



SEMAPHORE



Celebrating 60 Years Service to the Long Island Rail Enthusiast Community

September 2026

Welcome back from our summer break. Your September membership meeting will be held on Friday, September 18, 2026, at 8:00 PM eastern time, 7:00 PM central time. This meeting will be held 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; see page 2 of this newsletter for additional details of this meeting and login details for remote viewing.



The New York and Atlantic Railway (NYA) RS40 with the 271 and 278 eastbound at Westbury, March 9, 2026. Image by E.M. Koehler

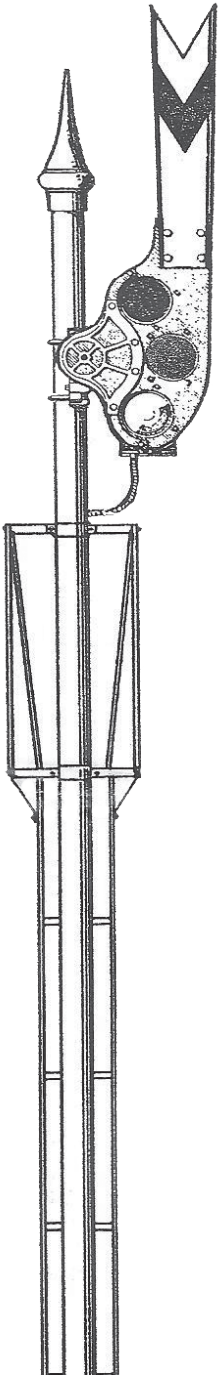
Our speaker for the September meeting will be Marlon Taylor, the President of the New York and Atlantic Railway (NYA), the freight rail carrier serving Long Island. He assumed that role on June 19, 2024.

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Friday, September 25, 2026 at 12:00 noon: A memorial mass honoring our late past President Steve Quigley will be celebrated in Saint Patrick's Cathedral, located at 631 Fifth Avenue, New York City. Chapter member Bob Grant, who arranged for this event, is scheduled to speak.

Saturday, September 26, 2026 from 10:00 AM to 5:00 PM: The Oyster Bay Railroad Museum (OBRM) will be holding their Second Annual Railfest in their restoration yard. Your Chapter is staffing a table at this event; if you can volunteer a few hours, please send President Ed Koehler an email at EdwardMKoehler@NYC.RR.COM with your particulars.

Saturday, October 3, 2026 from 10:00 AM to 3:30 PM: The Long Island Live Steamers (LILS) will be running a special session for the members of the Long Island Sunrise Trail Chapter. The Chapter was last there in 1974(?) and it was a memorable day. Do plan on bringing the kids, the grandkids, and maybe even the neighbor's kids. See the full details on page 3 of his newsletter. Contact Chapter Trip Chairman Bob Grant at 917-327-5151 if you have any questions. Picnic tables are available



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



SEPTEMBER 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.

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

8:00 PM on Friday, September 18, 2026
The Van Bourgondien House
600 Albin Avenue, West Babylon, New York, 11704

Our speaker for the September meeting will be Marlon Taylor, the President of the New York & Atlantic Railway (NYA), the freight rail carrier serving Long Island. He assumed the role on June 19, 2024, succeeding James Bonner.

Mr. Taylor began his railroading career in 1999 with the Pacific Harbor Line (now part of Anacostia Rail Holdings) in the Los Angeles area. By 2013, he became Director of Operations at Pacific Harbor Line. He moved to NYA in 2016 as Assistant Vice President, later becoming Vice President, before being promoted to President. Over the past ten years, he has been instrumental in shaping NYA's mission, safety, efficiency, and sustainability initiatives.

Friday, September 18 at 8:00 PM eastern, **7:00 PM** central: The September Membership meeting of the Long Island Sunrise Trail Chapter, National Railway Historical Society will feature a presentation by Marlon Taylor, President of the New York & Atlantic Railway.

