



# SEMAPHORE



Celebrating 60 Years Service to the Long Island Rail Enthusiast Community

## April 2026

### IT'S OUR 60<sup>TH</sup> ANNIVERSARY!

On April 23, 1966, the National Railway Historical Society chartered six new chapters; Old Pueblo (in Arizona), Promontory (in Utah), Indianapolis (in Indiana), York (in Pennsylvania, dissolved in 1980); and the Long Island Sunrise Trail Chapter in New York. We congratulate the other surviving chapters on their longevity.

It has been a long and wonderous road during that period of sixty years, from the Smithtown Library, to Christ Episcopal Church in Babylon, to our current home in the home of the Babylon Historical Society in West Babylon! We will begin to mark this event at our April membership meeting. We will start the evening with a brief visit with the only known surviving charter member, Fred Reider (who was the SEMAPHORE editor at the time) sharing some Reminiscences with us. After a very brief membership meeting Kevin Keefe will present his show **DAVID P. MORGAN'S MILWAUKEE**. Many of our older members remember David P. Morgan as the editor of TRAINS magazine at the time of your Chapter's chartering. This show is a wonderful tribute not only to Mr. Morgan but to the rail enthusiasts of the 1950's to 1970's. Do pay close attention to this presentation, there is a cameo appearance by an almost Long Island Rail Road locomotive, albeit it is painted for a subsequent owner (as is our image of this gasoline electric locomotive). See page 2 for additional details.

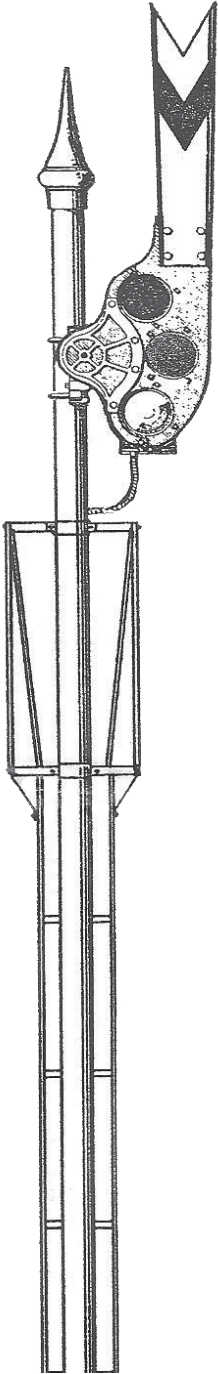


What might have been the LIRR's first 402 as Grand Trunk Western 73 in Milwaukee, Wisconsin, August 11, 1954, in an image from Don Ross.

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It's past that time of year again! March 1 was the end of 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. In a short time, we will begin to remove those folks who have not renewed from our mailing lists. If you have a National membership that needs renewal, or wish to join the National organization, visit their website using this link: <https://secure.nrns.com/forms/join-and-renew>.

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

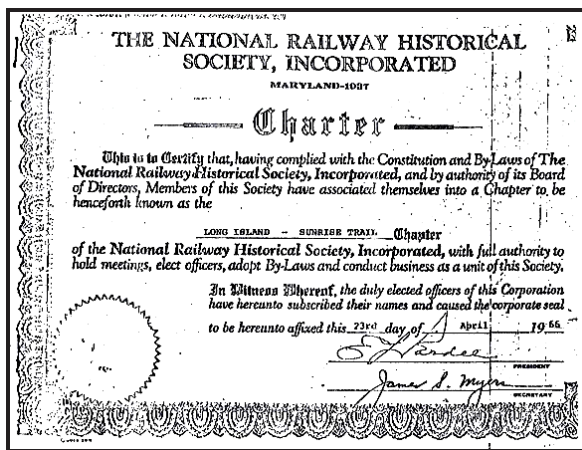


## LOG IN INFORMATION FOR THE APRIL 2026 MEMBERSHIP MEETING

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.

