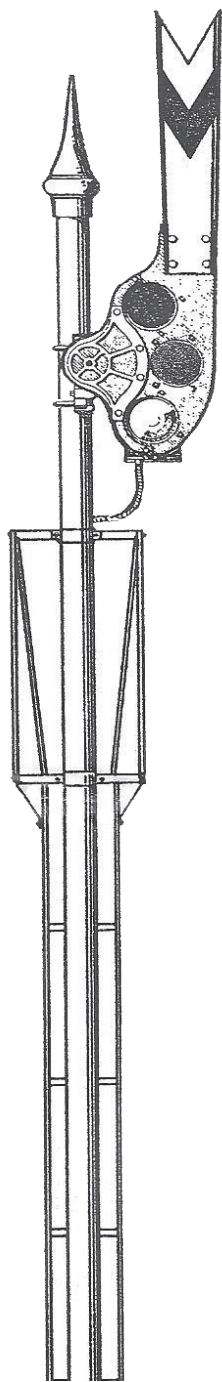




SEMAPHORE



September 2025



Seen at the RMLI Riverhead Railroad Days on August 24, 2025 were the Presidents of five of the Long Island based rail affinity groups! From left to right; George L. Stamataides from the Long Island Garden Railway Society; Don Fisher of the Railroad Museum of Long Island; Joe Costa of the Long Island Chapter, Pennsylvania Railroad and Technical Society; our own Edward M. Koehler Jr.; and Dennis DeAngelis of the Sunrise Trail Division of the National Model Railroad Association. Missing is John Speece of the Oyster Bay Railroad Museum who was present the day before.

See Page 2 for full information on our September membership meeting which will be held on September 19, 2025 at 8:00 PM. This meeting will be in person at the historic Van Bourgonchien house, 600 Albin Avenue, West Babylon. This meeting will also be available on Zoom® for our out of town members.

Robert Grant, the Chapter Trip Committee has arranged a visit to **SONO** Tower on October 25, 2025; send him an email at gorailroading2018@aol.com for the full particulars. An addition excursion to Atlantic City via New Jersey Transit is also in the works.

In the meantime, here are some other events that may be of interest:

September 21, 2025: The Oyster Bay Railroad Museum has invited us to set up our sales table there this day. Check out their website for further details.

September 21, 2025: "Concert in the Boxcar" 2:00 PM at the Railroad Museum of Long Island in Greenport, 440 - 4th Street. Greenport's own Bard, Vincent Quartroche will entertain with poetry, music and the spoken word.

September 28, 2025: The United Railroad Society of New Jersey is holding an event called Railroad Museum [for a day]. Information at URHS.org/MuseumForADay.

October 4, 2025: The Sunrise Trail Division of the National Model Railroad Association will be holding their Fall Meet in Woodside, New York. More information at [Fall Meet 2025 – Sunrise Trail Division, NMRA](http://FallMeet2025-SunriseTrailDivision.NMRA)

October 4th, 2025: Metro North is holding an open house event at New Haven Union Station. There are different time slots for entry and tickets are limited. It's also a free event. Here's the link to the event thru eventbrite: <https://www.eventbrite.com/e/new-haven-open-house-2025-tickets-1343826293619>

October 5, 2025: Transit History Day at the Glen Cove Public Library, 1 Glen Cove Avenue from 2:00 PM to Closing. At least two Chapter members will be speaking.



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



LOG IN INFORMATION FOR THE SEPTEMBER 2025 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 September 19, 2025
The Van Bourgondien House
600 Albin Avenue, West Babylon, New York, 11704

This meeting will be chaired by Robert Myers, Vice President and Christine Quigley, Secretary in the absence of President. Don Fisher, President of the Railroad Museum of Long Island will a visual program of images from the Ray Kenny Collection and possibly others, as well as a trip along the LIRR North Fork mainline from Greenport to Yaphank. Ray Kenny was a member of this Chapter for over fifty years at the time of his passing and during his career with the Long Island Rail Road where he served as acting President.

Please note that during the September membership meeting we will be raffling off two prints by George Wybenga. Participation in the raffle is limited to attendees only.

Our 2026 Long Island Railroad Calendar will be available to purchase at the meeting, \$8.00 for members only. See the publication order form is you wish to mail order your copy.

