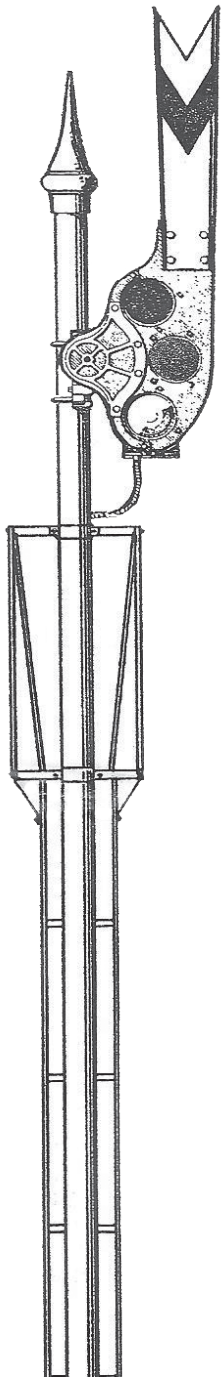




SEMAPHORE



May 2025



The next membership meeting of the Long Island Sunrise Trail Chapter NRHS will be held on Friday, May 16, 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.

After a short administrative meeting we will be joined by George Lightfoot who will photographically take us on a tour of the Kearny sidings in Long Island City.

Persons entering either the physical meeting room or the electronic meeting agree to not record all or any 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.

This is your notice that the Annual Meeting of the Long Island Sunrise Trail Chapter of the National Railway Historical Society, Incorporated, will take place at 8:00 PM on Friday, June 20, 2025 in the historic Van Bourgondien house, 600 Albin Avenue, West Babylon. At the time of this writing the only known business to come forward is the election of officers and directors for the 2025-2026 year. If you have any item that should come forward to the corporate side of the chapter, please email President Edward Koehler at EdwardMKoehler@NYC.RR.COM so it could be added to the agenda. Relative to the election at the Annual Meeting, please read the Chapter Doings section of this newsletter.

The Port Jervis Turntable.

We are setting up a group visit to the Port Jervis Turntable museum on a Saturday in June.

We will be setting the date for this event during the May meeting.

If you are interested in joining us, please send our trip Chairman Robert Grant, an email at gorailroading2018@aol.com.

**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 MAY MEMBERSHIP MEETING

Persons entering either this electronic meeting or the physical meeting room agree not to record all or any part of this event 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 May 16, 2025
The Van Bourgondien House
600 Albin Avenue, West Babylon, New York, 11704



LIRR Engineer George Lightfoot will be stepping out of the cab this evening to take us on a photographic tour of the Kearny Sidings in Long Island City.

May 16, 2025 at 8:00 PM eastern, **7:00 PM** central: The May Membership Meeting of the Long Island Sunrise Trail Chapter NRHS will take place. After a short administrative meeting we will be taken on a photographic tour of the Long Island Rail Road's Kearny Siding area in Long Island City by George Lightfoot. You might remember George, as the Chaplin for Chapter 269 of the Brotherhood of Locomotive Engineers ably assisted us when we lost Steve Quigley.

To attend this event, please click on this link to enter the Zoom® meeting room:

<https://us02web.zoom.us/j/86467948954?pwd=eQwRAisDwG4mw6roOOwNTPAalYOywA.1>

Meeting ID: 864 6794 8954 Passcode: 816015

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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 Rail Road Happenings

Compiled from Sources

The Long Island Rail Road broke ground in Yaphank for a new station on Thursday, April 3, 2025. This site is about three miles east of the present station on Precision Drive in the Precision Innovation Park, Shirley. This new station will have parking spaces for fifty cars and space for bicycle parking. The new facility may see a change in name to "Camp Upton / BNL" with BNL standing for Brookhaven National Laboratories. The current Yaphank station located at William Floyd Parkway will be shuttered, trains have been stopping there since 1884.

The LIRR has begun a rebuilding project for the venerable Roslyn station building, it is due to be completed during 2026. For an interesting and alternative point of view on the LIRR Roslyn station, read the relevant essays found in **MR. MORLEY TAKES THE TRAIN** by Christopher Morley (edited by Jon Lellenberg and Donald Pollock, published by Main Line Press during 2016).

On March 12, 2025, Governor Kathy Hochul congratulated the Metro North Railroad for a 100% on time performance on all three lines east of the Hudson on March 9, 2025. The Long Island Rail Road was congratulated for achieving an on time performance rating of 96.4% during the period from February 4 to March 2, 2025; the highest ever for the winter month of February.

