



SEMAPHORE



March 2018

The next meeting of LIST will be on **Friday, March 16th at 8:00pm** at the Christ Episcopal Church, South Carll Avenue and Prospect Street, Babylon, New York.

THIS MONTH:

Dave Morrison will be the guest presenter for the March 2018 LIST meeting. Dave's presentation will be regarding his new Arcadia book which is titled "Images of Rail Long Island Rail Road Oyster Bay Branch." Dave will have copies of his book for sale and will personally autograph them.

IMPORTANT NOTICE:

The Town of Babylon Historian has obtained Eight historical plaques that will be placed at various locations along the LIRR Main Line and the Babylon Line in the Town of Babylon. The plaques will be located in close proximity to the Amityville, Copiague, Lindenhurst and Babylon train stations as well Belmont Junction on the Babylon Line. On the Main line, the plaques will be placed at the Pinelawn, Wyandanch and Deer Park train stations. It is expected that the Babylon Line plaques will be dedicated on one day and the Main Line plaques on another day. These historical markers are the same as you have seen at various historical places in NY State.

Please come out and support the placing of these historical plaques by attending one or more of the dedication ceremonies. Specific details regarding the date and times of the ceremonies will be announced in the April edition of the Semaphore.

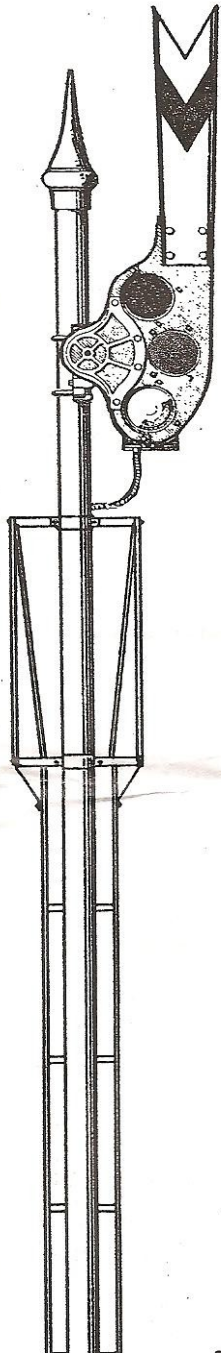
**For regular updates and other important information,
visit: www.LIST-NRHS.org**

The Chapter mailing address is:

LIST—NRHS

P O Box 507

Babylon, New York 11702-0507



THE PUBLICATION OF THE
LONG ISLAND-SUNRISE TRAIL CHAPTER
OF THE
NATIONAL RAILWAY HISTORICAL SOCIETY





The following price list is for LIST members only!



# _____ LIRR Oyster Bay Branch * New Book	@18 each Total _____
# _____ 2018 LIRR Calendar	@\$5 each Total _____
# _____ 2017 LIRR Calendar	@2 each Total _____
# _____ The LIRR Co. A Hist. 1834-1965 by Bob Sturm	@\$38 each Total _____
# _____ Caboose Art by George Wybenga SEE BELOW	@\$65 each Total _____
# _____ From a Nickel to a Token by A. Sparberg	@ \$25 each Total _____
# _____ Shortline RR's of LI by LIST	@\$27 each Total _____
# _____ Steel Road Nostalgia, Vol. 1 the Northeast	@\$32 each Total _____
# _____ Steel Road Nostalgia, Vol.2 the Northeast	@\$32 each Total _____
# _____ Jamaica Station by Dave Morrison	@ \$18 each Total _____
# _____ Sunnyside Yard+Hell Gate Bridge- D. Morrison	@\$18 each Total _____
# _____ LIRR 175 th Anniversary 60 page book	@\$5 each Total _____
# _____ LIRR Stations by Dave Morrison	@\$18 each Total _____
# _____ LIRR Port Jefferson Branch by D. Morrison	@\$18 each Total _____
# _____ The Long Island Rail Road, in color Vol. 1	@\$48 each Total _____
# _____ The Long Island Rail Road, In Color Vol. 2	@\$48 each Total _____
# _____ The Long Island Rail Road, In Color Vol. 3	@\$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 _____
# _____ The LIRR, In Color Power 1952-2015	@\$48 each Total _____
# _____ The LIRR Part Seven by V. Seyfried	@\$25 each Total _____
# _____ The Rockaway Trolley by V. Seyfried	@\$25 each Total _____
# _____ Victorian Stations of the LIRR by Ron Ziel	@\$30 each Total _____

Shipping for 1 of the books or calendar, \$3.50. CABOOSE ART BOOK, SHIPPING IS \$5 DUE TO IT BEING 270 PAGES.