September 19, 2025 at 8:00 PM eastern time, **7:00 PM central** to join the September meeting of the Long Island Sunrise Trail Chapter, NRHS, please copy and paste the below link into your internet search bar. Or if you are viewing a digital copy of this newsletter, just click on the link:

<https://us06web.zoom.us/j/82165774049?pwd=Rqcao6EwIWeb0JZegPbTm5WSx5ORGw.1>

Meeting ID: 821 6577 4049 Passcode: 653844

If you are in the area, please attend in person leaving the Zoom® access for our out of area members. Thank you.

- * * * -

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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RAILROADING IN HAWAI'I

By Frank Higbie

Railroading on Oahu started about 1880 through the efforts of Benjamin Franklin Dillingham (1844-1918), a developer who leased land from James Campbell, who successfully drilled for water in an arid part of Oahu. Dillingham wanted to expand agriculture in the Leeward area and soon after realized he needed transportation to get his produce to market; it took an entire day to get from Honolulu to his land. His solution was a railroad.

King Kalakaua signed a franchise granting the Oahu Railway & Land Company (OR&L) the right to build 15 miles of track between Honolulu and present-day Pearl Harbor; it opened in November 1889. Within ten years the OR&L had track along the North Coast to Kahuku, about 30 miles from Honolulu and a branch line from Waipahu (near Pearl Harbor) to Wahiawa in the center of the island.

Railroading in Hawaii was unique. Trains ran on all the islands except Kaho'olawe and Ni'ihau and the "Stop, Look, and Listen" crossbucks were written in Hawai'ian. They read: "Akahele I Ke Ka'aahi" which meant: "Look Out for the Fire Wagon."

The OR&L was a common carrier, transporting both passengers and freight. It enjoyed peak business during the world wars bringing military cargo, oil products, passengers, garbage and livestock where needed.

On April 1, 1946 a tsunami struck the North Shore, wiping out a long stretch of track. Emergency repairs commenced with sugar plantation workers and railroad crews repairing and replacing tracks. Just two weeks later the road opened a new stretch of track.

The tsunami was one reason the railroad's days were numbered. Competition from trucks, buses and cars led to the OR&L's last scheduled run on December 31, 1947. A scaled-back system with few customers limped along until 1971.

Future passenger service in Honolulu may come via a monorail if it's ever completed. Currently under construction, it'll run from the airport away from the downtown Waikiki Beaches to the West. It's well behind schedule and severely over budget.

On Hawai'i Island, the Hilo Railroad Company serviced numerous sugar plantations along the North Shore with a weekend tourist passenger business. That portion of the railroad was designated the Hamakua Division.

RAILROADING IN HAWAI'I continued

The Hilo Railroad Company was eventually renamed the Hawaii Consolidated Railway (HCR). Its sugar trains are celebrated at the Laupahoehoe Train Museum located on the Mamalahoa coast highway North of Hilo. The HCR operated from 1879-1947, an eventual victim of the 1946 tsunami.

Want to learn more? The following volumes are usually available via used book websites or the Hawai'ian Railway Society website. Be forewarned, some of them are expensive.

Bonnell, Henry F. (edited by Lorimer, Janet; and Paoa, Robert): **HAWAI'IAN RAILS OF YESTERYEAR**; Hawai'ian Railway Society; Ewa Beach, Hawai'i; 1997.

Brizdle, John; and Simpson, MacKinnon: **STREETCAR DAYS IN HONOLULU - Breezing Through Paradise**; JLB Press; Honolulu, Hawai'i; 2000.

Chiddix, Jim; and Simpson, MacKinnon: **NEXT STOP HONOLULU - Story of the Oahu Railway and Land Company**; Sugar Cane Press; Honolulu, Hawai'i; 2004.

Condé, Jesse C.; with Best, Gerald M.: **SUGAR TRAINS - Narrow Gauge Rails of Hawai'i**; Glenwood Publishers; Felton, California; 1973.

