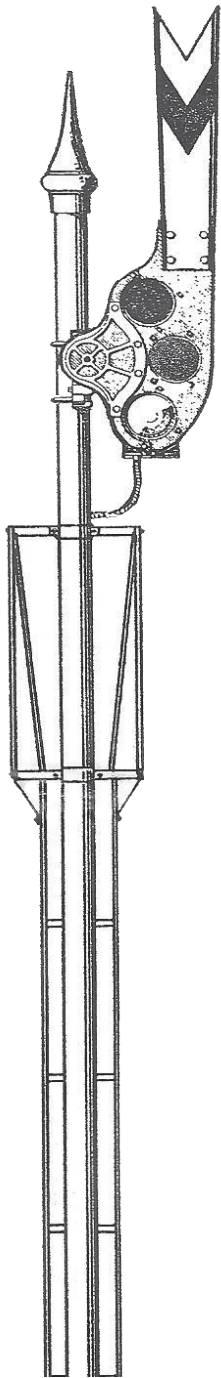




# SEMAPHORE



June 2025



The next membership meeting of the Long Island Sunrise Trail Chapter NRHS will be held on Friday, June 20, 2025 at 8:00 p.m. This meeting will also serve as our Annual Meeting. This meeting will be in person at the historic Van Bourgondien house, 600 Albin Ave, West Babylon. This meeting will also be available on Zoom® if you cannot attend in person (see page 2).

After the annual meeting and elections (see page 3) we will feature a presentation of Long Island Rail Road photography from Joseph Stoppel who comes to us courtesy of the Center for Railroad Photography and Art.

People entering either the physical meeting room or the electronic meeting agree to not record any or all 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 second 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. Regarding the election at the Annual Meeting, please see page 3 of this newsletter.

**The Port Jervis Turntable.** This trip will be happening on June 21, 2025, you should have already received a Fact Sheet about this event in your email. If you have questions or wish to attend this trip, send our trip Chairman Robert Grant, an email at gorailroading2018@aol.com.

Didn't get the trip fact sheet or other digital distributions (like a copy of this newsletter) from your chapter? Please share your email with our President at EdwardMKoehler@NYC.RR.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 JUNE MEMBERSHIP MEETING

People entering either this electronic meeting or the physical meeting room agree not to record any part or all 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 June 20, 2025**  
**The Van Bourgondien House**  
**600 Albin Avenue, West Babylon, New York, 11704**

**Friday, June 20, 2025 at 8:00 PM** eastern, **7:00 PM** central: The June 2025 Membership Meeting and the Annual Meeting of the Long Island Sunrise Trail Chapter NRHS in the Van Bourgondien house, 600 Albin Avenue, West Babylon, New York. After our Annual Meeting and Election, we will be presenting Joseph Stoppel with a show on Long Island Rail Road photography. This presentation comes to us via the Center for Railroad Photography and History, located in Wisconsin, however, our presenter will be live at our meeting.

To attend the June Annual Meeting of the Long Island Sunrise Trail Chapter NRHS, please click this link:

<https://us02web.zoom.us/j/87618612494?pwd=atevBMf5JDI5DATDyHOmb79fpBxFXi.1>

Meeting ID: 876 1861 2494      Passcode: 384428

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## UNFAMILIAR WITH ZOOM®?

About 15 minutes before the scheduled time on the date of the event you can connect to the meeting by entering the link shown under the event you wish to attend in your computer's search engine (Bing, Google, Yahoo, etc.) and hit enter. You can also enter this meeting by just 'clicking on the link' if it is displayed in underlined blue on your computer screen. You will be brought to the opening screen of Zoom® where you will be asked for your name. After entering your name hit 'return' again and you will be placed in the 'Waiting Room' for the host to admit you to the meeting. If you want to speed up the process, go to <https://zoom.us/freesignup> on the Internet and select 'Sign Up, It's Free' (Do not enter your work E-Mail on this page.) Please log in with your real name or change the log in to your real name shortly after entering the presentation. Please don't try to log in earlier, it only generates a series of email messages to the series host that serve no purpose, and you end up staring at a blank screen.

**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 Long Island Sunrise Trail Chapter president Edward M. Koehler 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 or comments, please contact President Koehler at the above email address but remember that email service is terminated at 3:30 PM on the day of the meeting.