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

**8:00 PM on Friday, April 17, 2026**  
**The Van Bourgondien House**  
**600 Albin Avenue, West Babylon, New York, 11704**



As we said on the previous page, on April 23, 1966, the Long Island Sunrise Trail Chapter, NRHS was chartered by the National and we have continued in existence for the next sixty years. We will begin to mark this event at our April membership meeting when Kevin Keefe will present his show **DAVID P. MORGAN'S MILWAUKEE**. Many of our older members remember David P. Morgan as the editor of TRAINS magazine at the time of your Chapter's charter. This show is a wonderful tribute not only to Mr. Morgan but to the rail enthusiast of the 1950's to 1970's. Mr. Keefe will be delivering his presentation via Zoom®

(Left) A poor photocopy of our charter.

**Friday, April 17, 2026 at 8:00 PM** eastern, **7:00 PM** central: The April Membership meeting of the Long Island Sunrise Trail Chapter, National Railway Historical Society will feature a presentation by Kevin Keefe on **DAVID P. MORGAN'S MILWAUKEE**.

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

<https://us06web.zoom.us/j/87046911725?pwd=34bfbqQZdgX97wQpmHJyVK2TdTjwC1.1>

Meeting ID: 870 4691 1725      Passcode: 597339

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

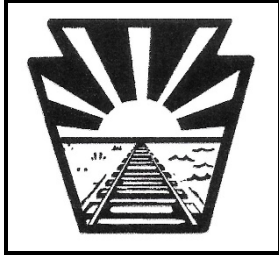
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About 15 minutes before the scheduled time on the date of the event you can connect to the meeting by entering the link shown in your computer's search engine (Bing, Google, Yahoo, etc.) and hit enter. You can also enter this meeting by just 'clicking 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.

**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](mailto:EdwardMKoehler@NYC.RR.COM) or ask your question via our webpage 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**



**Chartered on April 23, 1966**

**2026 CHAPTER MEMBERSHIP DUES NOTICE**

The annual dues for the year 2026 for the Chapter are due and payable by January 1, 2026. After March 1, 2026, you will not be considered a member if you have not paid your dues.

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 remittance and this form 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 <b>NEW and SELLING OUT!!!</b>	@\$8 each Total _____
# _____	175 <sup>th</sup> AND 185 <sup>th</sup> LIRR Anniversary Journals	@\$7 for BOTH Total _____
# _____	The LIRR drawings of Vincent Quatroche	@\$10 each Total _____
# _____	The LIRR Co. A History 1834-1965 by R. Sturm	@\$38 each Total _____
# _____	The LIRR 1949-1980 by R. Sturm NEW Vol. 2	@\$38 each Total _____
# _____	Volume 1 and 2 of Bob Sturm's books	both for \$68 Total _____
# _____	Shortlines of Long Island by Fagerberg & Koehler *	@\$27 each Total _____
# _____	GCT + Penn Sta. Statuary & Sculptures by Morrison *	@\$18 each Total _____
# _____	Jamaica Station by Dave Morrison *	@\$18 each Total _____
# _____	LIRR 1925-1975 by Dave Morrison *	@\$18 each Total _____
# _____	LIRR 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 _____

\* 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.

## CHAPTER DOINGS

The Long Island Sunrise Trail Chapter NRHS offers condolences to Director Neil Feldman on the passing of his father. May he rest in peace. May his family and friends find solace in the future.

We thank Chapter President Ed Koehler for stepping in for Mike Boland and providing the entertainment for our March meeting. The show was a tour of the branch lines operated by the New York, Ontario and Western Railway; a timely entry as the anniversary of the March 29, 1957 shutdown of the line occurs during the month of March.

The former Long Island Rail Road grade crossing shanty from Bellmore that stood in the Chapter's late President Steve Quigley's back yard for many years had previously been moved to the Railroad Museum of Long Island at Riverhead. It spent a good part of the past winter on a trailer and has now been lowered onto a foundation at the museum. We will have a photo article next month on this structure.

This SEMAPHORE is your newsletter. Your Chapter is always on the lookout for relevant material to include in these pages. So, if you have something, no matter how long, please submit it to your Chapter. It should be in Microsoft Word® format and sent to President Koehler ([EdwardMKoehler@NYC.RR.COM](mailto:EdwardMKoehler@NYC.RR.COM)) as an attachment. If we receive it within a week of our membership meeting it will be considered for the following month's SEMAPHORE. Got questions? Send them in via the chapter's website contact page. We are also on the lookout for social information about our members for inclusion, but we can't write about things that we are not informed of!

