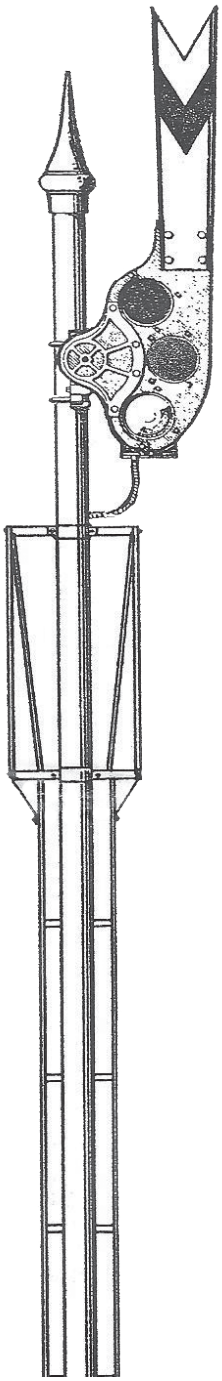
SEMAPHORE

Celebrating 60 Years Service to the Long Island Rail Enthusiast Community

October 2026





Our presenter taking a break on Sperry Rail Services 123

Friday, November 20, 2026: The November membership meeting of the Long Island Sunrise Trail Chapter will be held at 600 Albin Avenue, West Babylon, New York at 8:00 PM eastern. The presentation this evening will be given by John Titterton via Zoom®. This presentation is entitled "STOOGE" and is a 75 minute presentation describing Mr. John Titterton, our Presenter's firsthand experience working on board three Sperry Rail Service detector cars between April and September 1978 as entry level Assistant Operator. For full information please see page 2 of this edition of the SEMAPHORE.

November 27, 28 and 29, 2026: Steamtown National Historic Site will be offering multiple excursions from Scranton to Moscow on each of these days. At Moscow, passengers will be entertained by Santa Claus who will be ably assisted by members of the Lackawanna and Wyoming Valley Chapter, NRHS. For times, more information and tickets, click on this link: Train Rides - Steamtown National Historic Site (U.S. National Park Service) and scroll down to the date(s).

December 5 and 6, 2026 at 11:30 AM - 3:00 PM: Open house with Santa Claus at the Riverhead site of the Railroad Museum of Long Island. See RMLI's website at Welcome! | Railroad Museum of Long Island for more information.

December 12 and 13, 2026 at 10:30 AM - 2:00 PM: Open house with Santa Claus at the Greenport site of the Railroad Museum of Long Island. See RMLI's website at Welcome! | Railroad Museum of Long Island for more information.

We are currently unaware of any holiday related events at the Oyster Bay Railroad Museum, the preserved Wantagh Railroad Station, the Lindenhurst Station Museum or the Long Island Live Steamers. Please check these organization's social media for any information.

December 19, 2026 at 7:00 PM: (*Please note the earlier time*.) In lieu of our usual membership meeting your Chapter will be visiting the Old Town Railroad located on the second floor of the Old Babylon Town Hall Museum located at 47 West Main Street, Babylon, New York. This building is ADA accessible and there is a parking lot to the rear. More information will appear in next month's SEMAPHORE. There will be no ZOOM® broadcast of this meeting.

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

NOVEMBER MEMBERSHIP MEETING LOG IN INFORMATION

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. Questions? Send an email to EdwardMKoehler@NYC.RR.COM by 3:00 PM of the meeting date.

The November membership meeting of the Long Island Sunrise Trail Chapter NRHS will take place at

8:00 PM on Friday, November 20, 2026
The Van Bourgondien House
600 Albin Avenue, West Babylon, New York, 11704

"**STOOGE**" is an 80-minute Zoom® presentation describing Mr. John Titterton's firsthand experience working on board three Sperry Rail Service detector cars between April and September 1978 as an entry level Assistant Operator.

