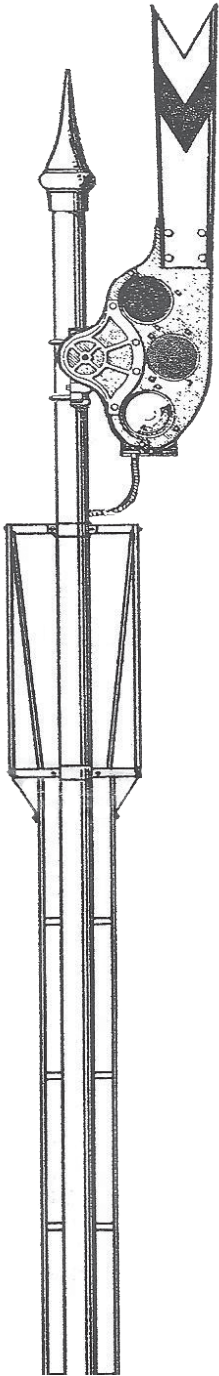




SEMAPHORE



October 2025



See Page 2 for full information on our October membership meeting which will be held on October 17, 2025, at 8:00 PM eastern time. 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® for our out of town members; again, see page 2 of this newsletter.

We congratulate John Rooney on his commitment to the National Railway Historical Society, he has been awarded a certificate and pin marking twenty-five years of membership.

October 25, 2025: Robert Grant, the Chapter Trip Committee has arranged a visit to **SONO** Tower on this date; send him an email at gorailroading2018@aol.com for the full particulars or see the fact sheet about this trip. If you are a died in the wool New Haven enthusiast, it is **Signal Station 44**, the name '**SONO**' was applied by the Penn Central. An additional excursion to Atlantic City via New Jersey Transit is also in the works ('Not Quite the Nellie Bly').

November 28, 29, and 30, 2025: Steamtown National Historic Site will be running the Moscow Holiday Express at 11:00 AM each day to see Santa Claus at the Moscow, Pennsylvania freighthouse. The Moscow station complex is operated by the Lackawanna and Wyoming Valley Chapter, NRHS. Tickets are \$25.00 for each adult (there are a range of prices) and can only be purchased on this webpage: Moscow Holiday Express 11/28, 11/29, 11/30, Steamtown National Historic Site Tickets - Recreation.gov. (And yes, that is LIST-NRHS President Ed Koehler on the extreme left of the picture on the National Park Service's webpage.) And for the rail fans? The Delaware Lackawanna who provides the power for these trains now has an Alco PA passenger diesel in its fleet.

April 23, 2026: The Long Island Sunrise Trail Chapter NRHS will be sixty years old on this date. We are looking for someone to write a brief history of the chapter's sixty years for a planned journal. Contact President Koehler at EdwardMKoehler@NYC.RR.COM or see him at the meeting.

**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 OCTOBER 2025 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.

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

8:00 PM on Friday October 17, 2025
The Van Bourgondien House
600 Albin Avenue, West Babylon, New York, 11704

Friday, October 17, 2025, at 8:00 PM eastern, 7:00 PM central: The October 2025 Membership Meeting of the Long Island Sunrise Trail Chapter NRHS will be held in the Van Bourgondien house, 600 Albin Avenue, West Babylon, New York. After a short business session, we will be presenting Joseph Stroppel with a show on Long Island Rail Road photography. Mr. Stroppel's material brings photography into the realm of art. 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. Please make every effort to attend. If you are out of town, feel free to attend via Zoom® by clicking this link:

<https://us02web.zoom.us/j/83863275301?pwd=NGdg19Qmnvmzkb5cwRF0D9U4fym20r.1>

Meeting ID: 838 6327 5301 Passcode: 158655

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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 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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THE FINAL DAYS OF LIRR HALL TOWER

Stephen Williams

Another legendary sentinel of railroad history is about to disappear as the Long Island Railroad plans to raze its historic 112-year-old **HALL** interlocking switch tower. Due to a progressively weakening foundation condition, the tower is beginning to lean, reminiscent of another LIRR tower, **PD** tower in Patchogue. Built in 1913 as part of the larger Jamaica Station grade elimination project, **HALL** Tower stood as the formidable guardian over the east end of the Jamaica complex for over a century. Its initial designation was **JE** for Jamaica East.



