



SEMAPHORE



December 2025

Holiday Greetings!

We are meeting in a different location this month! Bring the kids and grandkids!

8:00 PM on December 19, 2025

Babylon Old Town Hall Museum

47 West Main Street, Babylon, New York, 11704

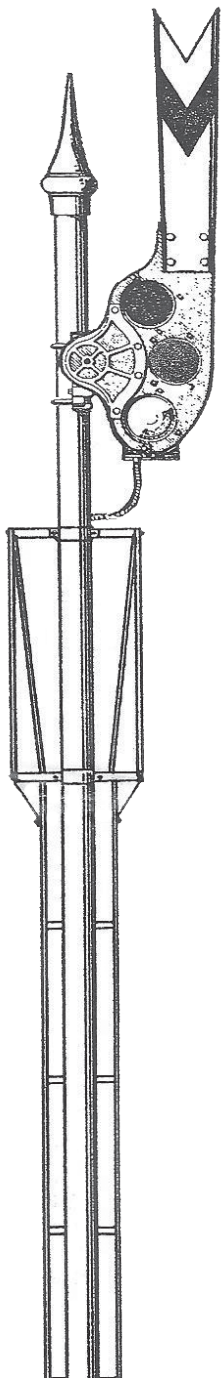
This is our annual holiday visit to the Old Town Hall Railroad display.



The Old Town Hall Museum as recreated on the Old Town Hall Railroad. Our meeting will be on the second floor of this elevator equipped building. This image is from 2024. Each of the figures shown in this view represent actual individuals important to the Old Town Hall Railroad.

To access the parking lot at the rear of this building, may we suggest going either east or west on Grove Place (extends from Carll Avenue to Deer Park Avenue), turning south onto Mansfield Road and continuing into Cottage Row which will put you into the parking lot which does not have access from Montauk Highway. Remember to bring the family.

It's that time of year again! Thanksgiving has passed and Christmas is coming! It is also the renewal season for your membership in the Long Island Sunrise Trail Chapter NRHS! See page 3 of this issue of the **SEMAPHORE** for your renewal form. If you have a National membership that needs renewal, or wish to join the National organization, visit their website using this link: <https://secure.nrhs.com/forms/join-and-renew>.



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



LOG IN INFORMATION FOR THE DECEMBER 2025 MEMBERSHIP MEETING

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.

8:00 PM on December 19, 2025
Babylon Old Town Hall Museum
47 West Main Street, Babylon, New York, 11704

This is our annual holiday visit to the Old Town Hall Railroad display.



Our usual meeting location, the Van Bourgondien House as portrayed on the 2023 Old Town Hall Railroad.

Friday, December 19, 2025 at 8:00 PM eastern, **7:00 PM** central: The December Membership meeting of the Long Island Sunrise Trail Chapter, National Railway Historical Society at the Old Town Hall Museum; 47 West Main Street; Babylon, New York, 11702. We continue with our annual holiday of a visit to the Old Town Hall Railroad. We will be broadcasting the administrative part of the meeting followed by our usual attempt to show a tour of the layout. The broadcast of the layout has traditionally been done by Ed Koehler but as he will be about 3 weeks removed from knee replacement surgery there might be some difficulty.

To attend the LIST-NRHS Membership Meeting, please click this link:

<https://us06web.zoom.us/j/81530213760?pwd=83lh15LhWknxZeuPxqv6LxJrmEpNvM.1>

Meeting ID: 815 3021 3760 Passcode: 369405

We look forward to welcoming both in-person attendees and those joining us online for this festive occasion. Please arrive early to allow time for parking and to explore the museum exhibits before the meeting begins.

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

If you have any questions, please email your Chapter President Edward Koehler at EdwardMKoehler@NYC.RR.COM but remember Email service ends at 3:00 PM on the meeting date.

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**LONG ISLAND SUNRISE TRAIL
CHAPTER
NATIONAL RAILWAY HISTORICAL
SOCIETY**

Founded in 1966



2026 CHAPTER MEMBERSHIP DUES NOTICE

The annual dues for the year 2026 for the Chapter are now due and payable by January 1, 2026.