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

<https://us06web.zoom.us/j/86544343152?pwd=HFAHmWK0ICbdiriLqkOmOsaJwUWjFl.1>

Meeting ID: 865 4434 3152 Passcode: 564373

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.

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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. **You must use your first and last name in the Zoom® meeting.**

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 or ask your question via our webpage but remember Email service ends at 3:00 PM on the meeting date.

THE LIST-NRHS VISIT TO THE LONG ISLAND LIVE STEAMERS
Saturday, October 3, 2026 from 10:00 AM to 3:30 PM



The Long Island Live Steamers (LILS) will be running a special session for the members of the Long Island Sunrise Trail Chapter on Saturday, October 3, 2026. The Chapter was last there in 1974(?) and it was a memorable day. *Do plan on bringing the kids, the grandkids, and maybe even the neighbor's kids.*

The Long Island Live Steamers (LILS) is located in Southaven County Park, in Brookhaven (between exits 57 and 58 off Route 27).

- From the Long Island Expressway (Interstate 495): Use Exit 67 (Yaphank Avenue). Turn south on Yaphank Avenue to Gerard Road (second left after bridge over LIRR tracks). Turn left on Gerard Road. Our driveway is approximately 1 mile down on the left and parking is the first right after entering the driveway.
- From Sunrise Highway if you are headed westbound: Use Exit 58 – William Floyd Parkway North. This exit ramp leads to Victory Avenue. Make a left and continue over William Floyd Parkway. Just past the main entrance for Southaven County Park is Gerard Road (you'll see our sign on the right). Make a right on Gerard Road. Our entrance is approximately 1/2 mile on the right.
- From Sunrise Highway if you are headed eastbound: Use Exit 57 – Horseblock Road West. The cloverleaf will take you over Sunrise Highway. Just past the westbound entrance to Sunrise is Victory Avenue. Make a right and watch for our sign to your left at Gerard Road. Turn left on Gerard Road. Our entrance is approximately 1/2 mile on the right.
- By mass transit: There is no mass transit access to the site. If you are driving and will have room in your car to pick someone up at Oakdale or Ronkonkoma, please call Bob Grant at 917-327-5151. If you wish to be picked up, make the same phone call.

The Long Island Live Steamers (LILS) is a 501(c)3, not for profit organization, operating for the education and enjoyment of the public, and to preserve the history and wonderment of the glory days of railroading. The LILS is providing this event at no cost to the Chapter. **We ask that you make a free will donation to the LILS during your visit.** The LILS have recently expanded 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).

We are hoping for a good turnout from our Chapter members, their families and friends.

Contact Chapter Trip Chairman Bob Grant at 917-327-5151 if you have any questions. Picnic tables are available.

We thank Chapter Trip Chairman Bob Grant and LILS President Keith Denton (who happens to be one of the Chapter's latest 25 Year NRHS members!) for setting up his event.

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

# _____	LIRR 2026 calendar – <i>Clearance Price!!!</i>	@\$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

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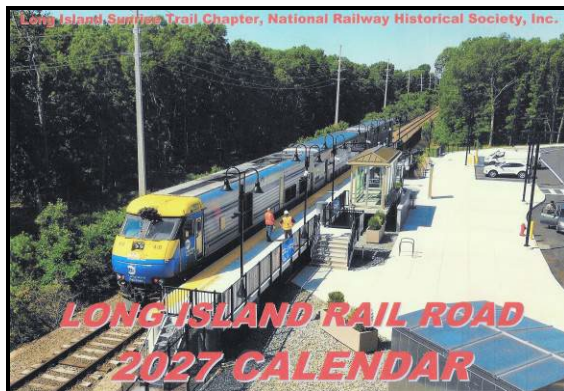
** Less than five in stock and they are no longer available from the publisher.

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 8.75% 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.

Chapter Member Dave Morrison will be at our September meeting selling copies of his recently published Arcadia book on the LIRR's **LONG BEACH BRANCH**.

By the time you read this, the Chapter's **2027 LONG ISLAND RAIL ROAD CALENDAR** should be in the hands of our printer.