The LIRR timetables will change on May 19, 2025, there are no major adjustments except for the usual summer buildup of service to the east end of the Montauk branch. Around the same time, Amtrak will be removing one New York City – Albany round trip from the Empire Service timetable (these trains are service in Sunnyside Yard). This is a part of taking one of the four East River Tunnels out of service for remediation of Superstorm Sandy damage. It is intended to strip out the entire tunnel structure inside of the tube and rebuild it, the rebuilding program to include a walkway shelf next to the tracks to allow for the emergency evacuation of trains. As for the Long Island Rail Road, there are dire predictions of service issues to come as the number of train paths into Penn Station will be reduced during this long term but needed project.

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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 thank Don Fisher, President of the Railroad Museum of Long Island and Chapter Member for making two videos available to us at our April membership meeting. The first was the advertised films of our late fifth President Ben Young and his brother Malcolm. It was great stuff with a large dose of nostalgia! The second video from the Railroad Museum of Long Island collection was a documentary featuring Bob Diamond and the 'Brooklyn and Jamaica' tunnel under the western portion of Atlantic Avenue in Brooklyn. Much of the footage in this video was shot in the tunnel itself! An interesting glimpse into a forgotten part of LIRR history.

Board Member Kenneth Katta who also serves as our National Representative, has been appointed to the Chapter office of the National Director. At the time that the Chapter was chartered, every NRHS Chapter had an individual who served on the National Board. The National has since reorganized dispensing with the old National Board and replacing it with an advisory council whose members are called National Representatives. The chapter has continued to maintain the office of National Director, unfilled, for many years. Since the function of this office is very similar to that of the National Representative, which has been fulfilled by Ken for several years it seems fitting and proper that he be appointed to this officer's position, which means that we now have six officers and five directors. The office of Chief Mechanical Officer will remain vacant in memory of Bob Michele.

The Annual Meeting of the Long Island Sunrise Trail Chapter is scheduled to happen on June 20, 2025. The primary item of that meeting will be the election of the Officers and Directors. At the time of this writing, it appears that there will be no contests for the officer positions, so I am anticipating the attendees authorizing our secretary to cast one ballot for those positions (President, Vice President, Secretary, Treasurer and National Director). For the Board Positions we have three slots open, two which have been unfilled for some time and my former slot, which is currently occupied by Joseph Costa. This slot, using the three year rule provided for in the by-laws, would have expired this year based on my 2022 appointment to the board. Robert Cecere and Walter Hilsenbeck were last elected to the Board in 2024 so under the bylaws, both of their terms would be expiring in 2027. Of the three open slots, two would clearly be expiring in 2028; and to make it so that as near as possible to the Chapter having one third of the directors be up for election each year, one slot being filled this year would expire in 2026. That would get our reality to agree with the bylaws from the 2026 Annual Meeting (next year's) forward. The proposal is for the two highest vote getters to receive the two three year terms that expire in 2028. The third highest vote-getter would be up for election again in 2026 (one year term). Any other candidate will receive our thanks for his interest in the Chapter. This mirrors how the Chapter did this when we first set up the Board back in the early 1970's.

The nominations for officers and directors were opened at the membership meeting in November 2024, the nominations will close at the May 2025 membership meeting to allow the Chapter to prepare and forward ballots to our members as needed.

Chapter President Ed Koehler was one of twenty-nine individuals at the Pennsylvania Trolley Museum who, on April 5, 2024, was honored with a 2024 President's Bronze level Volunteer Service Award from the national Point of Light Foundation. This means that Ed, in his role as a museum volunteer, tour guide contributed between 100 and 250 hours of service to the museum during 2024 (not including his commuting time!).

If you have anything to contribute to the June 2025 SEMAPHORE, please send it to President Ed Koehler at EdwardMKoehler@NYC.RR.COM no later than May 26, 2025. Thank you.

THE LONG ISLAND RAIL ROAD MODELER by Mike Boland

THIS MONTH'S FEATURE: A GOOD LOOK AT A PHOTO SHOWING VINTAGE LIRR FREIGHT OPERATIONS

Some time ago I was browsing through a copy of an interesting rail magazine called TRP or Trains and Railroads of the Past. It's issue #41 for the first quarter of 2025. It had two great color photos on the cover: one was about Milwaukee Road Electrics—it's a great article—but I was intrigued by the photo at the bottom of the cover. It was BEDT #22, an ALCo S1 switcher and accompanied an article entitled "Northeast Memories—The Way It Was, Memories of Railfanning in the Northeast" by Stephen A. Williams.