The annual dues for membership in the Long Island Sunrise Trail Chapter are	\$20.00
The annual dues for a family member in the Long Island Sunrise Chapter are	\$ 1.00

We would like to remind you that your Chapter is recognized by the Internal Revenue Service as an IRC 501(c)(3) charitable organization, which means donations to this Chapter are tax deductible to the extent of tax regulations.

Total Dues Amount Enclosed	\$ _____
Donation	\$ _____
 Total Remittance	 \$ _____

Please return your payment and your remittance to:

**Alan Mark, Treasurer
Long Island Sunrise Trail Chapter NRHS
111 Greenbelt Parkway
Holbrook, New York, 11741-4439**

Do not use this mailing address for any payment other than dues renewals. Do not send your dues to the Babylon Post Office Box. Thank you!

☐ **Renewal** ☐ **New Member**

Name of member _____

Name of family member (if there is a family member) _____

Street, City, State and Zip Code _____

Telephone (_____) _____

Email address _____

Please provide your email address, while the SEMAPHORE will continue to be distributed by mail, we regularly send additional items via email.

We need your mailing address to make sure our SEMAPHORE mailing labels are correct.

Please note that dues for the National organization are separately payable and you should have already received an email notice for their payment. To join or renew your **National** membership, click this link: [Join and Renew](#).

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 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. 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.

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

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.

MORE J.J. EARL from the TRAINS ARE FUN WEBSITE

Via Stephen Lynch

The MA13 or the Swamp Job

In 1960 I owned the MA13 or the Swamp Job as it was called, because of its switching the Corona Meadows Yard. This was the last remnant of the Whitestone Branch, and it serviced a scrap dealer as well as Empire Millwork and a company that took covered hoppers of plastic pellets.

A team yard also served several customers, and off of the number 1 main, Con Edison had a yard where flat cars laden with poles were taken. On the south side, where Shea Stadium¹ is today, A&P had a bakery where Jane Parker baked goods were made². Plastic toys were made by Emenee in a building between the switching lead and the number 2 main, a carload of coal was taken at a coal yard off the same lead.

The MA13 shoved out of Yard A up the westbound Montauk Cutoff as far as the Mainline Cutoff and then reversed down through **F, HAROLD** and on to **WIN** interlockings. The Winfield team yard was switched and then on to the Port Washington branch.

I don't remember the name of the consignee, but it was always referred to as 'Durkee's old siding'. This siding was double ended near old Elmhurst station. Hand thrown cross-over switches, known as United Nation crossovers got us into Corona Yard. At the time, the remnants of the former United Nation's station were lying there in derelict form³.

A coal siding was served off mainline number 1 at Elmhurst on our way back west. In 1960, MA13 territory ended at Flushing and a road job, L40, did the work east of there. Not much to do and it was a sweet job for the extra man who wanted to get finished early to hit a day job the next day.

I worked the MA13 again a few years later (circa 1964) when the MA13 territory had been extended to Port Washington. The team yard at Bayside took a box car of doodads for someone who ran a flea market or something like that.

North Shore Mason took carloads of mason material and brick at Plandome or Manhasset off of mainline number 1 and of course there was the lumber yard at Port Washington. That gate at the Port Washington lumber yard was the undoing of many a multiple unit drill conductor on the midnight yard job, but that's another story altogether.

J.J. Earl

¹ (Editor's note) For our younger members, Shea Stadium was just west of the present Citifield.

² (Editor's note) This bakery would later bedevil Robert Moses. When he established the grounds for the 1963-1964 World's Fair this building ended up overlooking the fairgrounds. The A&P folks then erected a sign on it advertising their stores. This upset Mr. Moses to the point where he proposed setting up a line of balloons to block off the sign from the Fair goers. He was thwarted (a rare event!) when it was pointed out that the balloons would be considered an interference with flights going in and out of LaGuardia Airport.

³ (Editor's note) After World War II and the establishment of the United Nations, the 1939 New York City Pavilion (still standing in 2025) was used as a temporary home for the United Nations general council until the newly constructed building in Manhattan was ready. The Long Island Rail Road re-opened the 1939-1940 World's Fair station as 'United Nations' while the council was meeting in Flushing Park.

J.J. Earl's notes on the Port Washington Branch freights continues with a tabulation of the industrial sidings along the line from a Conductor's report in 1914 and from Bob Emery's map dated 1958. In an attempt to make his listings more relevant, we are putting them onto a composite employees timetable.