Shipping for extra books, please call or e mail Steve Quigley for the shipping cost.

NY State Residents, please add 8.625% tax to the total of the merchandise PLUS the shipping]

*****NY RESIDENTS, THE COST OF THE CALENDAR IS \$9.23*****



List Happenings by Steve Quigley

Last month, due to unforeseen circumstances, I was unable to mark the address labels of your copies of the Semaphore. So for this month;

ON THE ADDRESS LABEL OF THE SEMAPHORE IS NOTED ONE OF TWO THINGS. IF THERE IS A CHECKMARK, YOU ARE A PAID UP MEMBER OF LIST FOR 2018.

IF YOUR NAME HAS A YELLOW MARK THROUGH IT, YOU HAVE NOT PAID YOUR 2018 CHAPTER DUES. PLEASE REMIT YOUR \$15 CHAPTER DUES.

IF THERE IS A MARK THROUGH YOUR NAME AND IT IS NOT APPROPRIATE, PLEASE LET ME KNOW SO THAT IT MAY BE RESOLVED.

It has happened that members have sent in their dues after this column was typed. So, if you have sent in your dues and a yellow mark was noted, please let me know.

THIS IS THE LAST CALL. If you do not send in your \$15 annual dues by the end of March 2018, your name will be removed from the mailing list and you will no longer be a member of LIST.

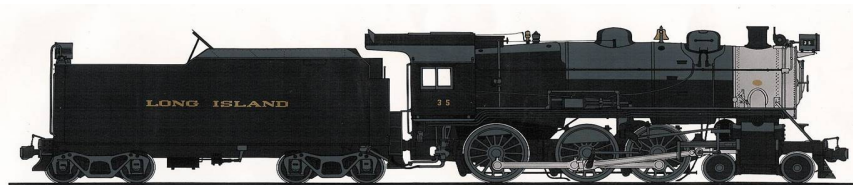
We have decided to put on sale the few remaining copies of the 2017 and 2018 calendar. The 2017 calendar is now for sale at \$2 each and the 2018 calendar cost is now \$5. Please see the order form in this month's edition of the Semaphore.

Our Chapter members have been invited to attend the "Long Island Live Steamers Invitational Train Club Meet" at their facility in Southaven Park in Shirley on Saturday, August 4th, 2018. Southaven Park is just off Sunrise Highway and the Live Steamers have an extensive amount of track work and been there for many years. I will note this event in the Semaphore in coming editions.

We have a tentative schedule for guest presenters for the meetings this year. This month, Dave Morrison will be the presenter and will introduce and sign his new book on the Oyster Bay Branch published by Arcadia Publishing. In April, Al Johnson will present "To Albany and Back, Railfanning the Hudson River Valley." In May, Roger Edington will present the LIRR east and west of Jamaica. In June, Mike Boland will introduce and sign his new MorningSun book on the LIRR.

We will be receiving copies of the Winter edition of the "Conrail Quarterly" which is a publication of the Conrail Historical Society by the time you read this. We are selling the Winter 2017/18 edition for \$9 which includes the shipping cost. The retail price is \$10. Mail your check for \$9 to our PO Box and note it is for the Conrail Quarterly. It is an excellent publication.

If you wish to write an article for the Semaphore, just let me know and I am sure that we will be able to print it [sooner or later]. My e mail address is csquigley@optonline.net and my telephone # is **631-487-4766**. Please email your articles.



Long Island Rail Road News by Steve Quigley

The LIRR did have a continuation of last year's very successful "Holiday Express." The limited engagement had 2 holiday decorated trains leaving from Ronkonkoma and Babylon with express service to Penn Station. It was a reservation only, one way only, nonstop passage on a holiday decorated bi-level train.

The current edition of the magazine "Passenger Train Journal" which is #2018-1, Issue 274 has an article titled Holiday on Rails 2017. Within this article which is about various Holiday 2017 trains are two pictures of the LIRR's Holiday Express train. Both photos were taken by Marc Glucksman whom contributes many Northeast rail photos to various publications.