This presentation includes three hundred images taken by Mr. Titterton, video and audio segments covering testing 8,345 rail miles across eight states, five Canadian provinces and a Canadian territory, on eight railroads with on the job views of rail operations on early Conrail, CV, B&M, CN, N&W, Northern Alberta Railways, Great Slave Lake Railway, British Columbia Railway, early Amtrak and VIA, and at the Sperry shops in Danbury, Connecticut. This presentation will touch upon rail testing technology, hiring, training and compensation of Sperry personnel, daily life aboard a Sperry car, how the Sperry fleet was staffed and deployed across the North American rail network along with side adventures, amusing stories, hitching cabooses rides on off days, misadventures and history of rail lines and territories traversed. Our presenter has over 30 years railroad experience working for Burlington Northern and Conrail, Sperry Rail Service, several short lines including three he founded, is a 50 plus year member of Project 1225 that returned steam locomotive Pere Marquette 1225 to operation and serves on the Board of Directors of Steam Railroading Institute, owner of 1225.

Friday, November 20 at 8:00 PM eastern, **7:00 PM** central: The November Membership meeting of the Long Island Sunrise Trail Chapter, National Railway Historical Society will feature a presentation by Mr. John Titterton.
To attend your November LIST-NRHS Membership Meeting remotely, please click this link:
https://us06web.zoom.us/j/83312101090?pwd=gaICjjOh7ibYHF8GhVdzyLwSd14nLM.1
Meeting ID: 833 1210 1090 Passcode: 519297

While you are in the Zoom® meeting, out of respect to the presenter, you are requested to mute your microphones during this or any presentation.

- * * * -

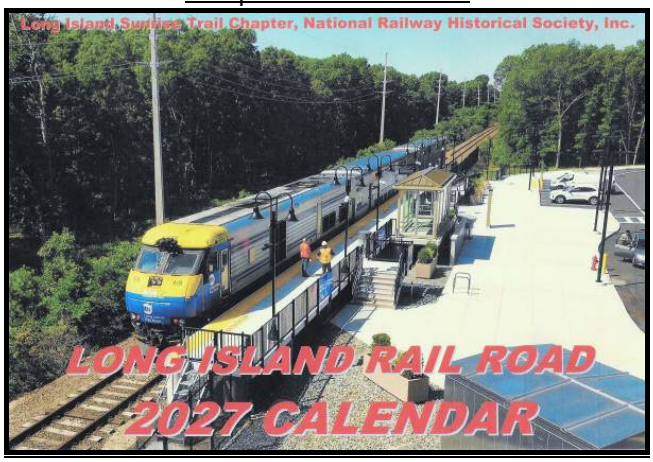
About 15 minutes before the scheduled time on the date of the event you can connect to the meeting by entering the link shown in your computer's search engine (Bing, Google, Yahoo, etc.) and hit enter. You can also enter this meeting by just 'clicking on the link' if it is displayed in underlined blue on your computer screen. 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 will end up staring at a blank screen. ***You must use your first and last name in the Zoom® meeting.***

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

LIST PUBLICATIONS ORDER FORM

The following price list is for LIST members only!!!

Chapter Publications



#_____	**LIRR 2027 Calendar** - ***Just Released!!!***	@$8 each	Total _____
#_____	LIRR 2026 Calendar – Clearance Price!!!	@$5 each	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 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 _____

Remaining Arcadia Publications in Stock

#_____	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 Dave Morrison	@$18 each	Total _____**
#_____	LIRR Port Jefferson Branch by Dave Morrison	@$18 each	Total _____**
#_____	LIRR Port Washington Branch Dave Morrison	@$18 each	Total _____**
#_____	LIRR Stations by Dave Morrison	@$18 each	Total _____**

Remaining Morning Sun Publications

#_____	The Long Island Rail Road, in Color Vol. 2	@$48 each	Total _____**

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

Shipping for one calendar is $4.00, $5.00 for two calendars. Shipping for 1 book is $5. Shipping for both of Bob Sturm's books is $15. Shipping for other extra books or calendars, please email Chapter Secretary Christine Quigley (CSQuigley@optonline.net) for the shipping costs. *NY State Residents add 8.76% sales tax to the total of the merchandise AND the shipping.*

Book orders should be sent to LIST-NRHS; Post Office Box 507; Babylon, New York, 11702-0507.

YOUR CHAPTER VISITS THE LONG ISLAND LIVE STEAMERS!