LONG ISLAND RAIL ROAD PORT WASHINGTON BRANCH COMPOSITE EMPLOYEES TIMETABLE			
EMPLOYEES TIMETABLE NUMBER 81 May 14, 1916 Distance from Penn Station	EMPLOYEES TIMETABLE Number 11 June 15, 1939 Distance from Penn Station ⁴	EMPLOYEES TIMETABLE Number 5 June 9, 1986 Distance from Penn Station	STATION
3.7	3.7	3.7	HAROLD Tower (1939 connection with the Pennsylvania Railroad) (1986 connection with the National Railroad Passenger Corporation)
5.1	5.1	5.0	Woodside Junction (1903) Woodside (1939) (connection with the Port Washington branch)
5.8	5.8		WJ Tower (1916) WIN Tower (1939) (connection with the Rockaway Beach branch [1939])
Winfield Team Yard			
6.5	6.7		Elmhurst
From 1914: Elmhurst Coal Company and the E. R. Durkee & Company From 1958: Knickerbocker Ice Company			
7.4	7.4		Corona
Corona Team Yard From 1914: No listings From 1958: E. R. Durkee Company (relocated from Corona), Corona Fuel Company			
	8.6		FAIR Tower (1939) (1963-1964)
	8.7	8.6	World's Fair (1939- 1940, 1963-1964) United Nations (dates unknown) Shea Stadium (1986)
8.7			JC Tower (1912-1932) (connection with the Whitestone branch)

⁴ (Editor's Note) The 1939 timetable has the mileage on this branch originating at **HAROLD** Tower; they have been re-calculated using the interim station distances. The 1939 timetable also uses the name North Side Branch for the trackage more commonly known as the Port Washington Branch.

LONG ISLAND RAIL ROAD PORT WASHINGTON BRANCH COMPOSITE EMPLOYEES TIMETABLE			
EMPLOYEES TIMETABLE NUMBER 81 May 14, 1916 Distance from Penn Station	EMPLOYEES TIMETABLE Number 11 June 15, 1939 Distance from Penn Station⁴	EMPLOYEES TIMETABLE Number 5 June 9, 1986 Distance from Penn Station	STATION
			Great Neck Junction (just east of the Citifield station) formerly Central Branch Junction
From 1914: Queensboro Lumber Company, Heinrich Francke Sohne & Company, H. K. Lines, Concrete Products Company, Nathan Manufacturing Company From 1958: No listings			
9.4	9.3	9.4	Flushing – Main Street
From 1914: No listings From 1958: Con Edison Company warehouse and pole yard			
10.3	10.2	10.3	Murray Hill
11.0	10.8	11.1	Broadway
From 1914: F. Storm From 1958: No listings			
11.7	11.5	11.8	Auburndale
From 1914: No listings From 1958: American Hospital Supply Company, County Fuel Company			
12.6	12.4	12.7	Bayside
Bayside Team Yard From 1914: No listings From 1958: Marben Lumber & Flooring Company, C. H. Hawley Coal Company, Queensborough Lumber Company			
13.9	13.7	14.0	Douglaston
14.5	14.3	14.6	Little Neck
15.7	15.5	15.8	Great Neck
From 1914: Bayside Coal and Supply Company, Gregory Coal and Lumber Company From 1958: Gregory Coal and Lumber Company, Great Neck Lumber Company, North Shore Mason's Supply Company			
		15.8	GREAT NECK Interlocking (1986)
17.2	17.0	17.3	Manhasset
17.5			Manhasset Siding
18.3	18.1	18.4	Plandome
19.9	19.7	20.0	Port Washington
We believe that Port Washington had a team track From 1914: C.W. Copp, Munson Brothers From 1958: Port Fuel Company, Port Washington Lumber Company, Donald D. Wyeing (building materials)			

It's that time of year, holiday decorations are up, festive music is in the air, and thoughts often turn to gifting. Many folks choose to donate to charities at this time of year and we salute them. In that vein, do you realize that the Long Island Sunrise Trail Chapter, National Railway Historical Society is a federally recognized Internal Revenue Code section 501(c)(3) organization? Check it out in the IRS' Publication 78 if you would like!