Goldie, John: **HAWAI'IAN RAILWAY SOCIETY EQUIPMENT ROSTER - Hawai'ian Railway**; Hawai'ian Railway Society; Ewa Beach, Oahu, Hawai'i; 2007

Treiber, Gale E.: **HAWAI'IAN RAILWAY ALBUM - WWII PHOTOGRAPHS BY VICTOR NORTON JR. - Volume 1 - Oahu Railway and Land Company, Limited in Honolulu**; The Railroad Press; Hanover, Pennsylvania; 2003.

Treiber, Gale E.: **HAWAI'IAN RAILWAY ALBUM - WWII PHOTOGRAPHS BY VICTOR NORTON JR. - Volume 2 - OR&L Co. and the Hawai'i Consolidated Railway**; The Railroad Press; Hanover, Pennsylvania; 2005.

Treiber, Gale E.: **HAWAI'IAN RAILWAY ALBUM - WWII PHOTOGRAPHS BY WWII SERVICEMEN - Volume 3 - Plantation Railways on Oahu**; The Railroad Press; Hanover, Pennsylvania; 2007.

Treiber, Gale E.: **HAWAI'IAN RAILWAY ALBUM - WWII PHOTOGRAPHS BY VICTOR NORTON JR. - Volume 4 - Plantation Railways on Kauai and the Remaining Islands**; The Railroad Press; Hanover, Pennsylvania; 2007.

This article was made possible from information supplied by Janet Lorimer of the Hawai'ian Railway Society and informational displays at the Laupahoehoe Train Museum.

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

# _____	LIRR 2026 calendar NEW!!!	@\$8 each Total _____
# _____	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 Morris Park Shops by D. Morrison *	@\$18 each Total _____
# _____	LIRR Multiple Unit Cards by M. Boland Vol. 2 *	@\$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.

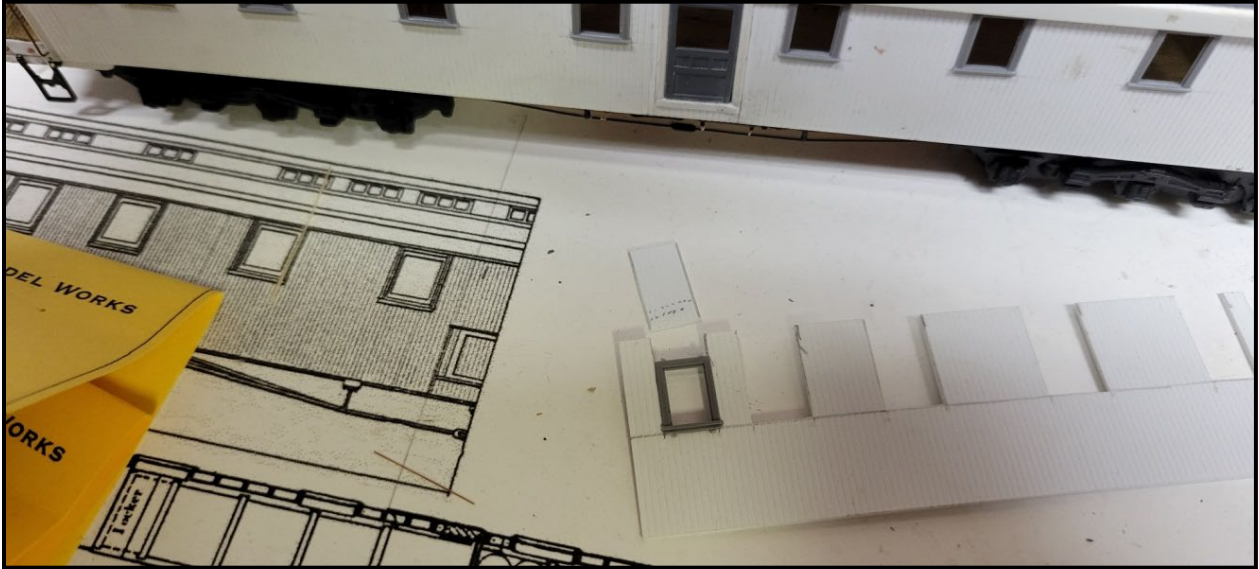
Shipping for 1 or 2 Calendars is \$4.00. Shipping for 1 book is \$5. Shipping for both Bob Sturm's books is \$15. Shipping for other extra books, please email Chapter Secretary Christine Quigley at CSQuigley@optonline.net for the shipping costs. NY State Residents, add 8.75% sales tax to the total of 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.