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## NOTICE OF ANNUAL MEETING

The annual meeting of the Long Island Sunrise Trail Chapter of the National Railway Historical Society is scheduled to be held at 8:00 PM on June 19, 2026, at The Van Bourgondien House, 600 Albin Avenue, West Babylon, New York, 11704. At this time the only business known to the Board is the annual election of officers (President Edward Koehler, Vice-President Robert Myers, Secretary Christine Quigley, Treasurer Alan Mark and National Director /Representative Kenneth Katta. Also, up for election will be one of our five directors, Neil Feldman, who also serves as our webmaster. If you are interested in standing for election, please contact the Nomination Committee Chair, Robert Cecere whose email address is [cecererobert19@gmail.com](mailto:cecererobert19@gmail.com).

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## OUR 60<sup>TH</sup> ANNIVERSARY

On April 23, 1966, the Long Island Sunrise Trail Chapter, NRHS was chartered by the National and we have continued in existence for the next sixty years. We will begin to mark this event at our April membership meeting when Kevin Keefe will present his show **DAVID P. MORGAN'S MILWAUKEE**. Many of our older members remember David P. Morgan as the editor of TRAINS magazine at the time of your Chapter's charter. This show is a wonderful tribute not only to Mr. Morgan but to the rail enthusiast of the 1950's to 1970's. Do pay close attention to this presentation as there is a cameo appearance by a Long Island Rail Road locomotive; albeit painted for a subsequent owner.

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## LONG ISLAND RAIL ROAD HAPPENINGS

The State of New Jersey ran the first official westbound train over the new PORTAL Bridge on March 12, 2026. The westbound route opened to the public on Monday, March 16, 2026. However, the old structure did register a complaint to being retired on Friday, March 13, 2026, when a bent catenary pole on the old bridge caused serious delays for both the morning New Jersey Transit commute and Amtrak trains on the Northeast Corridor. The switch of the eastbound traffic will be occurring in April 2026.

### FROM THE FILES

A few roster notes on the diesel powered internal combustion motive power from the Baldwin Locomotive Works rostered by the Long Island Rail Road.

- AA3 first 403 Baldwin Locomotive Works 60185 to 60186 1/1928**  
 This was a two unit 'married pair' diesel electric locomotive consisting of two four wheel units with 330 horsepower prime mover powering Westinghouse electrical gear in each unit built as 403. Rebuilt in kind during December 1929 after which the two units were able to work separately, as such they were identified as 403A and 403B and nicknamed 'Mike' and 'Ike'. The 403A was taken out of service on May 17, 1944, the 403B on April 18, 1945. Both units were sold together to the Iron and Steel Products Company in Chicago; shipped to and stored at the Chicago Short Line's enginehouse. The Iron and Steel Products Company acted as a dealer and resold both units to the Standard Slag Company for use in a gravel pit in Crystal Springs, Ohio as their BLW60185 and BLW60186. The BLW60185 was used as a parts source. Both locomotives were scrapped in the last quarter of 1955.
- BS6 second 403 Baldwin Locomotive Works 71578 9/1945**  
 This was a B-B trucked 660 horsepower model VO660 end cab switch locomotive built as the second 403. This was one of the first times in American railroad history that a diesel locomotive replaced an earlier diesel locomotive. This locomotive was sold to the Streigel Equipment Company in Baltimore Maryland in November 1963, resold to the Boston Metals Company as their second 1. Retired by the Boston Metal Company in August 1979 and sold to the Streigel Equipment Company who scrapped the unit.
- BS6a first 409 Baldwin Locomotive Works 73628 5/1948**  
 This was a B-B trucked 660 horsepower model DS-4-4-660 end cab switch engine as built first 409. The first 409 was sold to the Streigel Equipment Company in February 1964; offered for re-sale as 'STR 53" but it was subsequently scrapped.
- BS6a first 410 Baldwin Locomotive Works 73629 5/1948**  
 This was a B-B trucked 660 horsepower model DS-4-4-660 end cab switch engine as built first 410. The first 410 was sold to the Streigel Equipment Company in February 1964 and was subsequently scrapped.
- BS6a first 411 Baldwin Locomotive Works 73630 5/1948**  
 This was a B-B trucked 660 horsepower model DS-4-4-660 end cab switch engine built as first 411. The first 411 was sold to the Streigel Equipment Company in February 1964 and was subsequently scrapped.
- BS6a first 412 Baldwin Locomotive Works 73631 5/1948**  
 This was a B-B trucked 660 horsepower model DS-4-4-660 end cab switch engine built as first 412. The first 411 was sold to the Streigel Equipment Company in February 1964 and was subsequently scrapped.
- BS10ac 450 Baldwin Locomotive Works 73612 4/1949**  
 This was a B-B trucked 1000 horsepower DR-4-4-1000 end cab road switcher with high speed trucks. This locomotive had Automatic Speed Control ("ASC") equipment installed circa 1951 being re-classed BS10ac. This locomotive was used on Oyster Bay Branch passenger trains outside of the heating season as it lacked a steam generator, later it was usually used on the Montauk freight. This locomotive was sold to the Streigel Equipment Company in February 1964 and was subsequently scrapped.