On October 3, 2026 the Long Island Sunrise Trail Chapter NRHS visited the grounds of the Long Island Live Steamers (LILS) in Southaven County Park in Yaphank. The weather was good, and the LILS had a good number of locomotives running on both their elevated railroad (known as the High Line) for 3/4" and 1" scale trains with more than 1250' track and a 4600' right of way for 1 1/2" scale trains (known as our Ground Line). Miniature train rides were had by all! We thank LILS President Keith Denton and his members for hosting the Chapter; it was agreed that we will get together again next summer.



(Above) A montage of LIST members riding the trains



(Above) Two of the locomotives at the LILS were quite interesting to your reporter. **(Left)** On the High Line the representation of LIRR first 401 (an Alco-GE-IR boxcab of 1926) was running. **(Right)** In the steaming up bays was this large scale model of LIRR DD-1 350.

Do join us for our next visit; it is just a fun time to be had!

CHAPTER DOINGS

Please look at the material contained on the other pages in this issue of the SEMAPHORE. Many are based on member contributions. If you have something appropriate to add, the December newsletter closes on November 27, 2026 (Black Friday!). Send your contribution(s) by that date to EdwardMKoehler@NYC.RR.COM in a Microsoft Word® compatible format.

We thank Board Member Mike Boland for attempting to give a presentation at our October meeting, unfortunately, while he was able to connect to Zoom®, he was not able to share his presentation. Those in attendance were able to see shared presentation earlier during the meeting so we are at a loss as to what happened. Perhaps it was some form of an Apple versus Zoom® compatibility issue.

LIST Member and a member of the RMLI Archivist team, Michael McEnaney was hit by an automobile as he was crossing Veteran's Highway in the vicinity of Old Nichol's Road, quickly succumbing to his injuries. This happened around 6:35 PM on October 19, 2026. He is survived by a sister. May Mike rest in peace. May his family and friends find solace and comfort in the future. At the time that this went to press, there was no further information.

We offer condolences to member Tabb Carter who lost his mother in October. May she rest in peace. May her family, friends and acquaintances find peace and solace in the future.

We get email:

Mr. Koehler, We had an amazing day at LILS! Nicholas absolutely loved it, and everyone was so wonderful and welcoming to us. He really got to ride all the steam engines, which made the day so special for him - memorable experience and (we) look forward to returning again soon.

Regards, Sorin and Nicholas Vatavu, Queens, NY

Future Trips and Events in the Planning Stage:

Circa April 2027 – Amtrak Acela to Baltimore, visit to the B&O Railroad Museum and return. Possibly we could fit the Baltimore Trolley Museum into the days schedule?

Late June or July 2027 – Return visit to the Long Island Live Steamers. It's just plain fun!

Open Date – LIRR Ronkonkoma to Greenport, visit to RMLI Greenport. (Some members will drive to Greenport). Transfer to the Greenport Express for a ride and then to RMLI Riverhead, those taking the train will board at Riverhead for their return to Ronkonkoma.

Yes, some of these repeat itineraries that we used in the 1970's' and more recently; others involve visits to our fellow Long Island rail attractions. We are always open to other ideas, but the proposal should come with the offer to help work on organizing the trip.

Believe it or not, we are working on our meeting entertainment schedule for January to June 2027! If you have something to offer or can recommend someone to us, please contact President Ed Koehler at EdwardMKoehler@NYC.RR.COM. Thanks for helping with your chapter.

Speaking of 2027, the Chapter's next Annual Meeting and Elections are scheduled to take place on the evening of Friday, June 18, 2025. All five officer positions are up for election along with two seats on the Board of Directors. Potential candidates must be Chapter members and be ready to work for your organization. In addition, any candidate for President or National Director/Representative must be members of the parent National Railway Historical Society as they serve as our Chapter's representatives at National meetings. The President is also responsible for organizing meetings, serving as a major component of the newsletter editorial team and is Chairman of the Board. Interested in running? Contact Neil Feldman at nneilef@gmail.com.