We are not accepting orders at this time.

THE NRHS AWARDS CERTIFICATES TO TWO LIST CHAPTER MEMBERS

The Long Island Sunrise Trail Chapter congratulates Chapter member George Forero (of Antioch, Illinois) and Chapter member Keith Denton (of Syosset, he is also president of the Long Island Live Steamers) who were awarded certificates each honoring them for their 25 years of membership in the National Railway Historical Society.

CHAPTER DOINGS

Our best wishes to Chapter member John Grocki and his new wife Nicole Sangen who got married on June 6, 2026.

Congratulations to Chapter Vice President Bob Myers for being awarded a 'Quilt of Valor' for his service to our country. This award was announced on June 1, 2026, by the Long Island Chapter of the National Quilts of Valor organization. Fellow Chapter member Roger Eddington nominated Bob for this honor.

Please look at the LIRR Happenings page and the tribute to Art Huneke in this issue of the SEMAPHORE. These are all based on member contributions. If you have something appropriate to add, the October newsletter closes on September 25, 2026. Send your contribution to EdwardMKoehler@NYC.RR.COM in a Microsoft Word® compatible format.

Treasurer Alan Mark is looking for a copy of the 2025 Fall Issue of CLASSIC TOY TRAINS. This edition featured the S gauge layout of Frank Spada. If you have a copy to spare, call Alan at 631-472-9133. Thanks.

The Chapter thanks President Ed Koehler, Secretary Chris Quigley and Treasurer Alan Mark who represented us on Saturday August 26, 2006, at RMLI Railfest. On Sunday the 27th our table was manned by President Ed Koehler (half day), Vice-President Bob Myers, and Member Brian Hager. Why don't you join us at the Oyster Bay Railroad Museum on September 26, 2026 President Ed Koehler?

The Chapter thanks the Vice-President of the Sunrise Trail Division, NMRA Edward Greeson who covered our table during the dedication ceremony in memory of our last President Steve Quigley.

As to the dedication in memory of Steve Quigley at RMLI, we share this image of the event with you:



Photograph courtesy of the Quigley Family.

LONG ISLAND RAIL ROAD HAPPENINGS

We are going to let two pictures tell you about the last few months of LIRR Happenings.



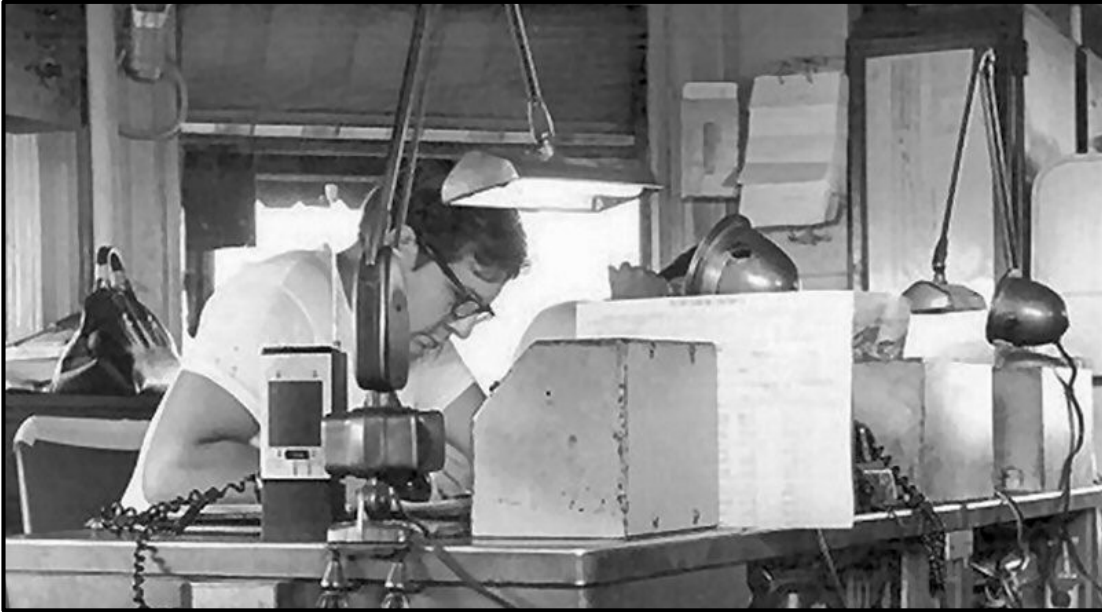
LIRR 521 at Southampton on June 20, 2026, in connection with the PGA event happening there; image by Barry Johnson, LIRR Road Foreman of Engines.