## THE LONG ISLAND RAIL ROAD MODELER MIKE BOLAND

### THIS MONTH'S FEATURE: TWO NEW OUTSTANDING PUBLICATIONS BY FIRECROWN (FORMERLY KALMBACH PUBLISHING COMPANY)

This month I'd like to review two new publications from Firecrown Publishing, who has recently purchased Kalmbach Publishing. Kalmbach for many, many years has published a number of publications and magazines, including TRAINS, CLASSIC TRAINS and MODEL RAILROADER. Firecrown is carrying on Kalmbach's traditions, so I wanted to take a look at two recent publications.

One of them is an old favorite: it is MODEL RAILROAD PLANNING 2026, an annual bookazine that has been published for a number of years. This is one of my favorite publications and has been edited for a long time by Tony Koester. Tony's a big, BIG Nickel Plate fan and has put together another winning publication. It has eleven (11) new planning stories to inspire a model railroader's designs, and its experts show you how to create the best model railroad for your individual situation. There are "how-to" tips in every story, and it covers a multitude of layouts.

Tony has written an interesting feature on compact layouts that is worth reading. But what is even better are the features that can be found between the covers. There's "An exercise in strategic planning" by our friend Lance Mindheim; Lance, who attends several RPM meets during the year and is a fabulous modeler who builds custom layouts for a living, writes about the Chicago & North Western's famous Alco Line and the layout he recently built for a client.

"Illinois Terminal's Diesel Division," by Steve Gooring, is about a branch that was part of what was once called the Steam Division. It's the O'Fallon Branch and portrays the summer of 1961 in the St. Louis Metro-East Illinois area. It's a proto-freelance layout and quite a big little railroad.

There's "Modeling UP's Evanston Subdivision" by Daryl Kruse, who switched scales and locales but not his favorite railroad; "Appalachian coal railroading in a spare room" by Paul Schmidt is an N scale railroad built on hollow-core doors; "Two scales, two decks, twice the fun" by Joseph Kreiss is a layout that allows you to operate standing up or sitting down; "The curse of too much space" by Robert Chant speaks about a modeler whose concepts of a "dream layout" have changed over the years; "New Haven's Valley Local" by Chris Adams is about a quest to bring inspiring writing and photography to life; "A new railroad at age 75" by Mat Thompson is all about a move to a quieter locale that prompted a rebuild of a model railroad; "Rutland's Bellows Falls Division" by Greg Wiggins tells about books, magazine articles and a visit to a tourist line that led the way to a layout; "An action-packed garage layout" by Bernard Kempinski is all about an HO layout plan that was inspired by the Van Dorn Street Yard in Alexandria, Virginia; and "A foldup garage layout" by Chuck Tremblay covers building a second N scale railroad in Florida for the winter months.

In addition to these fine articles, there is a Reader Forum and a feature called "Rear Platform" which deals with forcing perspective by changing scales.

All layouts have track plans and there are a number of great photos of the layouts featured.

Another interesting publication is called TRAINS ILLUSTRATED; TRAINS magazine calls it the "best of railroad photography." It features dramatic, all-new photo essays and in addition has several features such as the BNSF cables GP60 units, capturing the magic of winter photography and in search of MW diesels and more in Canada. With great color photography and fine shots in black and white, this magazine is a joy.