With that said; your Chapter is always willing to accept any cash donations, just mail them to the attention of the Treasurer, Alan Mark at our post office box address: LIST-NRHS, Post Office Box 507 Babylon NY 11702-0507.

When it comes to non-cash contributions, there are a few issues that our Board is aware of and you should be to. The Chapter currently does not have any archive quality locations to store or even display any sort of artifact. We do have a limited amount of storage space at the Van Bourgondien House, but boxes under the basement stairs that are not in a climate controlled area hardly qualifies. Chapter President Ed Koehler is also a member of the Pennsylvania Trolley Museum; they are about to begin construction of a fully climate controlled 'building within a building' to house their historical document collection. As a result of this exposure, we do have some knowledge of what is needed.

There have been two recent donations of materials to the Chapter that I would like to talk about. The first was a donation of a late members slide collection. Good stuff you would like to say but because of not having a suitable archival facility, the three bankers boxes of slides have been piled in the living room of Secretary Quigley's house for about two years. No access, no determination of what is there, and hopefully these ad hoc storage arrangements have not affected the materials. Led by Vice President Myers the Chapter has reached out to the Railroad Museum of Long Island who have an archival library at their Riverhead site. We will be working out a form of loan to RMLI for this material in the future.

The second recent donation we received was a brick from the Western Pacific's Sparks, Nevada machine shop that was being dismantled by Union Pacific. The City of Sparks, being unable to preserve the structure, held a giveaway of the bricks. One of our members who lives in the area thoughtfully sent the Chapter one. This spent some time on Secretary Quigley's coffee table. If we brought it to the Van Bourgondien House, it would undoubtedly end up as a door stop! Not what it deserves. The Railroad Museum of Long Island passed on this artifact; their policy on such items requires that it has a tie into Long Island regional railway history. Again, because we do not have a suitable display or archive area the Chapter sought out several locations that we felt might exhibit a better affinity for this brick. It is currently on loan to the Nevada Northern Railroad Museum in Ely, Nevada. Perhaps this is not what the donor had envisioned, but it is a pathway that will make sure this brick is seen by the public and does not become a doorstep.

To sum up. If you wish to donate some form of material to your Chapter we ask that you be guided by the following. First, it should be relevant to the railways of the Long Island region. Second, understand that for the survival and/or display of the item, this Chapter may place it on loan to a relevant museum. Third, before donating any item to your Chapter, reach out to the President or Chapter Board to discuss it. Historical assets have an important value to them, and they should be available to serve as educational items to future generations. The Board will be guided on the relevancy of the item, how can we store/display it so that it is best preserved, and where should it be preserved.

Questions? Comments? Concerns? Please email President Edward M. Koehler at EdwardMKoehler@NYC.RR.COM or see him before or after the monthly membership meeting.

CHAPTER HAPPENINGS

Sincere thanks to Mike 'Breezy' Bieshak of the Lackawanna and Wyoming Chapter NRHS who, at the November meeting share with us a wonderful 'Before and After' photographic tour on a major part of the Delaware and Hudson's Pennsylvania Division.

While this is not a 'Chapter Happening', it is something that Chapter members may want to 'happen' to them! The Amherst Railroad Society sponsors a massive Railroad Hobby Show each year, generally the last weekend of January.

The upcoming dates of the 2026 Railroad Hobby Show are January 24 and 25, 2026. The show runs from 9:00 AM - 5:00 PM on Saturday and 10:00 AM to 4:00 PM on Sunday. It is the largest rail hobby event in the United States and probably North America. The event is spread into four buildings at the Big E Exposition Center at 1305 Memorial Avenue in East Springfield, Massachusetts. While there is a heavy model railroad presence there, many of the tourist railroads and trolley museums in the Northeast have a presence there along with various technical and historical societies.

Amtrak does serve Springfield, you take a Northeast Corridor train out of Pennsylvania Station, change at New Haven and then take a taxi from the Springfield station. See the Amtrak website at www.Amtrak.com for more information on this option. It is about a three hour drive from western Long Island and over the past few years I have found it worthwhile to make it 'happen' for me. For full information, advance tickets and a list of the exhibitors, click this link: www.RailroadHobbyShow.com.