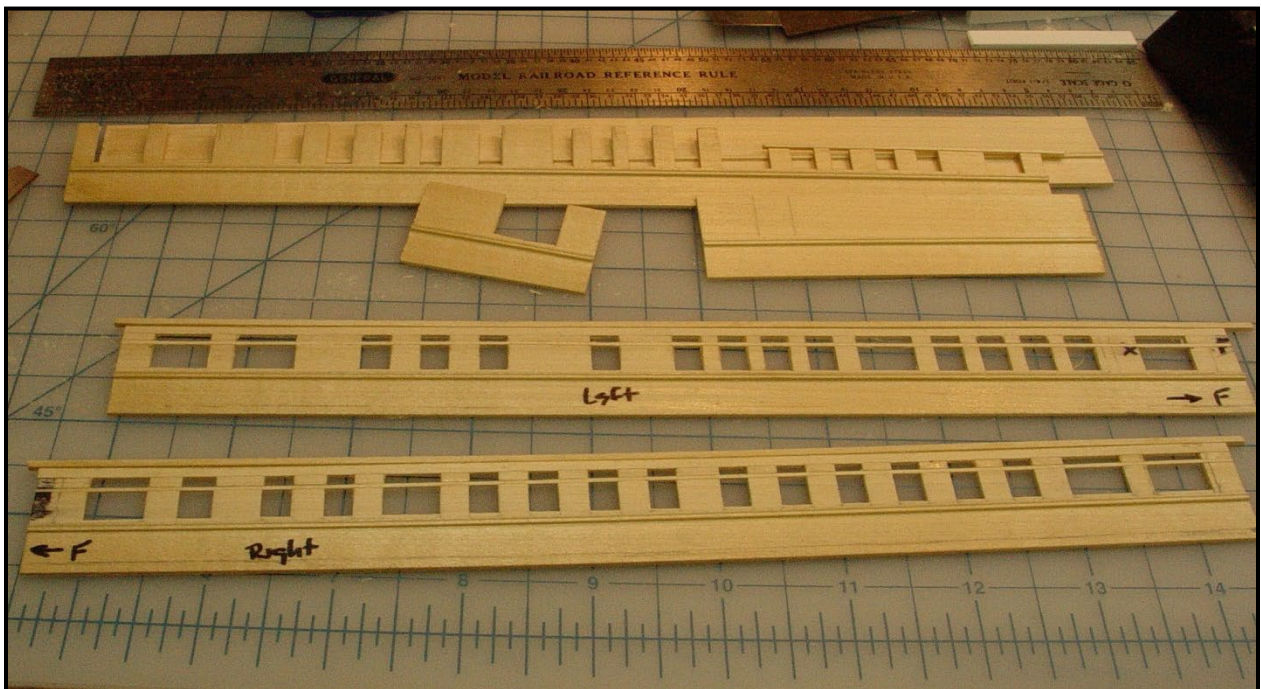
MODELING THE STATE OF NEW YORK FISH CAR "ADIRONDACK" IN HO SCALE

Malcolm Houck, NMRA Master Model Railroader
Part 2

We continue with our reprint of Malcolm Houck's article on how to build a model of the New York State fish car "Adirondack", part 1 appeared in the June 2025 SEMAPHORE. To be continued.