LONG ISLAND RAIL ROAD (and thereabouts) HAPPENINGS

On September 28, 2026 the Gateway Tunnel project moved forward with the launch of a tunnel boring machine under the New Jersey Palisades from North Bergen, New Jersey. New York Governor Kathy Hochul and New Jersey Governor Mikis Sherril were present at the ceremony and both spoke of about the project. A second tunnel boring machine will be launched in the near future. These two boring machines will only be working on the section of the two tunnels under the Palisades escarpment; they are due to be replaced with two other similar machines when the stretch of the tunnels under the Hudson Riverbed is undertaken. We remind our readers that the original Pennsylvania Tunnel and Terminal Company plans called for four tunnels under the Hudson River, but with an eye to costs, the Pennsylvania Railroad only built the current in operation two and reserved construction on the tubes 3 and 4 until rail traffic into Penn Station, New York built up to a level that called for their construction. Completion of this project is currently set to occur in 2034.

Still with the Pennsylvania Tunnel and Terminal Company area, the new Portal Bridge over the Hackensack River is in the news again. Beginning on October 9, 2026 Amtrak will annul twenty regularly scheduled trains on the North East Corridor to allow its crews to cut over the second and last track from the 112 year old original Portal Bridge to the new Portal Bridge. This involves trackage adjustments, catenary adjustments and signal changes. Amtrak will also take advantage of this reduced schedule to perform several other projects on both the North East and Keystone Corridors. This trackage is also used extensively by New Jersey Transit, and their schedule reductions begin on October 11, 2026 with forty-six trains being taken out of the timetable. This project is expected to last for five weeks and mirrors the cutover of last Spring when the first track was cutover to the new bridge over the Hackensack River in Kearny, New Jersey. It is hoped that all will be done and the new route will be settled in for the Thanksgiving weekend travel crush.

During the period that the Portal Bridge work detailed above is in progress Amtrak will be closing the 1st Street Tunnel in Washington, DC for a complete renewal of the tracks and switches in **A Interlocking** and tracks in the tunnel. This tunnel carries an extension of the lower level tracks (Tracks 22 through 29) of Washington Union Station; this tunnel goes under Capital Hill with the double tracks that emerge at its south end eventually reaching the bridge over the Potomac River to continue their journey south. The tunnel is used by Amtrak trains heading for southern destinations and VREX commuter trains. During the closure period motor coaches will be used to transport passengers between Washington Union Station and Alexandria. It is curious that the reduction of service due to the Portal work does not include any through trains but those passengers will now have an interruption to their travels in the Nation's Capital during this period.

- * * * -

Former Long Island Rail Road 'ping' coach 7109 has a new home! Member Tim Darnell reports that the car, which is now owned by Mike Bast, who is president of the Allentown and Auburn Railroad in Kutztown, Pennsylvania has acquired the venerable arch roof P54D coach which had been built as the second 109 for the LIRR by American Car and Foundry in August 22, 1927. After leaving Long Island, the car served on the Vermont Bicentennial Train and then went to the Knox and Kane in western Pennsylvania. It has been painted in a Coudersport and Port Allegheny Railroad scheme. It arrived at the Allentown and Auburn circa late September 2026.

- * * * -

A static recreation of the B&O's "John Bull" has been on display in Kennedy Park in Hicksville since May 17, 2008. The Town of Oyster Bay in May 2026 announced a restoration of this exhibit piece.

THE LONG ISLAND RAIL ROAD MODELER BY MIKE BOLAND
THIS MONTH'S FEATURE: TONY THOMPSON AND HIS INCREDIBLE BLOG MODELING THE SP

Tony Thompson is a giant figure in model railroading. He models the Southern Pacific in 1953 and is one fabulous modeler. But even more so, he shares his insights in the SP, prototype railroading and model railroading in one of the very best blogs he writes on a monthly basis. Naturally, his blog is called "Modeling the SP" and is available free on the Internet. I've been a regular reader of it for some time and have had the good fortune to attend several of his great clinics that he offers on a regular basis at a number of Railroad Prototype Modelers Meets at Lisle-Chicagoland, Proto Rails-Cocoa Beach, and other meets throughout the year. I've also had the pleasure to provide "wheels" for him and accompany him to dinner in order to get to know him; he's a fantastic and interesting individual.