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A chapter member was recently researching a model project using YouTube videos. This member came across a sequence of fire apparatus responding from Station 3 in Prague, the Czech Republic. The fire brigade had been called to the railroad station about two blocks away. There was a column of white wispy smoke coming from the platform area which had suddenly turned to very black heavy smoke. As the fire apparatus convoy was responding the black smoke column began to move! Yes, it was a steam powered excursion train, and the fireman was being a little too generous with the coal! The responding fire units, two rescue pumpers, a turntable ladder and a command vehicle; were immediately returned to service. However, the local constabulary continued to respond into the scene with blue warning lights blazing and two tone sirens sounding.

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HELP PERFECT OUR EMAIL ADDRESS FILE

We have been sending updates of Chapter activities or items that I believe that you might have an interest in on a semi-regular basis for a few months. In that period, we have been getting messages that some of the email addresses that we have on file are not working. Some of these we have been able to fix (i.e. the letter 'a' dropped from a name, or 'm' not on the end of the .com address. We have fixed those but there are still a few that we need help with.

The addresses that we have on record for these members are jcrogers4200@hotmail.com; pcicorpe@juno.com; brianberavides6@gmail.com; patrickje2001@aol.com; goulds1@aol.com; fosburg56@aol.com; jfglcollins@yahoo.com

If you believe that one of these emails is a close match for yours and you have not been receiving email notifications about our meetings, please send an email with your corrected email address to your president at EdwardMKoehler@NYC.RR.COM and your Chapter Secretary at CSQuigley@optonline.net. Thank you for your assistance.

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RAIL CAMP! RAIL CAMP! RAIL CAMP!

To all high school age children, grandchildren or acquaintances of Long Island Sunrise Trail Chapter members. We remind you that your Chapter has a partial scholarship available (tuition only) for the upcoming Rail Camp adventure.

ATTENTION TO HIGH SCHOOL AGE CHILDREN AND GRANDCHILDREN OF CHAPTER MEMBERS

Back in February 2025 your Chapter announced that we would be providing a partial scholarship for anyone interested in attending the NRHS' Railcamp program in the future. And we backed that up with a presentation about Railcamp 2024 in Wilmington, Delaware. This program is offered in two locations, Wilmington, Delaware and Tacoma, Washington. It is only open to high school students (Class of 2026 and beyond). The Long Island Sunrise Trail Chapter will provide the tuition for at least one participant for the Railcamp experience regardless of location. Transportation and incidentals will be the responsibility of the camper.

APPLICATIONS FOR RAILCAMP OPEN ON JANUARY 1, 2026

So, if you are interested in having a very interesting two weeks next summer, click on this link: <https://nrhs.com/programs/railcamp/> and read all about this program. If you are interested in attending, please fill out the digital application that you can find on this page. And then, notify the Long Island Sunrise Trail Chapter of your interest in attending. We wish you luck in the selection process, and you will have a fantastic opportunity to see another side of railroading.

WINTER WEATHER AND OUR MONTHLY MEMBERSHIP MEETINGS

With the demise of the OLD FARMER'S ALMANAC® it is going to get a little harder to predict the weather around Long Island in the future. So, here is the protocol that we will attempt to follow during January and February.

1. The entertainment/education segment of our winter season monthly gatherings will in such a format that it can be delivered either live or via Zoom®.
2. If the Babylon Public Schools are closed due to inclement weather on the scheduled day of our meeting we will not have an in-person meeting, it will solely be on Zoom®.

The idea is to keep you safe and warm during the winter months, we don't want anyone stuck in a snow bank or sliding on ice. Any questions, please contact President Koehler.

Taylor Swift watch out! RMLI has dropped a collection of Long Island Rail Road locomotive 39 steam videos from the collections of the Young Brothers. The late Ben was this Chapter's fifth president; his brother Malcolm has been a member for many years. But it is the videos that shine here and its possible future in Lancaster County, Pennsylvania. Use this link to view this material:

<https://www.youtube.com/watch?v=qupgqGmcRog>.