The new Yaphank – Brookhaven National Laboratories (“BNL”) station at MP 61.7 opened on July 17, 2026, this image was taken on July 20, 2026, by Barry Johnson, LIRR Road Foreman of Engines. The old station and **YA** Block Limit Station were located at milepost 58.6, approximately three miles west of the old facility. Chapter Vice President Bob Myers (a retired LIRR Transportation Manager) points out that an eastbound train needs a ‘K’ Clearance Card to pass **YA** and reach the new station. It is hoped that the car park and bus turning loop available at this site will encourage greater use of the train.

In mid-August the New York and Atlantic Railway (NYA) rolled out GP38-2 number 270 in a paint scheme honoring the Sesquicentennial of the United States. I would have loved to include an image of this locomotive in this issue of the SEMAPHORE, but no one contributed one! (Editor)

A TRIBUTE TO ARTHUR JOHN 'ART' HUNEKE
DECEMBER 11, 1936 – July 2, 2026



Arthur "Art" Huneke Block Operator HALL Tower, Jamaica – September 1971 Photo/Collection: Dave Keller

33 Years LIRR service: 1954-1987

July 1954 -Student Trackman, Trackman; December 1956 -Signal Maintainer Helper, Signal Maintainer; Block Operator/Train Director in various towers and block stations.

In later years was Train Director at JAY tower, 2nd Trick (3:00 - 11:00 pm), Jamaica until he retired on July 1, 1987.

Art provided boundless information concerning the LIRR. He'll be sorely missed as a mentor, historian, and friend. I emailed Art on many occasions over the years for clarification, information, and opinion concerning operations, photo identification and locations, and background insight. Sadly, I never had the pleasure of meeting him in person.

Other fellow LIRR railroaders have had this to say: "A great guy, a true railroad character and a wonderful contributor to our craft as well as a fantastic photographer with a darkroom and who sold photos at the LIST meetings."

Art was bigger than life, with lots of ideas, opinions and knowledge. He just stood up tall for what was right and berated incompetence and stupidity, quite audaciously. Art was the *best of the best*, basically a signal engineer, designer and historian in one and he was more than qualified. He knew what would fit where, what would foul what and how long each engineer took to transverse a route. He got the job done better than anyone.

The Historian in Art made him love the towers. In the early years as both an operator and maintainer, he climbed up in every attic and down in every crawl space looking for forgotten historical documents and found many. Lots of the interlocking prints were found this way also. He also studied the physical evidence of the interlocking plants to unlock the secrets of past configurations long lost to history.

In memory: AN INTERVIEW WITH ARTHUR JOHN HUNEKE, LIRR EMPLOYEE 1954-1987 AND LIRR HISTORIAN I contacted Arthur Huneke, noted LIRR Historian, to interview him about his LIRR career. I indicated: "I'd missed everything you have witnessed; sadly, and thus readers might enjoy reading from an experienced man on the scene". The following is Art's gracious response to my questions:

The Art Huneke Interview

Steve: How is it that you became a lifelong employee of the LIRR?

Art: At 17, I graduated high school and was hired as a "Student Trackman", which implied I would go to college in September or eventually. I started in July 1954 at \$1.55/hr.

Steve: Were there earlier interests in railroads and/or a major influence on your joining the LIRR?

Art: Yes, an intense interest in steam.