There you have it; two fine publications that are should be a must for railfans and modelers alike.

Until next time, happy modeling!

## REVISITING THE FEBRUARY SEMAPHORE

Edward M. Koehler

In our February issue we had an article entitled A QUESTION FROM OUR WEBSITE, THE ANSWER MAY INTEREST YOU ALL. I authored this article based on a query we received on your Chapter's website about trains passing through Bay Shore from 1954 to 1995. Board member Walter Hilsenbeck's father passed along some nice comments about this article but also pointed out an omission. Let's deal with that omission directly.



During 1955, the Long Island Rail Road acquired two self-propelled rail diesel cars ("RDC") from the Edward G. Budd Company. The full coach was numbered 3101 and was delivered in August 1955; the baggage coach combine, the 3121 was delivered in March 1955. When both cars were on the property they were coupled together to operate a Jamaica – Southampton service that was identified as the 'East Ender', this name was painted on the train door of at least one of the cars. After the 'East Ender' service ended the cars migrated to the Babylon-Patchogue shuttle, in this service one of

the round trips had them haul the baggage-mail combination car numbered first 7743 which left Penn Station on the rear of a multiple unit train and was picked up in Babylon by the RDC's for further travel to Patchogue (this service was part of the New York and Montauk Railway Post Office route). The two cars would later be used for the service to Greenport. They are seen here stopping at Ronkonkoma.

Clearly these two cars would have passed through Bay Shore regularly for about ten years during the period that the original article focused on.

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## REVISITING THE MARCH SEMAPHORE

Edward M. Koehler

In the March edition of the SEMAPHORE we had two images of a derailment on Cold Spring Hill. Two members responded to this item. One was an offer of the locomotive involved in the wreck working on the New York and Long Branch in the 1950's. We thank that member for his offer. The caption on the photographs stated that we did not have any further details about this incident. Here we were wrong, the images also appear in the book STEEL RAILS TO THE SUNRISE on page 256 with a full caption. This was pointed out to us by Joe Huttle.

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## A REQUEST FROM THE WEBSITE'S CONTACT PAGE

My name is Jolie Mahan and my great-grandfather was a poet named Si Tanhauser, 'The Long Island Laureate,' whose first book was RHYMES OF THE SUNRISE TRAIL published in 1929. I have several copies myself but I'm trying to find someone with a dust jacket that's intact because it has info about the dedication and his inspiration by the local indigenous peoples of Long Island, which is why it contains many of their words, but unfortunately I only have half and have lost track of the other piece. If you happen to know of anyone that has this book and the jacket I'd be so grateful to get a picture of it. I'm not local; I live in Rochester, New York and being able to read it again be wonderful. (**Editor's Note:** A softcover copy of this book can be found on ABEBooks.COM, this add also suggests that Mr. Tanhauser was a LIRR employee at one time.) Contact Miss Mahan directly at [jolienemahan@gmail.com](mailto:jolienemahan@gmail.com).

## PAUMONAUK PUSH PULLS – PART IV PUSH PULL CAR CONVERSION DATES

This is the final portion of an article that was originally published in 1977. It has not been updated.

The following is a listing by month of the multiple unit cars converted to push pull service by the Long Island Rail Road at their Morris Park Shops. For cars that were renumbered during this process, only the new number is shown in this listing.