HALL Tower was one of three important control centers overseeing vital train movements in the greater Jamaica switch complex. Along with **JAY** and **DUNTON** towers, **HALL** Tower was a faithful symbol of safe rail travel for generations of commuters. For decades **HALL** Tower stood as one of the tallest structures in the greater Jamaica, Queens area. Along with the five story Jamaica station, neighboring Montgomery Ward warehouse and the Brooklyn Union Gas storage tanks, **HALL** Tower stood tall over a rapidly growing Jamaica commercial district. **HALL** Tower received its name from the nearby Union Hall Street commercial shopping district that comprised many classy family-oriented department stores.

During its 112 year history, **HALL** Tower witnessed an endless parade of LIRR trains pulled by every type of motive power march past its bay window perch. From steam powered trains headed up by K4s, G5s and H10s locomotives, to the first-generation Fairbanks-Morse, Baldwin and Alco power to the middle generation Alco Century and EMD models and current EMD DE / DM rosters. Plus, a host of first-generation multiple unit electric cars such as the early Gibbs cars and legendary MP series MUs, to the Budd RDCs and M-1 / -3 EMUs and current M-7 / -9 series cars. Even the PRR styled DD-1 units were daily visitors. So much history has rolled under its watchful eyes. During its heyday the Tower would have been manned by two Train Directors (one eastbound and one westbound) and two levermen.



Time and decades of steam cinders, diesel soot and railroad signal technology have finally caught up with **HALL** Tower. Its track boards and 83 lever United Switch and Signal Model 14 electro-pneumatic machine have been updated several times to keep pace with increased ridership and new traffic patterns. **HALL** Tower was finally decommissioned in 2010, its functions assumed by the new Jamaica Control Center ('JCC') housed in Jamaica Station. Since then, the tower has only been used by local signal crews and maintenance of way personnel. Its major components and controls have long been removed, along with any remaining asbestos. Its once flamboyant sun awnings have been torn off and its windows removed, giving the building a ghostly appearance as depicted in this August 15, 2025, photo. No date has been set for its demolition but get your pictures now. The left image was taken by Stephen Williams on August 15, 2025.

LONG ISLAND RAIL ROAD HAPPENINGS



The October Consolation photograph!

Above please find an image of Long Island Rail Road Train 6716 lead by MU Engine 7366 at Nassau Boulevard station. The train is eastbound on September 20, 2025.

So why is this a consolation photograph? Well, on September 18, 2025, Chapter President Ed Koehler was in Naples, Italy on the last days of a cruise when he got an email alerting him to the fact that a fourteen car Burlington Northern Santa Fe business train. Three MP15's would be picking up the train at Fresh Pond and bringing the train to the former Garden City freight yard where it would remain during the Ryder Cup Golf event at the Bethpage Black Golf Course. (Note that the Long Island Rail Road issued a **paper** timetable for this event!) To see a view of the train in Macedon, New York, click this link: [BNSF OCS \(CSX P976\) heading East in Macedon, NY - 9/17/25 - YouTube](#).

With the train time in hand, I arranged to have a photograph it on the Hempstead Branch from the Nassau Boulevard platform. The above image is all that was captured.

What happened? On Friday evening September 19, 2025, CSX train P976 (the BNSF office car special lead by BNSF 6553 a General Electric ED44C4) approached Croton-Harmon on Metro North and found the signals set against it! It turns out that while the BNSF Engineering Department shared clearance drawings with the Long Island Rail Road, the concern was the third rail (all of the cars on the train were single level, no dome cars or high level cars). The cars in the train were cleared to operate on the LIRR. But it turned out that clearances on Metro North which has a different third rail configuration were apparently never checked so CSX P276 was returned to Selkirk Yard. Hence our consolation photograph of September 20, 2025, seen above.

Alternate plans had the train move to Hartford and then operated down the Hartford-New Haven line with Amtrak power. It eventually reached Fresh Pond where the Long Island Rail Road took over and brought the consist to the former Garden City freight yard.

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 _____
# _____	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 Calendar is \$4.00, \$5.00 for two Calendars. 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.