Steve: I have missed everything you have witnessed, sadly.

Art: I have felt that many times. Many, many times! I missed the G53s, H6s, C51s, E6s, most of the K4s by only a year, three, four, and five years.

Steve: Might you describe your original position and the associated duties?

Art: Trackman in Hicksville Section Gang. My first day pulling weeds from ballast west of Charlotte Avenue. When there was a ballast train, we'd join the extra gang and other section gangs, climb on the hopper cars, with pitch forks, in groups of four and men on the ground would open the hoppers with a tie or timber fastened in front of them to spread the stone. The train would move forward, and we'd push the stone from above. Anyone could lose their balance and fall through the opening, but I never heard of that happening. No OSHA, yet.

Steve: How would you describe the attitude of the men and their work ethic, at the time?

Art: Most of them were black and commuted from Brooklyn. They worked hard but could not get promoted and receive overall acceptance. Many were from the South and knew legal segregation. I guess the experience they received in New York was better.

Steve: How did you view the overall influence of the parent PRR and management?

Art: All the management were from the Pennsylvania Railroad. Tom Goodfellow, the Savior was from the PRR.

Steve: What prompted the decision to stay on at the LIRR?

Art: I didn't have the funds for college, but I had enough to buy a good camera. The LIRR still had steam for 15 more months.

Steve: What was your next job posting and how did you obtain the next position?

Art: I had friends who were Signal Maintainers, and with their assistance, I was able to transfer.

Steve: Please, describe your Signal Maintainer employ:

Art: Well, I started as a Helper as a learning position with an incentive to learn and advance toward becoming a Signalman/Maintainer. I earned twenty cents an hour more than a trackman!

Steve: If so, might you please indicate to me when you became a signal maintainer and the hourly pay rate?

Art: I transferred to Signal in December 1956 with an hourly pay rate at perhaps \$1.95 - \$2 and change. Many years later, back in LIRR towers, I eventually ended up as Train Director, **JAY** 2nd Trick (3:00-11:00 PM), Jamaica, as no one with more seniority wanted to work Saturday, Sunday and Holidays!

Steve: When did you retire from the LIRR?

Art: I retired July 1st, 1987.

The above interview took place circa June 1st, 2018.

I thank Arthur John Huneke for his cooperation and insight into his long and experienced 33-year career with the LIRR and his continued historical insights with his fabulous website: <http://arts-archives.com/>.
Steven A. Lynch.

THE LONG ISLAND RAIL ROAD MODELER BY MIKE BOLAND

THIS MONTH'S FEATURE:

MY MODELING AT THE HALF-WAY MARK FOR 2026 – PART 2

I finally found some drawings that someone had sent me that give me the correct dimensions and lengths of the sheds that were erected on the LIRR's 'reacher' cars so I can't wait to resume the construction of these cars. These few cars had at least two different flatcar bodies types, so photographs are very necessary to build these cars.

I'll be very busy working on LIRR cabin cars or cabin cars, in all classes. This includes the Bowser PRR N5, of which the Long Island had two (second 1 and second 2).

I have two old resin kits of Funaro & Camerlengo class N22A kits, and I recently found some missing parts for me to assemble the kits as they are quite nice. They are one-piece body construction. F&C, please bring these kits out again!!!

The N22 car is a neat kitbash and I have about seven or eight of these cars, so I'll be doing them in different paint schemes, both LIRR orange and MTA blue and yellow. There were a number of painting variations, but this is a fairly simple "splice" of both ends of an extended-vision cabin car by removing the middle section beneath the cupola and then some minor reworking to make it resemble the LIRR prototype.

New also is resin kit that I bought of the N22B bay-window cabin car, which is my favorite. It needs some work in that it is a late-model version and one without roof walk and full-height ladders, but this is a challenge and I can't wait. More later.