THE LONG ISLAND RAIL ROAD MODELER BY MIKE BOLAND
THIS MONTH'S FEATURE: MODELING ONE OF MANY LIRR TRAINS
A FOUR-CAR MU TRAINS OF MP54 CARS

I begin this month, the last month of the year and at Christmastime, with a new series of occasional articles on my favorite topic: LIRR passenger trains. There are so many trains that can fit into this category but I'm going to start this with a train I am so completely familiar with, that of a four-car mid-day train of MP54's that frequented the Far Rockaway Branch, which was behind my house for many years living in Lawrence and later Cedarhurst. If it went past my house, chances are I saw it and I had two trains per hour. So this was a pretty good performance, in addition to rush hour trains and other trains as well.

So, let's get into the consist of a train on this branch during midday of weekday service. There wasn't too much traffic during this time so a four-car train would suffice for the passengers using it.

Since just about all Far Rockaway trains terminated at Flatbush Avenue, Brooklyn, this meant that all trains were of the shorter, conventional MP54's, which were about 64-feet in length. Until the clearances and platforms were reworked in Flatbush Avenue in the seventies, the longer cars of the 1950's could not run into the station. And, of course, the double-deckers, because of their height, also could not operate into Brooklyn.

Let's take a look, then, at what this train would look like. I'm starting, therefore, with a four-car consist from east to west. A four-car train would allow the use of a trailer or T54 within the consist and have three motor cars as well, along with control motor cars equipped with Automatic Speed Control (ASC), which, incidentally, was not put onto the branch between Valley Stream and Far Rockaway for many years. Of course, the Rockaway Beach Branch and the trackage across Jamaica Bay and the Glendale Cutoff did not have ACS either. There was a lighted cut-out sign east of Valley Stream station and when the train went across Sunrise Highway, I would clearly hear the cab whistle of this happening if I was close to the engineer in the lead car.

Years later, after a bad crash at Far Rockaway which wrecked one or two MP54's, the railroad decided to install ASC between Inwood and Far Rockaway. Eventually, the entire branch was fitted with it.

I'm going to provide two options for the lead car on the east end. You can have one or two excellent choices for what you want to lead your train. Both will do very well. Many of these trains had a combine or a MPB54 at the headend and the car carried bundled newspapers and other items. As far as I can recall and this goes back to the 1950's, no baggage was checked on the LIRR at this time. The LIRR had more than 50 combines in service and many trains had one on their head-end, which meant it was on the east end as the very first car.

The LIRR rebuilt and modernized about 30 of these cars and they were numbered 4370 through 4398. Some of these cars were had the familiar-style PRR panel doors with narrow windows while a few of these cars had replacement doors with a single porthole-style window.

Both RAILWORKS and CONCOR brought out models of these cars, with the RAILWORKS cars being in brass and CONCOR in plastic.

They're both very nice models. And each can use a little tweaking to make each one look more prototypical.

I'll cover this also in a future issue.

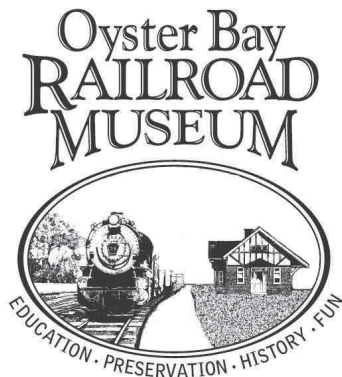
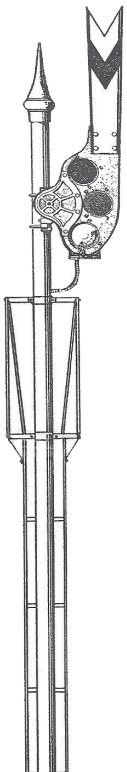
Both groups of cars do NOT have the later replacement porthole window so this has to be fabricated. It's not a difficult task and can be made of styrene. If you make this replacement door, all you have to do is to attach it to the existing door. Use a good glue here.

I'll continue this series in a future issue of the SEMAPHORE. There is another option to have a full coach replace the combine at the headend and I'll explore this as well as writing about the other three cars in this consist.

Until next year, Merry Christmas, Happy Chanukah, Happy Kwanza and a Joyous New Year for all from your LIRR Modeler!

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

**Whether you are celebrating Christmas, Chanukah,
Kwansa, or even Festivus, we wish you all the best
of the season and have a Happy New Year!**



Our Thirty-fourth Year!
www.rmli.org

Please support your local railroad museums!