This article had some really great photos of the Northeast rail scene of decades ago. It also had two great railroad tugboat shots but what really caught my eye was the photo at the bottom of page 46 taken by Robert Williams. It was an aerial of Yard A in Long Island City of the LIRR's freight operation. What I was interested in was what was shown in this fine photo. As you may know, Stephen Williams is a big railfan photographer who also takes many fine New York City Transit (Authority) shots and Long Island Rail Road photos. He also runs the annual bus to the Amherst Railway Society's West Springfield, Mass. Train Show in January of every year.

The photo I speak of is remarkable because it gives us a good idea of the kinds of freight cars that were running on the LIRR at the time. It's a little difficult to determine just exactly when this photo was taken. The best clues are the LIRR N52/52A wood cabooses or cabin cars in the photo. The two in the photo are in PRR cabin car red with white LONG ISLAND lettering; there are no orange cabooses here. Also, this was apparently before the railroad's steel caboose fleet beginning with cabin car #50 arrived.

So let me date this photo between 1955 and 1958 although it may even be a little earlier.

Now let me examine the freight cars shown so this will give you an idea of how to stock your layout.

The first thing you notice is the number of boxcars in service and the boxcars are of the forty-foot length. There are practically no fifty-foot boxcars to be seen. It's interesting to see the variety of sizes in terms of height. And of note is a smattering of refrigerator cars, all forty-foot long, as well as a small number of wooden boxcars. Wooden boxcars disappeared for good in the 1960's, I believe. Surprisingly enough, the wooden boxcars appear to be in very good shape. The doors on most of the boxcars are closed.

It's surprising to see a number of other types of freight cars in the photo. There are a number of gondolas in all sizes and all appear to be empty; they are without loads.

Several flat cars, all empty, and some with stakes, are visible.

There are several coal hoppers visible here, too. All are empty.

One covered hopper—in black—is also in the photo. It's also partially covered by a white, or light, powdered substance or lading, probably cement.

THE LONG ISLAND RAIL ROAD MODELER ...continued

No tank cars are present in the photo. Tank cars, however, did make it to the LIRR. More about tank cars at a future time.

What's very interesting is the amount of weathering that is on just about all the freight cars, with the exception of one car, which appears to be a Milwaukee Road wooden boxcar that is freshly-painted.

Also, of note and something that should be considered by modelers is the yard and all the tracks shown. The rails are all shiny and there is no vegetation at all throughout the yard. It's flat and barren gray. There are also small piles of light brown sand along the tracks and pieces of litter.

And last are two, maybe three of my favorite cabooses or cabin cars, the N52/52A wooden ones. They really cry out to be modeled and severely weathered. I have models of these cars I built from the Funaro & Camerlengo resin kits as well as truck-less cars in brass from NJ Custom Brass. They're all very nice.

That's it for now. Until next month, happy modeling!



This is the image that is the focus of this month's article. It is reprinted by permission of Stephen A. Williams, the son of the photographer.

THE MODERNIZATION OF THE LONG ISLAND, Part 2 by Edward M. Kohler, Jr.

The P72 'family of cars' could best be described as square, clean lined units, only rounded where the roof met the car sides; the car ends had definite angular notches away from the centered train door, a design device that allowed closer coupling of the cars while still being able to round curves. On the multiple unit control motor cars (numbered 2501 to 2522), there was a large circular window on both sides of the train door. The sides of these double vestibule cars had eleven double and a single window per side. The paint scheme of these cars, as delivered, was a gray carbody, and on the multiple unit motor control cars, rather than gray ends, the car end below the level of the roof eaves was orange. There was no lettering on the car ends, on the side, centered above the windows was a small 'Long Island', and centered below the windows was the car number in red on a rectangular white background. Between the vestibule door and the windows at one end of the car be found the yellow on a red background 'new car number', at the other end, a winged Dashing Dan logo appeared. After a few experimental paint schemes, it was finally decided that the window area of the P72 family of cars would be enclosed in an orange stripe; eventually the road name above the windows would be rendered in an italic orange lettering. On the multiple unit control motor cars, the orange paint would be extended upward to include the entire front end.