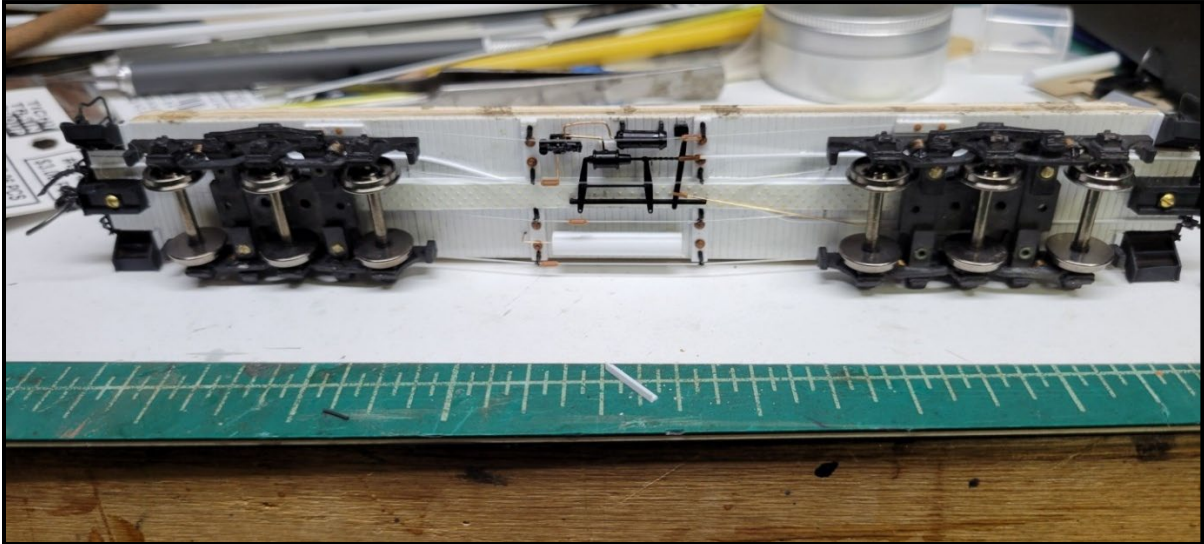
The Long Island Sunrise Trail Chapter of the National Railway Historical Society is a non-profit IRC 501 (c)(3) educational organization. The Chapter was founded in 1966 to serve the Long Island area. The SEMAPHORE is the official publication of the Chapter. Articles appearing herein do not necessarily 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 3

We conclude 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, part 2 in the September 2025 issue.



While quite ignoring the floor diagram, and not really understanding what was going on with respect to platform entry, I'd made both ends of the car as if to use passenger car steps both sides / both ends. Once realizing a stirrup step was required one side / one end, the 'well' for the passenger step had to be filled in, and the stirrup step fashioned and crafted.



The model stood up and with sides glued in place the "Adirondack" assumes its (nearly) final form with a roof made from a cut / spliced Bethlehem Car Works 'Kit-Bits' roof and Kit-Bits etched brass clerestory screens.

A technique I use in building-from-scratch, particularly when building from less than complete plans or diagrams, is to periodically 'stand-up' and take a critical view of progress to date. This will allow an opportunity to refine a detail before construction proceeds to a point where that detail cannot be refined. On the "Adirondack" the single rung step (and even prior the 'mistook' passenger car step) was removed and replaced with the 'correct' double rung step.

I learned long ago when in the midst of an antique Indian Motorcycle restoration that sometimes the quality of an initial chore is less important than how well a mistake is repaired!



Three views to the nearly completed ends of the "Adirondack".

Left A side view of the platform and stirrup step peculiarity, fashioned on the prototype to accommodate the utility closet (on the opposite side of that end), and the necessary offset to the entry door at this end; --yet another 're-do' since the single rung stirrup didn't seem to work, now with a two rung stirrup step.

Center The opposite side of the end with the stirrup step, showing the more conventional passenger car step, and the offset entry door.

Right The more conventionally configured car end; equilateral passenger car steps and centered entry door.

Concluding, I have to say that thus far, in revisiting styrene construction after so much recent locomotive construction in cutting / machining / fabricating / soldering brass components has been immensely gratifying, and an impetus to gather up some furloughed and unfinished projects built with styrene and complete them once and for all!



The completed model of the "Adirondack" photographed on one of the author's dioramas. This car was also on display at the Amherst Railway Society's show at the Big 'E' Exposition Center in January 2025. It was located in the Better Living Center, Section 11, Tables A, B, and J.

SOME COLLECTED LONG ISLAND NOTES ABOUT THE "ADIRONDACK"

Contributed by the late Robert Emery, Steve Lynch, Robert Myers
And the Cold Spring Harbor Fish Hatchery

Very early on in our coverage of the "Adirondack" we speculated about where the car was loaded which led to a visit to the Cold Spring Harbor Fish Hatchery. The State of New York had closed this facility during 1980, but a non-profit group had continued to operate it since then. The State of New York now has about a dozen fish hatcheries all over the state, but none of them are on Long Island.