4/1971: 2836, 2840  
 5/1971: 2804, 2814, 2822, 2824, 2830, 2835, 2842  
 6/1971: 2820, 2826, 2831, 2833, 2837, 2841  
 7/1971: 2812, 2818, 2819, 2828, 2838  
 8/1971: 2823, 2825, 2827  
 9/1971: 2811, 2817, 2829, 2832, 2844  
 10/1971: 2806, 2815, 2821, 2839  
 11/1971: 2810, 2816, 2834, 2843  
 12/1971: 2813  
 2/1972: 2807  
 3/1972: 2802  
 4/1972: 2722  
 5/1972: 2801, 2803, 2734, 2846  
 6/1972: 2706, 2728  
 8/1972: 2710, 2719, 2808  
 9/1972: 2724, 2805, 2809  
 10/1972: 2721  
 2/1973: 2712, 2714, 2718, 2726  
 3/1973: 2702, 2732  
 4/1973: 2708, 2716, 2723  
 5/1973: 2704, 2717, 2730, 2736, 2882  
 6/1973: 2701, 2711, 2720  
 7/1973: 2715, 2848  
 8/1973: 2850, 2852, 2858, 2868  
 9/1973: 2705, 2860, 2872  
 10/1973: 2709, 2713, 2874  
 11/1973: 2703, 2854  
 12/1973: 2856, 2862, 2864, 2866, 2870, 2876  
 1/1974: 2707  
 4/1974: 2884  
 5/1974: 2886  
 7/1974: 2880  
 8/1974: 2888, 2890  
 9/1974: 2892  
 10/1974: 2894  
 4/1975: 2011  
 5/1975: 2012, 2013, 2019  
 6/1975: 2016  
 7/1975: 2014, 2017, 2018  
 8/1975: 2896  
 11/1975: 2845, 2878  
 12/1975: 2847

**PUSH PULL CAR CONVERSION DATES** (continued)

2/1976:	2898, 2849
3/1976:	2101, 2851
5/1976:	2102, 2019, 2020
6/1976:	2021
7/1976:	2103
8/1976:	2798
9/1976:	2796
10/1976:	2794
11/1976:	2792
12/1976:	2104

At the time that this writing was completed, the following multiple unit cars were still stored on the Long Island Rail Road and were available for conversion to push pull service.

Class MP72C: 2501, 2502 to 2516, and 2518 to 2522. (Note that the 2502 was used as an Instruction Car in Jamaica at this time but it was basically unmodified.)

Class MP72T: 2602, 2605, 2609, 2611, 2614, 2617 to 2619, 2623, 2626, 2628, 2635, 2647, 2651 to 2653, 2656 to 2658, 2662, 2671, and 2673 to 2674. (The 2654 had been converted to a Storage Car at Long Island City and renumbered to W13 during 1974.) The 2666 was withdrawn from service and stored, it would be scrapped in 1979.

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**POSTSCRIPT**

This article was written in the early months of 1977 and contains the history up until that point. Many of the original Alco FA based power cars were rebuilt with a more modern motor generator set. Additional coaches were also converted to push pull service. The bar generator cars proved to be a failure due to their heavy weight, they were soon retired. There were subsequent acquisitions of derelict Electromotive Division F type freight cab units that were converted by the Long Island Rail Road into additional power cars. The Long Island Rail Road also discovered a way to make a group of their Electromotive Division MP15 road switchers to work as 'convertibles'; that is, they could be used as locomotives or power cars based on the position of a switch in the cab. The coach fleet itself was thinned out somewhat during 1990 and the entire fleet of the Long Island Rail Road's first generation push pull trains were removed from active service during 1999; replaced by push pull trains with bi-level cars.

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**LIRR PC6 601 approaching Jamaica Station, July 1, 1971, image from a slide by Raymond P. Kenny. Notice the paint scheme on the power car and that it is on the east end of the train.**