After the new M-1 cars came on the property in 1968, the paint scheme of all Long Island Rail Road passenger equipment was modified to match, the former gray paint areas were covered with a color called platinum mist, the previously orange stripe was replaced with one of Nordic blue color; and it was also extended at first over the car ends. The lettering, after some experimentation, remained the same, but it was now also in Nordic blue. On the multiple unit control cars, the orange end was now silver, with the blue stripe extended from the side going across the end. The car number was now also on the front, in small numbers near the bottom of the carbody on the left side.

The self-propelled rail diesel cars ("RDC"), one combine, one coach, were purchased to inaugurate a new service, the "East Ender" which consisted of three round trips between Patchogue and Southampton daily, for this type of service these cars were well suited, but this last attempt at developing East End traffic was unsuccessful and the cars were then used on the 'Babylon Patchogue scoot'. Up until this point the LIRR management had high hopes for the Rail Diesel Cars, it was planned to purchase an additional twenty nearly new of these same type cars that the Boston and Maine Railroad was considering selling. As part of the Babylon - Patchogue assignment, the two cars were required to tow a standard Long Island Rail Road BM62 baggage-railway post office combination car, somewhat more car than the people from Budd wanted their RDC cars to lock couplers with. The RDC's, while here on Long Island, were left in their natural stainless steel color, with only the end train doors painted orange. During their assignment to the Southampton train, the end doors were left red East Ender. The end for the Rail Diesel Cars came on October 18, 1967, when operating on a Greenport schedule; the 3101 collided with a truck at a grade crossing that sheared off the front vestibule, killing the engineer. The 3101 was eventually towed back to Jamaica but was not scrapped for another five years. Plans were even mooted to graph an observation car platform onto the car and used it as a track inspection vehicle.

Meanwhile, the still serviceable 3121 was used, but with a limited seating capacity coupled with poor pulling power when trailing a standard coach ended its service life on the LIRR. The car was traded to the Baltimore and Ohio Railroad for a buffet-observation car.

The Rebuilt Cars and the Secondhand Cars

Perhaps the most ambitious part of the modernization plan was the rebuilding of 518 older Long Island Rail Road cars and passenger cars purchased from other railroads. The work involved exterior, interior, and mechanical aspects of these old veterans. At the completion of the work on each car, the refurbish cars was given a new number reflective of both their modernization and of their car type, the multiple unit control motors became 4000's, the multiple motor trailers 5000's, the multiple unit trailers 6000's, and the locomotive hauled cars originating on the LIRR 7000's; cars from

the other railroads were numbered between 7500 and 8999 but not all of the cars in these series were modernized. The rebuilt cars paint scheme would follow that of the P72 cars as mentioned earlier in this article, with the exception of the new car number, on these units, a rebuilt car number would appear next to the door on one end, only this 'rebuilt car number' was red on a yellow background, just the opposite of the new car number. The rebuilding of these cars commenced in October 1954 when two cars, multiple unit control motor 4742 and multiple trailer 6842 were outshopped, the project would continue until April 1965, when the 7922, a conversion of a multiple unit trailer to a locomotive hauled car would be released for service. Supplementing the native Long Island cars was the purchase of additional cars of various types from railroads as diverse as Maine Central and Reading Company, with most coming from the Boston and Maine. As previously stated, the Long Island modernized many of these foreign road cars, for some this meant new interior configurations.

The Secondhand Commuter Car Fleet

P63 (2nd 760 to 2nd 762)

These were three former Reading Company coaches that were purchased in June 1962 by the Long Island Rail Road, it was originally intended to number them 2nd 760 to 2nd 762 but that was changed to 1st 7514 to 1st 7516 before the cars were actually renumbered to 1st 8514 to 1st 8516

P74 1st 2001 to 1st 2003

These were three former Pullman Company, former Pennsylvania Railroad twelve section sleeping cars that were purchased by the Long Island Railroad in June 1957 and rebuilt over the next year to sixty seat commuter club cars named 1st "Syosset", 3rd "Oyster Bay", and "South Shore". Note that the "South Shore" had only fifty-six seats.

P74A 1st 2004

See car 1st 7500 for the early history of this car. The 1st 7500 was rebuilt in November 1958 as the club car "Locust Valley".

RDC (3102 to 3120)

This was a planned purchase of used Budd Company Rail Diesel cars from the Boston and Maine Railroad. However, the B&M decided to replace all their locomotive hauled passenger equipment with Rail Diesel Cars so this transaction never took place.