I highly recommend reading his blogs on a regular basis because they are informative and cover just about everything in the model railroading world. This includes new products, prototype operations and all kinds of subjects that are of interest to all model railroaders. Tony has been a long-time SP modeler in HO scale and a California native. He's interested in SP history and has written magazine articles and books on the subject. He also wrote a modeling column in the SP Historical and Technical Society's magazine, "TRAINLINE," for 25 years, and served five years as the Society's President. He retired from a career in university teaching and research, as a materials scientist interested in mechanical properties of materials. Tony was also a partner in Signature Press book publishing, a firm that specialized in railroad books.

Some of the very interesting blogs he has written have been entitled: Choosing a model car fleet of SP boxcars, Choosing a model car fleet, Part 12: Boxcars, Proportions of a freight car fleet, Modeling freight traffic: Coast Line, 1953-Part 7, Modeling a PFE fleet, Appearance of PFE reefers, Choosing a model car fleet, and the titles just go on and on.

If you are a serious model railroader, then you want to read Tony's blog to make your pike more realistic. Tony has a keen insight into the world of railroading and the fact that he's more than willing to post and share his thoughts and insights is a blessing for all of us.

Tony doesn't strictly write about his beloved SP in 1953 but covers everything. For example, he has spent much time writing about PRR rolling stock. Until the Penn Central merger in 1968, the PRR had the biggest freight car fleet of any U. S. railroad. But what does this mean to a model railroader? It means that your layout or pike should have a representative sampling of all cars PRR. And within the PRR fleet of freight cars, what cars are we specifically talking about? Tony's blogs provide all the information you need to accurately have a PRR fleet of cars on your layout. He'll even explain about what kinds of PRR boxcars you need to have on your layout. In this case, from the 1920's until the PC merger in 1968, the kind of boxcar you need to have on your layout is the celebrated and famous X29 boxcar with over 29,000 in service.

Tony even writes about weathering and how to weather specific types of freight cars. He writes about having a "right-sized" freight car fleet and this man knows what he is talking about. He's always upgrading and improving his layout while even taking the time to write about the newest models coming out in HO scale, particularly if they're for his beloved SP, and he doesn't spare a critical eye when reviewing them.

If you are fortunate enough to attend one of his clinics, by all means do so and his previous blogs can be called up and printed off his website. Until next time, HAPPY THANKSGIVING and happy modeling!

A GUIDE TO LONG ISLAND RAIL ROAD ROLLING STOCK
Part 1A
Edward M. Koehler

It seemed like a good idea that we should take a few pages over the next few issues of the SEMAPHORE to focus on the current rolling stock of the Long Island Rail Road. I decided that a write up of each type of equipment would be the best way to go. This is partially based on the old British tradition of 'trainspotting'.



EMD SW1001

The Electromotive Division (EMD) of General Motors constructed eight of these 1000 horsepower B-B trucked locomotives for the Long Island Rail Road in March 1977 under order number 766042. Numbers 100, 102 to 107 were the fourth locomotives to use these numbers, the 101 was the third; all were painted in a dark blue with a white striped paint scheme. These locomotives lacked multiple unit equipment and automatic speed control (ASC) when they were built. These locomotives have a 645E (8 cylinder) 1000 horsepower prime mover coupled to an EMD D36 main generator supplying four D77 traction motors. These eight locomotives were intended to handle switching in the Richmond Hill/Jamaica yard complex, the Long Island City passenger yard and some local freights out of the Fresh Pond yard. Locomotives 101 and 105 were modified with an M-1 style multiple unit brake stand in the cab and an M-1 style coupler at the cab end to work as a 'protect' engine at **HAROLD** interlocking in November 1978; for this duty they were coupled nose to nose; these two locomotives remained in the blue and white paint scheme. The 101 and 105 were removed from his assignment circa October 1992. Locomotives 102 and 104 were modified with an M-1 style multiple unit brake stand in the cab, an M-1 style coupler at the cab end, and multiple unit equipment to work as 'protect power' at **HAROLD** interlocking coupled nose to nose in October 1992; for this duty the received a gray and orange paint scheme and 'Dashing Dan' decals. The 'protect' engine assignment at **HAROLD** is believed to have ceased circa late 1999. During the period that the Long Island Rail Road had the 'Engineer of the Year' program, the 102 was named "*Lawrence C. Verdilago*"; the 104 as the "*Levi P. Brown*"; additionally, the 103 was named "*Robert B. Dunnet*" after a long time Long Island Rail Road yardmaster[1]. During 1997 the Metropolitan Transportation Authority gave the New York and Atlantic Railway (NYAR) the franchise to operate freight service on the Long Island Rail Road. This resulted in the 101, 105, and 106 being leased to the NYAR as of May 11, 1997, retaining the same road numbers but being repainted in a dark green and white paint scheme. The 105 and 106 were returned to the LIRR in a gray and orange paint scheme in the middle of 2016. The 101 was returned to the Long Island Rail Road in June 2025 and was repainted in its delivery paint scheme as a Heritage unit (see the picture above). We believe that the 102 to 105, and the 107 are currently painted in the post circa 1999 MTA light blue, yellow and silver paint scheme. The 106 is not in service.