If you are interested in a copy of this magazine, our Chapter has copies available. The regular retail cost is \$8.99 for the magazine but the cost for Chapter members is \$9 which includes shipping. Send a check for \$9 to our PO Box with a note stating that you want the 2018-1 Passenger Train Journal magazine and we will ship it to you.

WE ARE INTERESTED IN PICTURES OF THE LIRR 2017 HOLIDAY EXPRESS FOR OUR 2019 LIRR CALENDAR. IF YOU HAVE AN INTERIOR AND/OR EXTERIOR PICTURE OF THIS TRAIN AND WOULD LIKE TO SUBMIT IT FOR INCLUSION IN OUR 2019 CALENDAR, PLEASE EMAIL IT TO ME OR MAIL IT TO OUR PO BOX.

I viewed two LIRR MP-15AC locomotives running light through Belmont Junction on 2/25/2018. Locomotive #154 has been repainted in the Blue and Yellow paint scheme and looks great. It was attached to #153 which has not yet been repainted and hopefully will be painted soon as it needs it!

Although it is not about the LIRR, this is worth mentioning.

The New York Transit Museum has a new exhibition which began on February 28th. The exhibition is titled "Silver Connections," which are the subway drawings by Philip Ashforth Coppola. The drawings are a guide to the historic design of the NYC subway system. The exhibition continues until 6/24/2018.

The Long Island Sunrise Trail Chapter of the National Railway Historical Society is a non-profit 501c3 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

Stephen F. Quigley, President

Steven R. Torborg, Editor

THE LIRR MODELER by Mike Boland

This Month's Feature:

THE 2018 PROTOTYPE RAILS MEET, COCOA BEACH, FL. PART 2

I continue with my coverage of attending and presenting at the 2018 RPM Meet at the Cocoa Beach Hilton during the first weekend this past January. I got there just in time to do my show but all attendees sadly discovered that a number of folks—vendors, presenters and others—did not make it due to the bad weather across much of the nation. Ted Culotta, Steve Funaro and others were snowed in or simply unable to travel to the meet. So, many clinics had to be cancelled and new shows substituted for them. Jeff Aley, the meet's "tech guy" worked this out with a number of great, last-minute shows and he did his usual superb job of making out a great schedule and handling all the technical problems and glitches that pop up at the show...including mine.

Thanks, Jeff and to Mike Brock, many thanks, too, for putting together a great RPM meet.

For those who don't know about an RPM meet, there are a number of clinics or presentations on a number of different subjects related to railroading: freight cars, passenger cars, operations and industries, layouts, prototype, how-to...and locomotives. Most clinics are given twice and there are six clinics going on at once. Each clinic runs an hour in length with 45 minutes for the presentation and 15 minutes for comment and questions and answers.

So much was covered: heavyweight Pullmans through the years; the LIRR from 1945 to 1955; the B&O West End Division; building at 194 freight car roster; using Photoshop elements as a modeling tool; NYC steel flat cars; World War 2 POW trains; correcting the Athearn/MDC RS-3; Santa Fe F-units from HighLiners; building universal tank cars, night trains, GATX Airslide covered hoppers and a number of others, all fascinating. In addition to this, there was the "shake and take" clinic which this year featured a 40-foot double-door boxcar presented by Schuyler Larabee. Those attending are given a core kit, optional resin parts and decals. There is also a presentation on the prototype and then you're on your own. Everything is free, instructions are provided and all that is asked is that you return the following year to display the model you've built. Not bad, right? The room for this clinic was packed and once again, this clinic proved to be the most popular of all the presentations given.

With some great vendors, the N-scale FEC modular layout set up and operating and some nifty models were displayed from some great modelers like Dr. Bruce Smith, who displayed a number of exceptional PRR models in HO scale. Dr. Bruce showed off some really nicely-weathered PRR Con-Cor MP54 MU cars and gave me a few tips on how he weathered them. I hope to include his material in upcoming and future features on LIRR MP54's.

Until next time, happy modeling and back to the P74's!