I continue my progress on some "oddball" LIRR parlors, the parlor-lounge cars that had "CLUB" in their names. These cars are three of a kind: "*Cayuga Club*", "*Mohawk Club*" and "*Senica Club*" as they all have the same body, but each has a different non-vestibule end in terms of their end windows. I'm so thankful I have photos of all these cars. (Editor's Note: The Pullman Company nomenclature for these cars was 'solarium cars'. There were effectively flat ended observation cars with windows on either side of the end train door. Because of their flat ends they could be used mid train.)

Then there's parlor-lounge car "*Oneida Club*", which I converted from a Walther's coach with a little work on the windows thanks to Don Valentine's New England Rail Supply windows. It's a one-of-a-kind car, a Plan 2917B, and was the only car in its class when originally on the PRR. I hoped to finish the car in time to bring it to the New England RPM Meet in late May and I just have to work on the interior and letter the car "*Oneida Club*" in red upper case Gothic lettering placed in an off-white 'nameboard' as on the prototype.

There's another oddball parlor-club car in the mix, too. This is "*Onondaga Club*", which is an interesting car with a vestibule at one end, too, and a service door on one side of the car. This should be an easy to moderately hard kitbash from a Walther's car.

I'm also working on the commuter club cars, "*Syosset*", "*Oyster Bay*" and "*South Shore*". This is a pretty easy kitbash using a Pullman heavyweight 12-1 sleeping car and gutting the inside of the car, just like the prototype did. I hope to do models of these three cars in the three different paint schemes that the prototypes wore.

Commuter club car "*Locust Valley*" is a little different and I have not done too much research on this car as of yet. It was damaged in a collision and removed from service but worthy of modeling. Another club car was substituted for it when it was retired. More about this in the future.

I've got a number of both PRR and LIRR 28-1 Pullman heavyweight parlor cars that need lettering as well as weathering. These cars were kept in relatively good shape with frequent car washings, so they did not have the same amount of weathering that other LIRR commuter passenger cars had. The parlor cars looked much cleaner.

I'm hoping to do several features on weathering LIRR passenger cars as well as motive power.

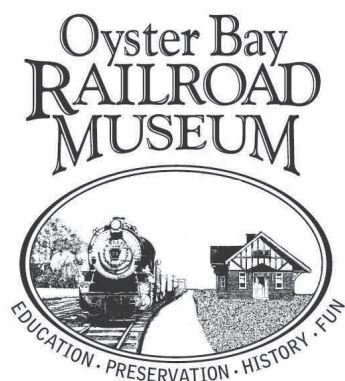
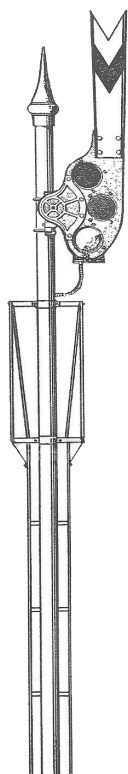
I also hope to do a few more models of the P74 ex-Pullmans converted to coaches for LIRR regular commutation service. These were cars numbered 7501 through 7505 and came from the New York Central. At least two of these cars lasted into the MTA era and wore the MTA paint scheme #1. One car, 7505, actually got the World's Fair Paint Scheme with orange lettering, numbers and stripe as well as the large, baseless Dashing Dan herald. Surprisingly enough, this car later had its orange stripe removed for an unknown reason, yet it retained its orange lettering.

I'll be working on some Funaro & Camerlengo resin-made LIRR passenger cars. I have a few double-deckers, and I've been entertaining the idea of working on them to convert two to 1347 and 201, the two "semi-married" pair of double-deckers built in 1937. These cars differ from the post-war production run built at Altoona in several ways and I think it would be fun to have these in their original Tuscan Red paint scheme with gold Futura lettering. I think these cars also had a light "Alumineal" roof that was silver or an off-white, which would make the cars even more interesting.

And last, I have my large MP54 fleet. It consists of brass cars from NJ International and Railworks as well as a flat-roof MP54's and P54's from ConCor.

I hope you had a great summer! Happy modeling, too!

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



Our Thirty-fourth Year!
www.rmli.org

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