P74A 1st 7500 to 1st 7505

These were six Pullman parlor cars that had been purchased by the New York Central system and converted during late 1942 to 60 seat coaches numbered in the 2800 series. Sold to the Long Island Rail Road in February 1958 being renumbered to 1st 7500 to 1st 7505. The 1st 7500 was rebuilt in November 1958 as the club car "Locust Valley"; the 1st 7501 to 1st 7505 were rebuilt as 118 seat coaches.

P63 (1st 7514 to 1st 7516)

These were three former Reading Company coaches that were purchased in June 1962 by the Long Island Rail Road, it was originally intended to number them 2nd 760 to 2nd 762 but that was changed to 1st 7514 to 1st 7516 before the cars were actually renumbered to 1st 8514 to 1st 8516.

P74B 1st 7521 to 1st 7550

These were thirty former Boston and Maine Railroad 'American Flyer' type of 84 seat coaches that were acquired by the Long Island Rail Road in 1958 and 1959. A few were rebuilt to 117 seat coaches, but most were rebuilt as bar coaches with limited seating and a bar with standing room.

B70 1st 7750

This was a full baggage car purchased by the Long Island Rail Road in December 1957 from the Western Maryland Railroad.

BM60C 1st 7751 to 1st 7752

BM60D 1st 7753

These were three baggage – railway post office combination cars that were purchased by the Long Island Rail Road from the Boston and Maine Railroad in April 1958, these cars had thirty foot mail apartments in them.

B60D 1st 7754 to 1st 7755

These were two baggage – railway post office combination cars that were purchased by the Long Island Rail Road from the Boston and Maine Railroad in April 1958, these cars had thirty foot mail apartments in them but this was removed by the LIRR as they were put into service.

B60C 1st 7756 to 1st 7758

These were three baggage – railway post office combination cars that were purchased by the Long Island Rail Road from the Boston and Maine Railroad in April 1958, these cars had thirty foot mail apartments in them but this was removed by the LIRR as they were put into service.

P71 1st 8506 to 1st 8513

These were eight 84 seat coaches purchased by the Long Island Rail Road from the Maine Central Railroad in August 1952

P63 1st 8514 to 1st 8516

These were three former Reading Company coaches that were purchased in June 1962 by the Long Island Rail Road, it was originally intended to number them 2nd 760 to 2nd 762 but that was changed to 1st 7514 to 1st 7516 before the cars were actually renumbered to 1st 8514 to 1st 8516.

P69 1st 8517 to 1st 8522

These were six 95 seat coaches that had originally been built for the Boston and Albany and resold to the Delaware and Hudson in August 1955 and then to the Long Island Rail Road in August 1962.

P70D 1st 8523 to 1st 8528

These were six 88 seat coaches (the 8523 sat 92) that the Long Island Rail Road purchased from the Pennsylvania Railroad in April 1965.

Note, the 2000 and 7500 series cars were air conditioned, the 7700 and 8500 series cars were not.

In addition to the modernization of its commuter service, the Long Island Rail Road started its later famous Parlor Car East service during 1957 using two heavyweight parlor cars purchased from the Delaware, Lackawanna Western Railroad and the Long Island's own business car; by 1963 the pool of the equipment for this seasonal service would contain a former Lehigh Valley Railroad dining car, an ex-Delaware, Lackawanna Western business car, and from the Pennsylvania Rail Road would come thirty-three heavyweight former Pullman Company parlor cars, including two solarium cars that had seen service on the heavyweight "*Congressional*" between New York City and Washington D.C.

Postscript

Of the native Long Island Rail Road rebuilt cars, none remain in service today, the first to disappear were the multiple unit trailer cars, the last to operate was the 6508, a bar-passenger combination. The last of the rebuilt native Long Island cars to operate were steam cars of the P54D class, about thirty were subsequently sold to both Steamtown and a shopping center operator in Boonton New Jersey¹. A few of each type survived for some time on the Long Island as work cars.

The first major change to the Pullman-Standard cars became effective with the implementation of push pull trains on the Long Island Railroad which came to fruition with the delivery of the first push-pull power unit May 24, 1971; it entered service the next day. The forty-four T72 trailer cars were modified with the addition of diesel multiple unit cables, fixed seating, and a new class, PT72A so as to serve as push-pull trailer coaches.

