pancreatic cancer. He was 71 years of age and had worked for the Federal Transit Administration during his lifetime. May he rest in peace, may his wife, family, friends and all who he touched during his lifetime find peace and solace in the future.

Your Chapter Board celebrated President's Day (February 17, 2025) with a board of directors meeting. The following items were discussed:

1. Starting in 2026 the Chapter will be providing a scholarship for any member of high school age that applies for and gets accepted to the NRHS Railcamp program ([RailCamp | National Railway Historical Society, Inc.](#)). While applications are still open for the 2025 sessions, our board has decided to start with the 2026 year. This is a great way for a high school age youth (either male or female) to become immersed in many aspects of the railroad industry. Participation can lead to a leg up later in life towards becoming a professional railroader. Past graduates are serving as railroad engineers with Amtrak, engineer positions with a number of rail lines, and in the management levels. Note that Railcamp is a five day session in either Delaware or Tacoma, Washington. The Chapter's scholarship will cover only the tuition for the session, transportation to the camp site and incidental expenses will remain with the participant.
2. Our 2026 Long Island Rail Road Calendar will feature the 50<sup>th</sup> Anniversary of the delivery of the GP38-2 locomotives to the Sunrise Trail. We are looking for eight great images of the GP38-2's in all the paint schemes that they wore, with the original gallery cars (Class C1) and perhaps a shot of one in Amtrak paint. We are also looking for a few good historic (steam) images, a representation of the maintenance of way forces, and multiple units. Images should be at least 300 dots per inch. Submissions must be received by the end of May 2025. If submitting via email, send them to our President at [EdwardMKoehler@NYC.RR.COM](mailto:EdwardMKoehler@NYC.RR.COM).
3. Membership renewals are lagging, we are approximately 48 people down from last year. If you haven't sent your dues in, please do so directly.

The entertainment for the March meeting is shown elsewhere in this newsletter. For April, the Railroad Museum of Long Island has gladly provided access to some Long Island Rail Road steam movies that were photographed by our late past President Ben Young and his brother Malcolm. We are still looking for speakers/presenters for the May and June meetings. If you have a presentation that you think might interest the Chapter, please email President Koehler at [EdwardMKoehler@NYC.RR.COM](mailto:EdwardMKoehler@NYC.RR.COM).

**Mark your calendar:** Because of the conflict with Good Friday, the April meeting will be held on the second Friday of the month, April 11, 2025. Same location, 600 Albin Avenue, West Babylon, same time 8:00 PM.

Dave Morrison is now writing his 12th book in his series with the Arcadia Publishing Company "Images of Rail". This book will be "Long Island Rail Road - Long Beach Branch." Dave is seeking photographs of coal trains servicing the LILCO power plant in Island Park. Anyone wishing to share such photos with Dave may contact him at 516-935-3145 or by email at [daverail999@gmail.com](mailto:daverail999@gmail.com).

## LONG ISLAND RAIL ROAD TRAIN SPOTTING IN THE 1960'S by Art Single

After reading Ed Koehler's recent SEMAPHORE article about train spotting, I thought back to my OWN adventures as a kid watching the non-electrified trains on Long Island.

I grew up in Massapequa, which was served by electric multiple-unit trains around the clock. When I'd hear an air horn nearby on a weekday, it was sure to be either a diesel hauled South Shore freight or passenger train number 9 returning from Montauk in the late afternoon. I really enjoyed figuring out the different classes of locomotives used by the Long Island Rail Road, and how many of each class there were. Geeky, I know...

Between about 1961 and 1965, I'd pedal my bike down to the station around 4:20 on many weekday afternoons to catch Montauk train number 9 with its Fairbanks-Morse "C-liner," parlor car, and coaches, typically the only diesel-powered weekday train that came through town. And if I heard the horn from a freight train, I was back on the bicycle again, zooming down the four blocks to the station to catch the number of the engine. In those years, freight power was typically an Alco switcher. In each of these cases, I'd write down the engine number and caboose number if it was a freight train, and the parlor car name if present on a passenger train.