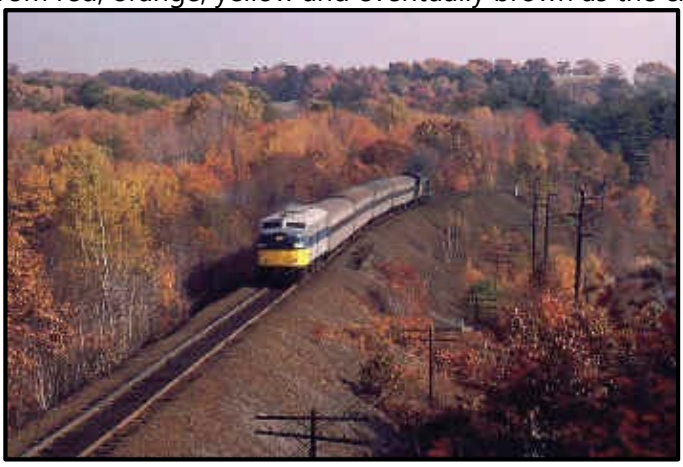
We sincerely thank Amy Louks, Business Manager of the New York and Atlantic and the staff of the NY&A for reviewing this and next three articles and suggesting betterments to them.

[1] Mr. Dunnet served as the Treasurer of the Long Island Sunrise Trail Chapter, NRHS in the late 1960's.

LONG ISLAND RAIL ROAD *"EXTRA"*

FALL FOLIAGE – by Steven Lynch

Every Autumn, with cooler days and longer nights, the LIRR ROW presents us with a plethora of colors ranging from red, orange, yellow and eventually brown as the chlorophyll in the leaves break down.



LIRR 610 at the head of an westbound push-pull train in November, 1972 at Mill Neck



LIRR 152 MOW work eastbound at Heckscher Parkway overpass Great River 10/28/1999 Photo: William Skeats



An M7 train descends westbound towards Cold Spring Harbor Station - 10/25/2008. Photo: Mike McDermet



DM30AC #500 pulls a string of bi-level coaches westbound through Pinelawn, NY in October, 2011. George Povall photo, Dave Keller archive

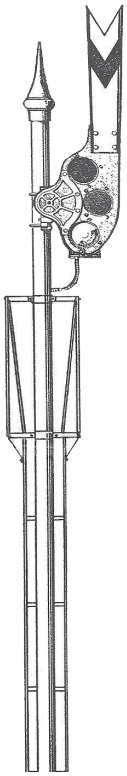


Shu Swamp, Beaver Lake, Mill Neck - DE30AC #406 trees westbound 11/07/2021 Photo/Archive: Joe Stroppel



M3s heading west passing vibrantly colored lining the tracks at Pinelawn. 10/19/2022. Photo/Archive: Thomas Farmer

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



Oyster Bay RAILROAD MUSEUM
EDUCATION · PRESERVATION · HISTORY · FUN

LONG ISLAND LIVE STEAMERS, INC.
1966

1901 RESTORED LONG ISLAND RAIL ROAD
DEPOT & FREIGHT HOUSE MUSEUM OF LINDENHURST

RAILROAD MUSEUM OF LONG ISLAND
1990 – 30TH ANNIVERSARY – 2020

Our Thirty-fourth Year!
www.rmli.org

Please support your local railroad museums!