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## LONG ISLAND – SUNRISE TRAIL CHAPTER, NRHS BALLOT FOR THE ANNUAL MEETING

To register your vote(s), please select three of the four candidates listed below by placing a checkmark on the blank next to their name. Then fold the ballot and place it in a Number 10 envelope with your full return address (your full name; street address; city, state and zip code) on it. Any ballot without a full return address ON THE OUTSIDE including the members name will not be tallied. Do not place your address or any identifying information on the ballot itself. The envelope will be used to verify your membership for voting but will not be used during the vote tally process. If you do not want to damage your copy of the SEMAPHORE, you may photocopy this page or print out this page from the digital copy of the SEMAPHORE and use that to vote. This ballot should be mailed to the Chapter at LIST-NRHS Ballot Committee; Post Office Box 507; Babylon, New York, 11702-0507 with sufficient time for it to arrive by the morning of June 20, 2025. Alternatively, you may give your ballot in a return addressed envelope to the Chapter's Secretary, Christine Quigley, before the Annual meeting.

**FOR THE BOARD OF DIRECTORS, select any three: (Selecting more than three invalidates the ballot)**  
**Stray marks on this ballot may also invalidate it in the judgement of the tellers.**

Candidates are listed in alphabetical order.

\_\_\_\_\_ Michael Boland

I'm a lifelong LIRR rider, fan, author and modeler who left Long Island six years ago when my wife retired. I then stepped down as a LIST director since I moved to Massachusetts but with the advent of ZOOM® I want to return to the board and keep LIST great. I write a feature for the SEMAPHORE and contributed much to LIST, including our brass caboose import in HO scale.

\_\_\_\_\_ Joseph Costa

I am 33 years old and reside in Lindenhurst NY. I currently hold multiple volunteer and board positions on Long Island and beyond. If elected, I hope to promote this chapter to hopefully have younger generations join us.

\_\_\_\_\_ Neil Feldman

I'm fifty years old and currently living in Nesconset, New York, married to my wife Shari for twenty-two years. I work for Liberty Coca Cola Beverages as an Account Manager. I'm currently the Treasurer for the Long Island Chapter Pennsylvania Railroad Technical and Historical Society, a former Vice President of the Twin Forks NRHS, and a member of the Railroad Museum of Long Island.

\_\_\_\_\_ Stephen Lynch

I have a 27 year development of the LIRR historical archive located at [WWW.TrainsAreFun.COM](http://WWW.TrainsAreFun.COM). This endeavor includes research, planning, follow-up, writing/editing, and computer management.

- \* \* \* -

The candidates for the offices of President (Edward Koehler), Vice President (Robert Myers), Secretary (Christine Quigley), Treasurer (Alan Marks) and National Director (Kenneth Katta) are running unopposed, it is anticipated that the Chapter Secretary will be empowered to cast one ballot for each of these positions.

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**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 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 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](mailto: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.

## MODELING THE STATE OF NEW YORK FISH CAR "*ADIRONDACK*" IN HO SCALE

Malcolm Houck, NMRA Master Model Railroader  
Part 1

This article originally appeared in the ONTARIO EXPRESS Winter 2025 issue, this is a publication of the Ontario and Western Railway Historical Society, it is reprinted here with the permission of the author who is also an editor of the ONTARIO EXPRESS. Why is this car relevant to Long Island? Well, after being outfitted by the New York, Ontario and Western Railway, it was dispatched to the hatchery at Cold Spring Harbor to pick up its first load. There would be many such trips on the Sunrise Trail for the "*Adirondack*" until its replacement by a steel car, also called the "*Adirondack*" in 1914.

I have always had the idea to build a model of the Gilbert Car Company built New York Conservation Fish Car "*Adirondack*" as constructed in 1890. This project was a "Scratch Build" in the strictest use of the term; -- not only was the model built from scratch, but so also was much of the information assembled from "scratch; --" a bit from here there and everywhere.

Some primary sources were several scans sent to me by well-known freight car historian Raymond L. Breyer, who was pointed to me by freight car modeler / photo collector and pre-Depression modeling guru Eric Hansmann.