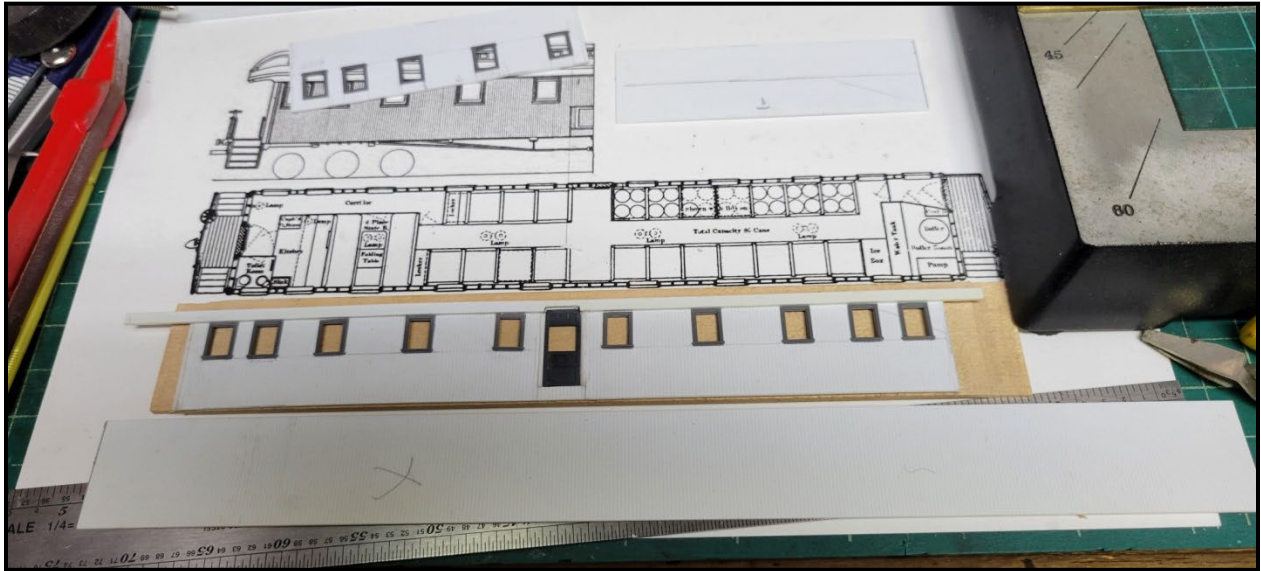


Blanks for sides are "chopped" to width of the Tichy windows with the modified and bottom-edge-fenced, and then with opening chopped out using a 6mm woodworker's chisel. The Tichy window slides into place and is bonded with MEK, the chopped-out remnant of siding is slipped back to fill the void from window top to top-of-siding, bonded in place and sliced away even with the top of the siding. While this workbench 'ballet' sounds complicated and more involved (?) than it really is - it only takes a couple of minutes to do each window!).



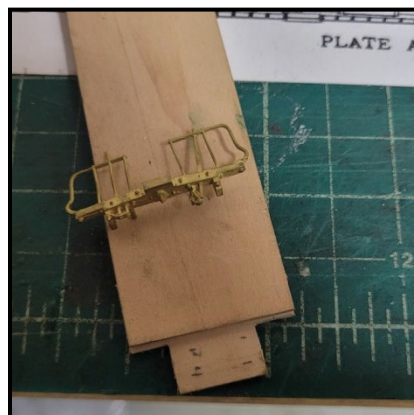
This image is of side blanks for O&W parlor car "Warwick" using Northeastern wood milled 'Coach siding' stock, but the modified Chopper could only make an effect 'voids' for the windows; -- thereafter requiring some very fussy and exacting cutting for the upper window sash and then

gluing and re-gluing additions in place. Recalling that build, was the influence for this build to be made using styrene. I had done other builds of structures, milk cars (all closed) and freight cars, using some of the methods described in Model Railroader Magazine narratives decades ago by Alan Armitage who used MEK as a bonding agent/'glue' as I have for decades. I use the term 'bonding' as the descriptor for 'gluing' styrene using MEK, since it is more of a weld than glue joint, and the joint is fused almost instantaneously as with a welded steel / ferrous metal joint!



Two simple five window panels (each a mirror image) bonded together against the sides of a Grandt Line 30" door, makes one side, and a styrene strip atop the side allows the fragile thin stock butt "welds" to be easily handled. Two pair of mirror image five window panels make up the sides of the "Adirondack".

Inasmuch as the "Adirondack" was to have open platforms at both ends I did some experimenting with materials. I felt the platform ends had to be milled to match the thickness dimension of the end beams of the Cal-Scale lost wax casings I intended to use.



After roughing out a floor from Northeastern wood stock I felt the ends and platform too limber to withstand much further handling nor construction beyond. I opted instead to cut the floor from 1/8" model airplane plywood and then laminate scribed styrene stock to the bottom, then detailing it out from there. The trucks are (historic) Central Valley six-wheel passenger car trucks with ReBoxx double-insulated semi-scale wheelsets. I also used some (historic) Central Valley six-wheel truck body bolsters that make use of a finely machined and threaded stud that screws into the center of the Central Valley truck and then makes use (in the bolster) of shimming washers and a dress snap(!); all to pivot the truck evenly as opposed to mounting the truck via a (wood) screw off-centered!