In 1880 when the Cold Spring Harbor Fish Hatchery was opened, it was located where it is due to the adjacent Saint John's Pond which was praised for its pure water. This water was tapped to supply the fish hatchery when it was opened. At the time, Cold Spring Harbor was the only hatchery in the state providing trout to the rest of New York.

Saint John's Pond had another function, in the winter when it froze over it was harvested for ice; there was once an icehouse on its shore although the specific location is not known to the current author. Ice was important. The hatchery would ship both fingerlings (small live trout) or trout eggs. When they were shipping trout eggs, they needed to be kept cold so having a nearby supply of ice was important. (The fingerlings needed oxygenated water, this was accomplished by the car attendant using an air pump to put air into the fish tanks on the "Adirondack".)



The next question that arose was where were the products of the fish hatchery loaded aboard the rail car? Note that from 1880 to 1890 the New York State Department of Environmental Conservation shipped their fish in ordinary railroad baggage cars, accompanied by a messenger to run the air pumps. To the **(Left)** can be seen a 1959 image of Cold Spring Harbor station from the Lightfoot collection looking east. While a new station building is present, not much has changed since the facility opened. Note that there is no public delivery (team) track or siding at this location.

There was a team track for Cold Spring Harbor, but it was not near the station. It was two grade crossings west of the station and on the north side of the Wading River branch mainline. It was then known as County Line Avenue but today it is Avery Road. Besides the public delivery track, it was also the site of the Cold Spring Harbor water tank. After 1890 when the "Adirondack" was in service, it would be positioned on this siding for the Fish Hatchery personnel to load and service it.

We are very fortunate that our late member Robert Emery wrote about handling a fish car on this siding. His writing is from the winter of 1945, so it does not involve the wood "Adirondack" that we have been talking about here but it's all steel successor that was in service from 1914 to 1948. Regardless of the car, the story would have been the same:

"Going east on Train 610 one late winter morning we had a real 'oddball' heavyweight bringing up the rear. Probably an ex Pullman Company sleeping car, the lettering over the windows read "New York State Conservation Department".¹

¹ Mr. Emery was mistaken about the heritage of this car, which was also named the "Adirondack", it had been built for the State of New York in 1914 to replace a wooden car of the same name.

Most of the windows were covered with steel sheathing and the aisle were lined with fish tanks with live baby trout swimming around in them. The car was for the New York State Fish Hatchery down near the village of Cold Spring Harbor. The trout would be transferred by truck from the car to the hatchery and in a few weeks the trout would be big enough for the State to stock many ponds, lakes, and the few rivers on Long Island with them.

At time there was a short team track just up the line to the west of the (Cold Spring Harbor) station, on the north side at County Line Road (now Avery Road). It had a lighted switch stand and electric lock on it controlled by DIVIDE Tower. We just backed it in, applied the hand brake and went on to "Port" (Jefferson), probably taking no more that ten minutes. There was an attendant on board the car also. Never again did I ever see that car on the railroad."

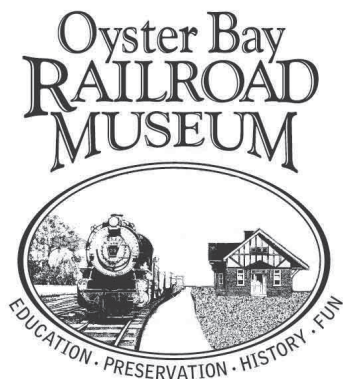
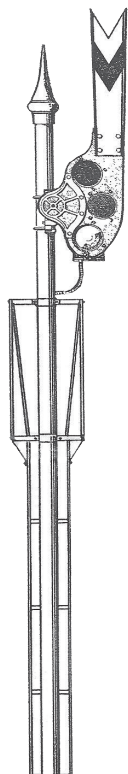
One final note, during the service life of the wooden version of this car, one of the attendants who worked on board got married. He and his new bride used the next trip of the "Adirondack" as their honeymoon!



The good of Cold Spring Harbor has featured a lot in this issue of the SEMAPHORE, but where this is good, sometimes there is bad. This image from the George Lightfoot collection shows the rerailing PRR 5406, a K4s on September 15, 1944.

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