A real treat was the summer weekends when there were four or five diesel powered trains, including the Budd rail diesel cars on Sunday evening.

Friday afternoons with the Cannon Ball, I could seldom write fast enough to get all the car names! With luck, I would see the same consist returning Sunday and be able to catch the car names I missed. I remember many times when the crew would not turn the observation car but instead haul the entire train consist back to Jamaica just as it was left Friday evening, with the open platform end of the "JAMAICA" right next to the locomotives.

What an adventure! I still have the handwritten lists...

Decades later, I caught up with the LIRR engineer who gave me my first cab ride as a kid, Mark E. Smith. (His book about events during the years he ran steam locomotives on Long Island is available from Amazon: "MY LIFE ON THE LIRR - MEMORIES OF A STEAM LOCOMOTIVE ENGINEER" by Mark E. Smith. The Railroad Museum of Long Island ("RMLI") receives 100% of the revenue whenever a copy is sold). Often, in our later years, Mark and I would reminisce and wonder how many times he was the engineer on number 9 when I was down there at the station waving! It was one of his standard runs for years.

Although I can't relate to the modern locomotive classes listed by Ed Koehler, his discussion in the earlier article prompted me to dig out the old records from the 1960's, excerpts of which are shown here for your interest.

### At Massapequa station:

2004	F-M CPA-20-5	Sunday, May 20, 1962
450	Baldwin DS4-4-1000	Tuesday, May 22, 1962
2006	F-M CPA-20-5	Friday, June 1, 1962
2007	F-M CPA-20-5	Monday, June 18, 1962
2005	F-M CPA-20-5	Tuesday, June 19, 1962
469	Alco RS-1	Tuesday, June 19, 1962
2003	F-M CPA-20-5	Friday, June 22, 1962
2002	F-M CPA-20-5	Tuesday, June 26, 1962
2003	F-M CPA-20-5	Wednesday, June 27, 1962
2007	F-M CPA-20-5	Thursdays, June 28, 1962
464	Alco RS-1	Thursdays, June 28, 1962
2003	F-M CPA-20-5	Friday, June 29, 1962
1504	F-M H16-44	Sunday, July 1, 1962
2004	F-M CPA-20-5	Wednesday, July 4, 1962
416	Alco S-1	Sunday, July 8, 1962
462	Alco RS-1	Wednesday, July 11, 1962

As you can see, the engine dispatcher at Morris Park did a pretty good job of rotating the assignments for one class of locomotives around the whole field of candidates he had to choose from. In a small sampling of about six weeks, the 2000 horsepower C-Liners on train number 9 through Massapequa included six of the eight members of the class.

As the summer wore on, Sundays were highlights for spotting Diesels on the South Shore. For example, on one Sunday at Massapequa:

At Massapequa station on Sunday July 29, 1962:

2403	F-M CPA-24-5
1504	F-M H16-44
3101/3121	Budd Rail Diesel Cars
1555	Alco RS-3
1560	Alco RS-3
1552	Alco RS-3

At Massapequa station on Sunday August 5, 1962:

2402	F-M CPA-24-5
2404	F-M CPA-24-5
462	Alco RS-1
1557	Alco RS-3
1553	Alco RS-3

On Sunday, September 30, 1962, I went on an excursion from Jamaica to Montauk and return, and noted the following locomotives along the way:

2404	F-M CPA 24-5	Motive power for the entire trip
2006	F-M CPA 20-5	at Jamaica
2001	F-M CPA 20-5	at Jamaica
456	Alco S-2	at Patchogue
2401	F-M CPA 24-5	at Montauk
465	Alco RS-1	at Jamaica
468	Alco RS-1	at Jamaica
1502	F-M H16-44	at Jamaica
1501	F-M H16-44	at Jamaica
1508	F-M H16-44	at Jamaica