THE LONG ISLAND RAIL ROAD MODELER by Mike Boland

THIS MONTH'S FEATURE: COMMENTARY ON MODELING A UNIQUE "FISH CAR"

This month's feature is a departure from my normal fare—no pun intended. It was suggested by Chapter president Ed Koehler and I really liked the idea when he mentioned it to me some time ago. We both liked the idea of writing about a special car, one that saw use on the LIRR. I'm talking about a fish car that Master Model Railroader Mal Houck, a big NYO&W fan, wrote about and modeled not too long ago.

Ed and Mal go way back as friends and railfans; I've become friendly with Mal the last couple of years, especially since I started attending the annual New England Railroad Prototype Modelers Meet every year in Springfield, Mass., which unfortunately I had to miss this year due to a work commitment. That's where I met Mal and we had a few meals together during the festivities; he's quite a special individual. Mal is a great guy and outstanding modeler.

Not too long ago, Mal wrote an article on a very unique car named "Adirondack." This one-of-a-kind fish car was owned by the New York State Department of Conservation. His feature was printed in the ONTARIO EXPRESS, the publication of the NYO&W Historical Society. We received their kind permission to adapt their article for the SEMAPHORE (part 1 appeared last June, part 2 is in this edition, part 3 will be in our October issue).

And what is the tie-in between "Adirondack" and the LIRR? It traveled the rails of the Long Island Rail Road through the years, as well as other parts of New York State.

The truth is that it resembles an old wooden passenger car but was used to transport fish and a car that can easily be modeled. There were two versions of "Adirondack," the first of which was a wooden passenger car, and this is the car that Mal modeled. It was replaced by a steel car with the same name in 1914 and continued in service until 1948 when it was replaced by motor transportation, probably a truck of some sort. Apparently not just people were trading in steel wheels for rubber tires.

This car spent time on the LIRR at Cold Spring Harbor where New York State had a fish hatchery.

From a photo of this car, it appears to resemble a wooden passenger car typical of the time with five single windows at both ends of the car and separated by a small door of about three feet in width in the middle of the car but slightly off-center. It's also a truss-rod car with six-wheel trucks. This car apparently had no number and was built by the Gilbert Car Company in 1890. It has a classic clerestory or railroad-style roof that tapers at each end of the car. An interesting feature of the car is that while it is an open-end car with vestibules at both ends, only one end has the traditional vestibule and steps while the other end has the platform but without the steps.

Mal, a superb modeler and BIG NYO&W fan modeled this car and wrote about it. He obtained the measurements by scanning and studying a photo of the car taken at a fish hatchery on Long Island by means of Photoshop Elements. Mal braved ahead and decided to make his own sides for the car. Since the car needs 20 small single windows—ten per side—Mal used Tichy 18" Work Car Windows and Evergreen scribed passenger car siding material.

At this point it might work out well to kitbash a passenger car and purchase an existing old-style passenger car and remove the sides, substituting new sides of "Adirondack" constructed by oneself. The 'new' sides could be simply attached to the existing car, perhaps one of the recent old-style wooden passenger cars brought out by Athearn. Of course, six-wheel trucks have to be added after the four-wheel trucks are removed.

One way to add the windows is to cut the holes out and gradually open the window holes large enough for the Tichy windows to fit in and then insert them with small amounts of glue.

Another way is to use a Northwest Shortline's chopper to make the cuts for the windows, insert the window and place a small part of what was cut off the top of the window to frame it. When all the windows are done, a letterboard of styrene must be added at the top of the car by the roof.

And many thanks to Mal Houck and Ed Koehler for their assistance in the preparation of this feature. Thanks, guys!