The continued onslaught of new M1 type cars pushed the MP72/MP72T cars into storage, which made them prime material for conversion into additional push-pull cars, numbered from 2845 upward. Additionally, starting in the summer of 1975, a limited number of the MP72/MP72T group of cars were modified to forty-four seat push-pull parlor cars and as power-pack-bar-lounge cars that were designed to supplement or assist the push-pull power units.

The various foreign road cars, with their non-standard appliances and seating (by Long Island Rail Road standards) fell early prey to the bone yard, and as of 1975, the only foreign road cars that were left in service are the cars purchased from the Boston and Maine that had been converted to bar cars and the three similar cafe-bar cars that had been purchased from the Bangor and Aroostook. But even these cars, durable as they were, were eventually replaced by the gallery push pull equipment.

¹ Of these cars, subsequently only two would survive; one of these survivors is at the Oyster Bay Railroad Museum.

The heavyweight parlor cars, possessed of a dignity no former New Haven sleeper could ever have, were victims of circumstances, the most important one being their age. This, coupled with the fact that long-haul sleeping cars were available at relatively low prices sealed the fate on the old 'blue - strippers'. The first lightweight sleeping cars to be used in parlor service came to the Long Island Rail Road in the late summer of 1968, and by the start of the parlor car season of 1970, not one heavyweight remained on the property.

The P72 locomotive hauled coaches, like the last of the Boston and Maine cars were retired when the gallery car trains were introduced on the Long Island Rail Road in the 1998 to 1999 period; most were sold off in a single transaction. Many of these cars are now in service on tourist railroads throughout the country.

The RS3 locomotives were replaced by the 1977 to 1978 delivery of GP-38-2, MP15, and SW1001 diesel electric locomotives built by the Electromotive Division of General Motors. A precious few went on to serve other owners but by 2018 few remain in existence.

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1901 RESTORED LIRR DEPOT AND FREIGHT HOUSE MUSEUM IN LINDENHURST MUSEUM NOTES by "Skip" Meinhold, Museum Manager

This year, the projected opening of our museum is Wednesday June 4th with the season running through to Saturday, November 1, 2025. Open from 2:00 PM to 4:00 PM, on Wednesday, Friday and Saturday. Admission is always free. The museum is located in the Irmisch Historical Park, on South Broadway between Kent Avenue and South Third Street, Lindenhurst.

On Sunday, May 18th from noon to 4:00 PM, we will be celebrating the 50th Anniversary of the Grand Re-Opening of the 1901 Restored LIRR Depot when it was donated to us by the LIRR and moved to its present location in Irmisch Historical Park just off South Broadway. This will be a full community endeavor with games for the kids, food trucks, tours of our museums and a model train layout from Don Fisher's team in Riverhead. We are hoping to invite dignitaries as well as MTA/LIRR personnel including President Rob Free.

Sometime later in the summer, we will have a ceremony with the installation of a Pomeroy Transportation sign recognizing the first railroad depot built in 1869/1870 for the South Side Rail Road of Long Island that is still in existence at 181 School Street. Without the coming of the railroad, we would not have a Lindenhurst as it is today". A portion of the original depot still exists even after severe modifications over the years with add-ons for living quarters. Today, it is a multi-family home owned by a local Lindenhurst resident.

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# _____	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 _____
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* Less than five in stock and they are no longer available from the publisher.

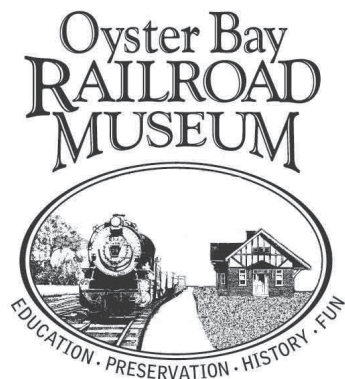
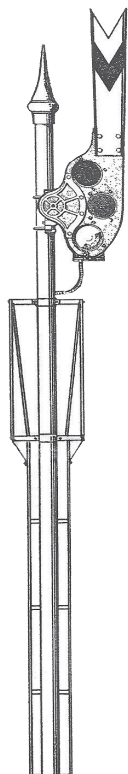
No longer available: LIRR Tracksides with Matt Herson; The Long Island Rail Road, in Color Vol. 1; The Long Island Rail Road, In Color Vol. 3; The LIRR, In Color Motive Power 1952-2015; LIRR Multiple Unit Cars by M. Boland Vol. 1.

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 Sunrise Trail Chapter
National Railway Historical Society
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