Once I got my driver's license, if I could sweet-talk my way into a car for a day, I'd visit other branches and see what was running there. I noticed (and the records show!) that different branches were frequented by different classes of locomotives. For instance:

- Port Jefferson, the 'Mountain Division' of the LIRR, kept hold of the big 2400 horsepower C-Liners for longer consists and the 1600 horsepower Alco RS-3s for shorter consists, as did the Montauk trains.
- The hilly Oyster Bay branch seemed to host the 1500 horsepower F-M road switchers a lot, along with a few Alco RS-3's. Although hilly, the Oyster Bay trains were always shorter than the Port Jefferson trains and could get by with lighter engines.

Freight seemed to be universally pulled by Alco switchers in those days, either Alco S-1's or S-2's. I was always amazed at how many cars one locomotive could handle, and I don't have a record (or memory) of ever seeing diesels in multiple on a South Shore freight train, no matter how long the train was.

I left the Island in the mid-1960's, before any of the current locomotives had even been thought of, so I am unfamiliar with their classes or uses. They all seem to look the same to me now! But I'm very glad Ed and others are keeping track of the locomotive population these days, as their notes will become a valuable historical record for rail enthusiasts decades hence.



## A LIRR FAIRBANKS MORSE LOCOMOTIVE SAMPLER

### From the Files

Some of our newer members may not be familiar with the Fairbanks Morse locomotives once operated by the Long Island Rail Road, so let's give you few images, we will flesh this material out in the future.

**(Right)** In June 1950, the Wisconsin based Fairbanks Morse Corporation delivered eight of their CPA-20-5 2000 horsepower cab locomotives. Originally classed FP1, they were reclassified FP20sc. The 2001 to 2008 would all serve the Sunrise Trail until the first quarter of 1964 when they went to Alco Products as trade ins on the first group of the Alco Century 420's. The 2001 is seen passing through Hollis station in an undated image from the Paul F. Garde collection.



**(Left)** In September 1951, four additional passenger cab locomotives came to the island. They were CPA04-5 2400 horsepower units numbered 2401 to 2404. They usually worked the Port Jefferson trains or the heavier trans to Montauk. Again, they were traded in to Alco Products in the first quarter of 1964 on the first C420 order. The 2404 is seen here in a William Rugen photograph, probably in the Richmond Hill yard area.

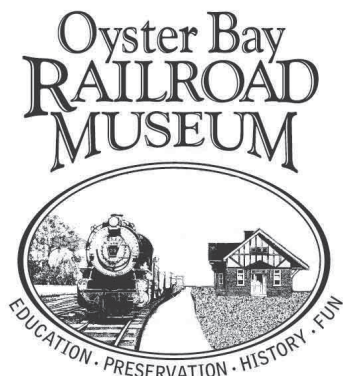
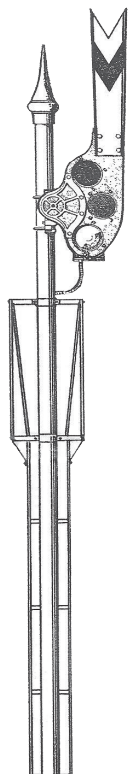
**(Right)** In October 1951 nine 1500 horsepower road switchers arrived, numbered 1501 to 1509. Eight of them were newly constructed H-16-44's. The odd one out was the 1503 seen here in Jamaica in an image from William Rugen. This locomotive had originally been built in February 1949 as a 1500 horsepower demonstrator for F-M and after rebuilding to 1600 horsepower unit, was sold to the Long Island Railroad. All nine of these went to Alco Products as trade ins on the C420's in the first half of 1964.



Look for more coverage of these locomotives in an upcoming **SEMAPHORE**. In the interim, why not take a look at the coverage of these locomotive in John Scala's **DIESELS OF THE SUNRISE TRAIL**

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

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