Museum
440 – 4th Street P.O. Box 726
Greenport, New York 11944-0726
631-477-0439



Restoration Site &
Visitor's Center
416 Griffing Avenue
Riverhead, New York 11901
631-727-7920

The Railroad Museum of Long Island is pleased to announce its
2018 Educational Forum

You are invited to a slideshow and discussion by author and LIRR Historian, Dave Morrison who will speak on the subject of

**East End – LIRR Main Line Stations,
Hicksville to Greenport**

Saturday, March 31, 2018 at 1:00 PM

Riverhead Public Library Education Hall
330 Court Street
(across from the Suffolk County Historical Society)
Riverhead, NY

Ample municipal parking is available in the Town parking lot, Osborne and Court Streets – across from the entrance to the Library.

View numerous photographs taken by LIRR Claims Department photographer Fred J. Weber. Taken in the mid to late 1940s, they have never before been in print. Subjects will include a 140 year old brick-lined turntable pit, "B" Tower, a hospital spur, a World War I military camp, and the LIRR 160th Anniversary train. Dave will have his latest book, "Long Island Rail Road - Oyster Bay Branch" available for sale and autographing. Dave is a retired LIRR Branch Line manager and one of the founding members of the Railroad Museum of Long Island.

Mark your calendar now and plan to attend this fascinating retrospective of railroading history on Long Island. Admission is FREE and open to the public.

Long Island Rail Road Motive Power News



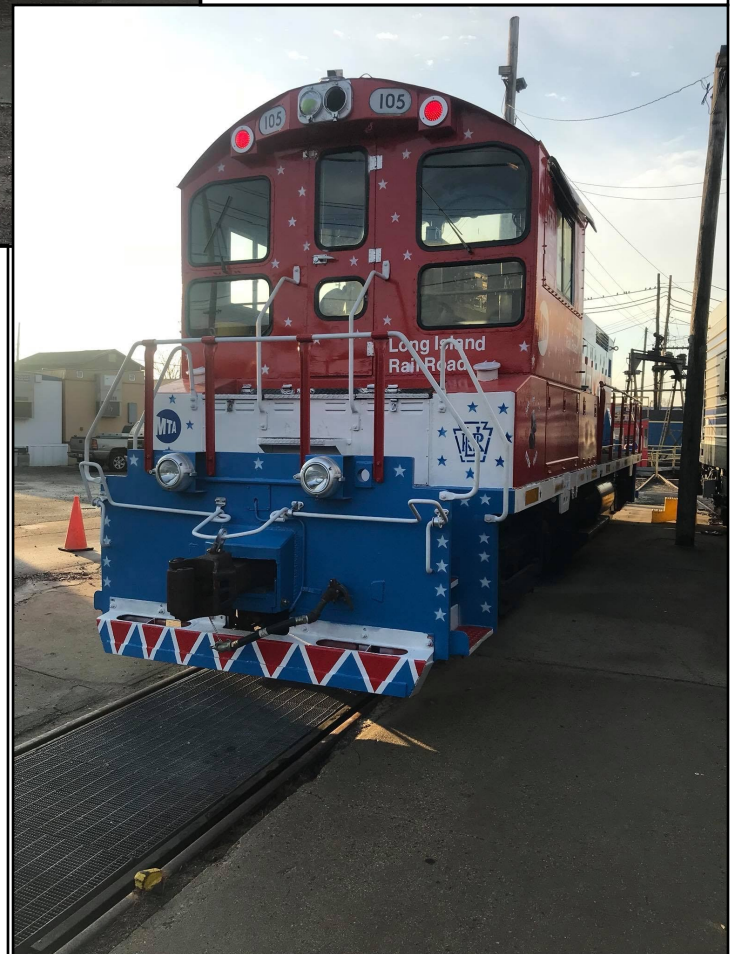
Photographed at the LIRR Morris Park Shops, Class E-10 (EMD SW-1001) Diesel #105 has been repainted into a most patriotic paint scheme.

While not yet released for public view, this unit appears dressed to impress with a brilliant blue hood, red cab and white nose and sides. Highlights include red and white stripes across the hood, numerous keystone and stars on the cab and pilots.

The #105 is spent many years leased to, and painted for the New York and Atlantic. Being that it is not a road unit and lacks Automatic Speed Control Equipment, it is likely to remain elusive to the cameras.

As more information becomes available on where and when this unit will be in service, not to mention the inspiration for its very unusual paint scheme, we'll be sure to pass it along.

Thanks to Barry Johnson for sharing his shots of what's sure to become a local celebrity!