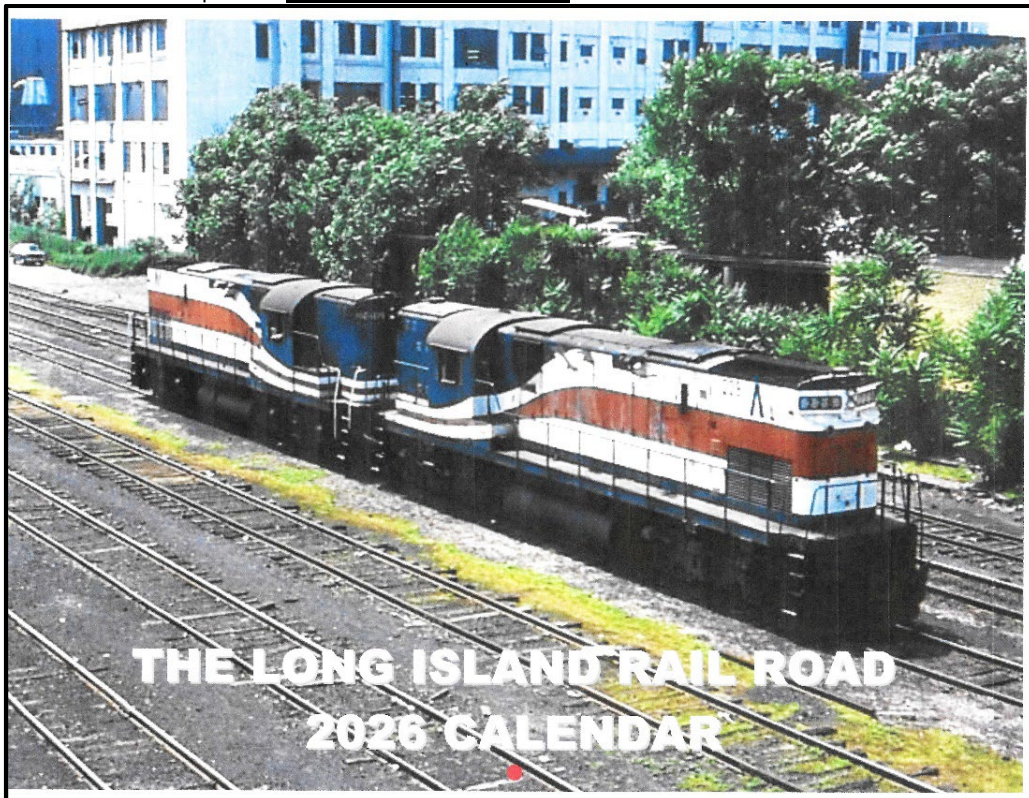
Chapter Doings



Your Chapter staffed a table during Railroad Days at the Railroad Museum of Long Island Riverhead site on August 23 and 24, 2025. On Saturday, August 23 Chapter Secretary Christine Quigley (above left) represented us; she was joined by President Ed Koehler and Treasurer Alan Mark during the day. On Sunday the table was covered by Board Member Bob Cecere and Vice President Robert Myers. President Ed Koehler was also there until 1:30 PM on Sunday. We sold some books, signed up a new member and generally had a good time.

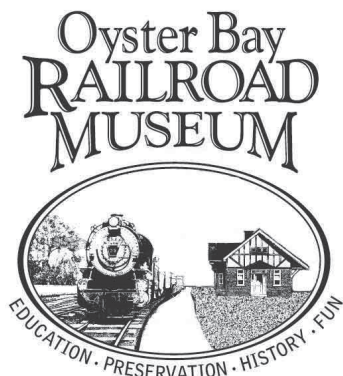
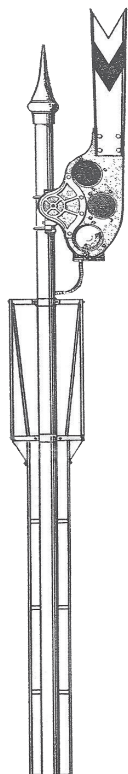
President John Speece of the Oyster Bay Railroad Museum has invited us to have a table at an event on September 20, 2025. (At the time of this writing [8/27/2025] there appears to be no mention of it on their website OBRM.Org.) Chapter Secretary Chris Quigley will be staffing your table that day, she is in need of assistance so if you want to volunteer send Ed Koehler an email at EdwardMKoehler@NYC.RR.COM. The hours will probably be 12:00 PM to 4:00 PM

Have you heard? The Chapter's **2026 LIRR CALENDAR** is available!



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National Railway Historical Society
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We remind you to renew your dues.



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