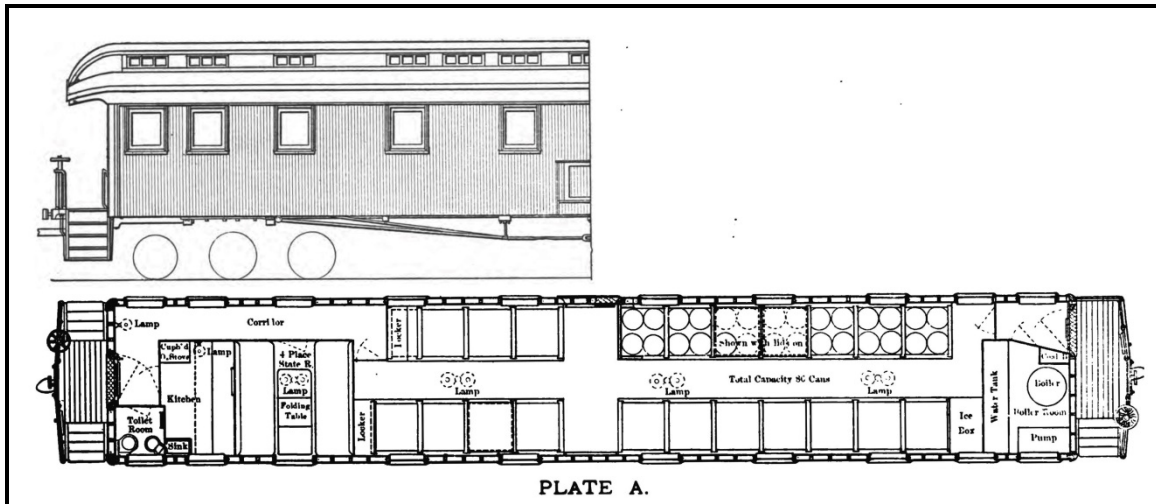
To initially jump onto and into this build was first an image of "*Adirondack*" parked for loading hatchery fish "fry" at a hatchery on Long Island (the location of this photograph may be in doubt). Due to the oblique angle and point-of-view of this image some "corrective" manipulation was done via use of the "free transform" features of Photoshop Elements, allowing for some verification of proportions. Although presenting a different perspective the platform details at far end of the car in this image and the "transformed" image were unclear; -- all leading to a "mistake" in early construction and some backtracking later along.



A further Ray Breyer scan was a diagram that allowed for some basic measurements and proportions to be laid out. While not scaled a few possibly "known" measurements were assumed; overall width of 10' more or less (as being a common dimension used in the 19<sup>th</sup> Century design and build of wooden passenger car types) and a six-wheel truck wheelbase of 10' 6" to 10' 8" (not so very much difference in HO Scale).

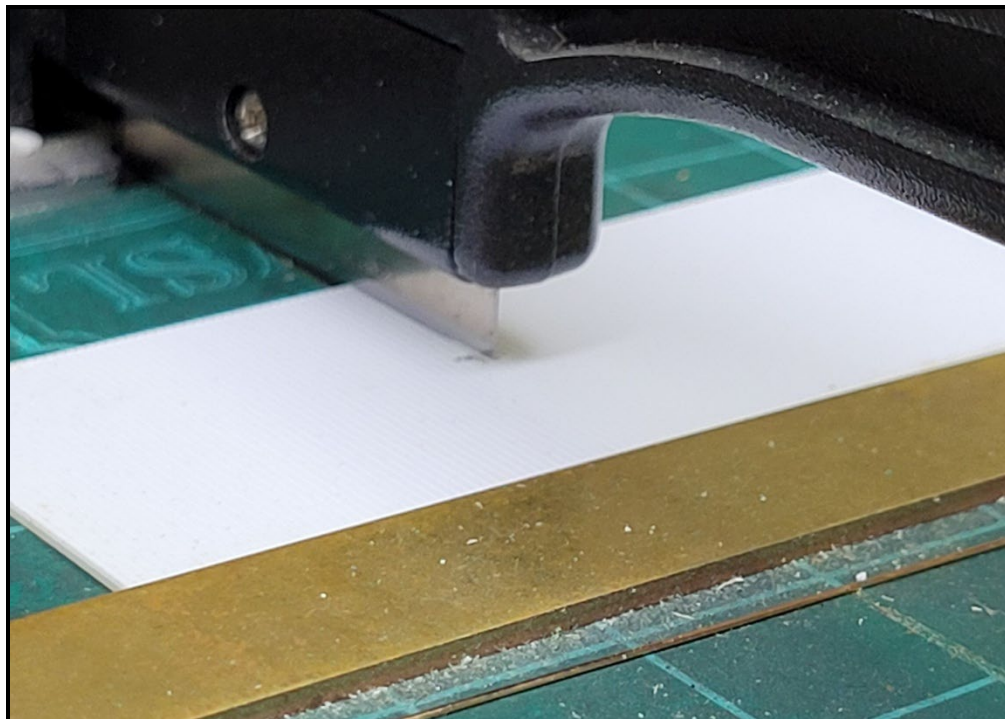
### The "ADIRONDACK" story continues

With those, and either of those assumed dimensions the scan from Ray Breyer was manipulated in Photoshop Elements® to print in HO Scale.