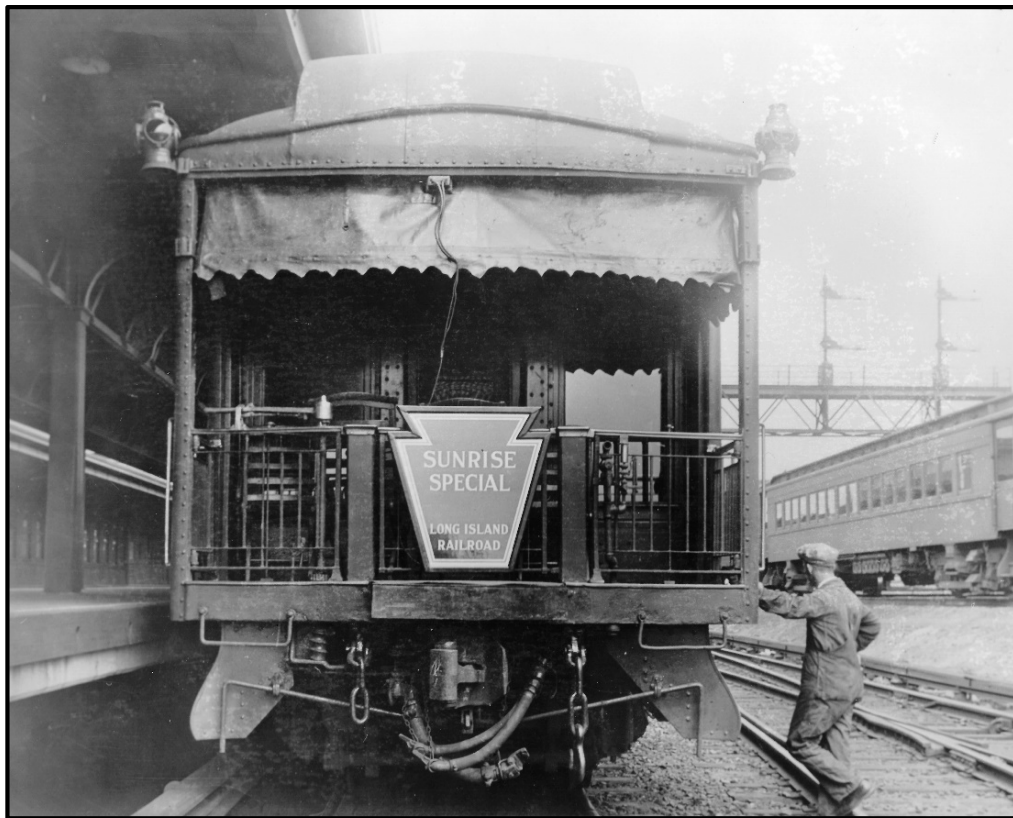
## LET'S TALK ABOUT THE SUNRISE SPECIAL

Robert Sturm

Former Chapter member and Long Island Rail Road employee Art Huneke's historic archive ([aRRchives.com](http://aRRchives.com)) contains interesting data about premium trains on the LIRR.

In recent years the LIRR has featured "**THE CANNONBALL**" as its only hotshot train, but that was not always the case. Many others had also been scheduled in times past to provide premium service to the Hamptons and to Shelter Island.

The real stars of the show, however, were "**THE SUNRISE SPECIAL**", "**THE MONTAUK SPECIAL**" and "**THE HAMPTON EXPRESS**". Their purpose was to attract the executive class- and high society- types and to include amenities for them. These amenities included a sleeper from Pittsburgh (for PRR officers) and a parlor car from Washington (for government officials). These cars were added to the trains at Penn Station as New York City passengers were loading. Their consists also included a dining car, parlor cars, and baggage/express cars. There were no coaches. Departure was scheduled to leave in the early afternoon to accommodate business folks.

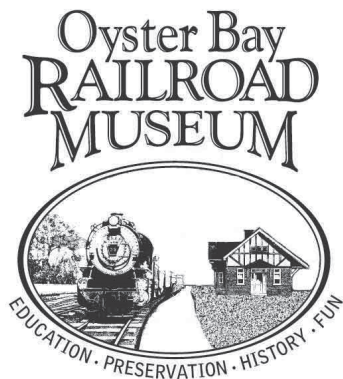
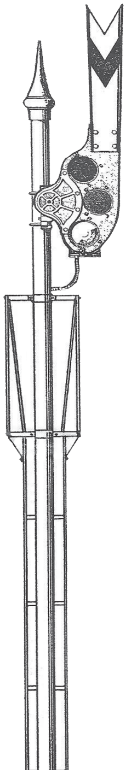


The Pullman Company observation car on the rear of the Sunrise Special in Jamaica, May 28, 1928 from the George Lightfoot Collection

The cherry on top of "**THE SUNRISE SPECIAL**" was a designated G5s (number 21) locomotive with the name of the train emblazoned on the tender (tender number 21). Naturally, the open-end observation car carried a lighted drum-head sign.

While we don't have an image of the painted tender at hand, you can find one in **STEEL RAILS TO THE SUNRISE**. This tender survives to this day! It was eventually coupled to Long Island Rail Road 35 and was placed on display with it in Eisenhower (then Saulsbury) Park. With the locomotive it is now at the Oyster Bay Railroad Museum, but alas, the special paint scheme has long been confined to history.

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



*Our Thirty-fourth Year!*  
[www.rmli.org](http://www.rmli.org)

**Please support your local railroad museums!**