A first order-of-business to be undertaken if much was to be made of a car with twenty small windows to be evenly and uniformly cut into the sides. I opted to use Tichy 18' Work Car Windows" and Evergreen scribed Passenger Car Siding. While I have built many HO Scale rolling stock passenger car models not remarkably different from the basic design and proportion of the "Adirondack", my preferred building material has been wood and milled wood shapes made by Northeastern Models. For a number of reasons (explained later herein) I decided to proceed with styrene construction.

Long ago in the construction of O&W Parlor Car "Rondout" and Car 30 "Warwick" I'd made a modification to my NWSL "Chopper" so that cuts to car sides be only a uniform depth from the top edge of (car side) stock, and, using a bottom-edge fence with the depth of cut being determined by the width of the cutter; this technique and feature is more clearly shown in the following image.



Two further parts of this article will appear in future editions of the SEMAPHORE.

## Chapter Doings

The following is a report on the NRHS Advisory Council meeting of May 3, 2025 held at Johnson City, Tennessee.

The meeting was called to order at 9:00 AM. The first item on the agenda was the reading of the minutes of the meeting held October 24, 2024, at the Doubletree Hotel, Wilmington, Delaware. In the minutes it was noted that there was \$150,000 for the 2025 Heritage Grants. The deadline for application was Jan 31, 2025. These are the grants given out to various chapters for restoration work on vintage railroad equipment and other projects of railroad historical interest. The next item of interest is the NRHS Fund which was reported to have a balance of \$1,370,751. There was an increase in the amount given by the Freeman Trust for the Heritage Grants. Another item of interest was that membership renewals will continue to be sent via email to save paper and postage. The Outstanding Railroad Historic Preservation Award for 2024 was given to Union Pacific for its Big Boy restoration.

New business for this year's Council Meeting included consideration of the status of At-Large members. At the present time there are about 1000 at-large members with no representation to the Council. The question was asked on how to get at-large participation. It was suggested that an email be sent out to at-large members to elicit interest in serving on the Advisory Council. The next item was consideration of a Chapter Yearbook. With about 100 chapters in the NRHS, the question was what format would be utilized for the Yearbook. The purpose of the Yearbook would be a review of each chapter's activities over the year. It was brought up that it would be expensive. There was a suggestion to survey the chapters about using an electronic version of a Yearbook.

The 2025 Convention is to be held July 12-17, 2025. in Lansing, Michigan with the theme of a Michigan-Indiana Rail Adventure. The hotel is the Graduate by Hilton at a rate of \$134 per night. There will be excursions over the Great Lakes Central, a steam powered excursion operated by Fort Wayne Railroad Historical Society on the Indiana Northeastern, a visit to the National New York Central Museum and a tour of Norfolk Southern's Elkhart Yard. This all looks like fun.

The NRHS Membership Committee Report gave a gloomy picture of total membership, which was down by 4.89%. The total membership currently is 3795. New membership was down by 60.88%! The membership attrition rate was 37.11%. All other indicators were also down significantly. There was no discussion about addressing this issue.

The Rail Camp report showed that its' tuition has remained the same for the past few years. There were 14 scholarships awarded this year. But the future is uncertain. The applications will go out January 1, 2026. Sponsored campers receive priority consideration and have an earlier deadline. Becky Gerstung, Rail Camp Program Director, should be contacted for further information. One thing to consider is that the Camp is a good source to interest young people to a railroad career and also membership into the NRHS.

These were the main points for the NRHS Advisory Council Meeting.

Kenneth S. Katta  
National Director  
Long Island Sunrise Trail Chapter NRHS

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In other items, the Chapter's board of directors met on June 1, 2025, the results of that meeting will be reported in the next edition of the SEMAPHORE.

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

## Long Island Rail Road Happenings Compiled from Sources

### ***THERE'S A TRAIN STUCK IN THE TUNNEL!***

The information that this article is based upon came from Gary Hearn who is Amtrak's Fire Safety Officer in Penn Station, New York. We thank him for sharing it with us.

Since 1854 when the City of New York was still protected by volunteer fire companies, the city has been divided up into locations, each of which has a fire alarm box with a unique number assigned to it. Manhattan Fire Alarm Box 8171 is located in the Amtrak Police office in Pennsylvania Station, New York at 8th Avenue and West 33rd Street.

The fire department response to box 8171, for an incident in Pennsylvania Station and/or the New York Tunnel System triggers one of the largest responses, on the initial box, that the Fire Department, City of New York has. If the incident involves only the station, the response is three engine companies, two ladder companies and a Battalion Chief.

If the incident involves a train or an incident in the East River Tunnels (between Manhattan and Queens) the response is as follows (all three of these boxes are transmitted):

- Box 8171, Penn Station: three engine companies, two ladder companies, a heavy rescue company, a Battalion Chief and a Deputy Chief.
- Box 8172, Penn Station Central Control (PSCC): a Battalion Chief. This Battalion Chief acts as a Transit Liaison Officer would if the incident were in the subway system. Also, self-dispatching to this location would be an FDNY Emergency Medical Service Lieutenant (Conditions Car) to coordinate the medical sector response once more details are established.
- Box 8550, East River Tunnel Shafts: one engine company, one ladder company and one Battalion Chief to the First Avenue Tunnel Shaft. Also, one engine company, one ladder company and 1 battalion chief will be directed to the Long Island City Shaft in Queens

If the incident is in the North River Tunnels, between Manhattan and North Bergen, New Jersey:

- Box 8171, Penn Station: Same as above
- Box 8172, Penn Station Central Control (PSCC): Same as above
- Box 8551, North River Tunnel Shaft, West 33rd Street: one engine company, one truck company and one Battalion Chief
- Weehawken Shaft, Weehawken, NJ: North Hudson Regional Fire-Rescue response: two engine companies, one truck company, one heavy rescue, one Battalion Chief, and one Deputy Chief
- North Bergen, NJ, Tunnel Portal: North Hudson Regional Fire-Rescue: two engine companies, one truck company and one Battalion Chief.

Both Fire Departments communicate via radio and phone.

## Long Island Rail Road Happenings Continued

If the incident is the Empire Tunnel:

- Box 8171, Penn Station: Same as above
- Box 8172, Penn Station Central Control (PSCC): Same as above
- Box 8552, Empire Tunnel Shaft: one engine company, one truck company and one Battalion Chief

You are reminded that the above assignments are the initial ones. As the fire department units arrive on the scene and evaluate what is happening and what will be required of both the Fire Bureau of Operations and the Bureau of Emergency Medical Services; additional units, including specialized equipment will be requested to the scene as the needs of the first responders are perceived by the incident commander.

The usual response by Amtrak is to send a rescue train into the tunnel which will receive the passengers from the stalled train, or the stalled train will be pushed to the platform. One at the platform first responders will make themselves available to the passengers.

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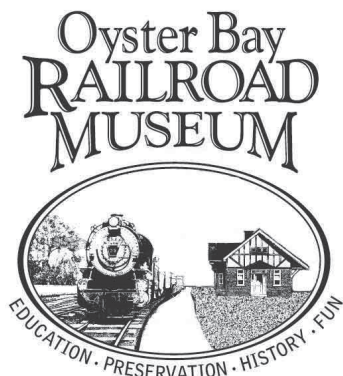
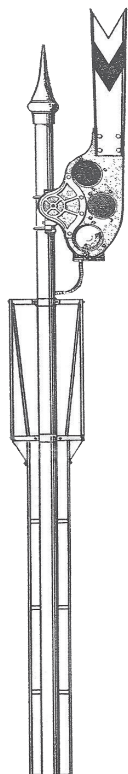
We are always looking for articles for the Semaphore, just let me know and I am sure that we will be able to print it [sooner or later]. My email address is [edwardmkoehler@nyc.rr.com](mailto:edwardmkoehler@nyc.rr.com) and my telephone # is 917-603-4276. Please do not mail me hard copies of your articles. 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!

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National Railway Historical Society  
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