When Can We Leave Penn Station? by Michael Ditkoff

I wrote about the 2016 Autumn Express in the February 2017 issue. The conductor called the engineer on the radio and said “OK to go; Restricting on the hanger.” There wasn’t enough space in that issue to explain the term.

Many signals in Penn Station are suspended from above, and that explains why they are sometimes referred to as “hanger” signals. There are switches at the end of every platform and multiple signals governing the route for which the switches are set, indicating that the route is safe for movement and the



engineer has the authority to proceed. **HOWEVER**, at Penn Station, there are situations where the leading end of the train may be past the initial signal required for the movement. How does the engineer know the signal to proceed is displayed? The engineer has to be told by the Conductor, or granted permission by the Dispatcher.

New York Terminal Special Instruction 613-T1 has the answer. Prior to beginning movement toward an interlocking signal, the train must not move if:

1. One or more switches are between the train and the next signal, **or**
2. The next signal displays Stop Signal, until a crew member observes and verbally notifies the engineer that the first interlocking signal to the rear of the leading end for the direction of movement is displaying a proceed aspect. When such observation is not possible, the engineer must contact the Dispatcher to receive verbal permission to proceed.

NOTE: Train may proceed without observing last signal or contacting Dispatcher if there are no switches between the train and the next signal, and that signal displays a proceed aspect.

The use of starting signals actually is a brilliant signal design solution, intended to rapidly cope with multiple movements. Routes are established, signal to signal, as is the normal process. But what is different at Penn Station is that fouling circuits on each switch along the route will release that switch when the movement travels beyond it. They do not remain locked until the route is cleared. Each section is released (or unlocked) when its circuit is cleared, making the section available for other movements. Hence the term sectional release. This allows sections of the route to rapidly be made available for use by other movements.

The starting signal feature and procedure allows the authority for a movement to be safely established over multiple sections of a route because only when the required switches are properly lined, and the route is locked, can the starting signal be displayed. It also provides for a movement to be reversed without having to clear a signal, even when the relevant signal is not visible to the engineer.

In years past, this feature was intensively used in Penn Station by the PRR, with the many yard movements that were made. Also, there were many mail movements to and from the station, the Diagonal platform, and to A/D and E Yards. It helps to explain why it was so hard to qualify in New York back then.

When Can We Leave Penn Station? by Michael Ditkoff

Frequently, when cars were removed or added onto the head and rear ends of trains, the switch engine could not get behind a signal before it pulled the cars off. The starting signal allowed a safe route to be set up.

The value of the system is displayed when the need arises to take cars off of the rear of a recently arrived eastbound train. As the switch engine moves in to couple to the train, the switches behind it are released. After the switch engine couples to the train, and a cut is made, it must make a reverse movement over these switches that it had previously traversed. But the engine may be beyond the signal needed for the westbound route. The last route known by the machine was eastbound, but the movement needs to go west. Also, it is possible that the switches may have been realigned for other movements, and the route will need to be reestablished. How do you go west with a proper signal when all the switches used to get you in are now released and possibly being used for other movements?

The switches can be realigned and the traffic can be reversed, thanks to sectional release. Only when this is done properly, with a safe route established, can the starting signal be displayed, allowing the movement to be accomplished safely. Displaying the starting signal provides a sure indication that the required switches are properly lined, and that route is locked. Unlike a typical interlocking, the starting signal feature allows the reverse movement to be made without the need for it to completely clear the interlocking and get behind the signal.

Another example is a long eastbound NJ Transit train that comes in for Track 3, to turn westbound, and it sticks out beyond the westbound signal. Sections of the route just traversed may have been released for use by other movements, and, for example, may now be in use for a movement off Track 2. Like with the engine pulling cars off the rear of the recently arrived train in the first example, the train sticking out of Track 3 must have a route established in the interlocking machine, and the starting signal on track 3 must be displayed, to allow it to go west.

The next signal visible to the engineer, who now is setting up on Track 3, to go west, is the Post Office Signal, 130W or 140W. However, this is not necessarily his signal, and he must not assume from it that the train has authority to move. The engineer must know what is on the starting signal that is behind the motor. If the engineer were to take the 130W signal, and move west, the train could run into the side of a train moving off Track 2 that had been given a starting signal. Displaying the starting signal is assurance that the other signals displayed ahead are for the engineer.

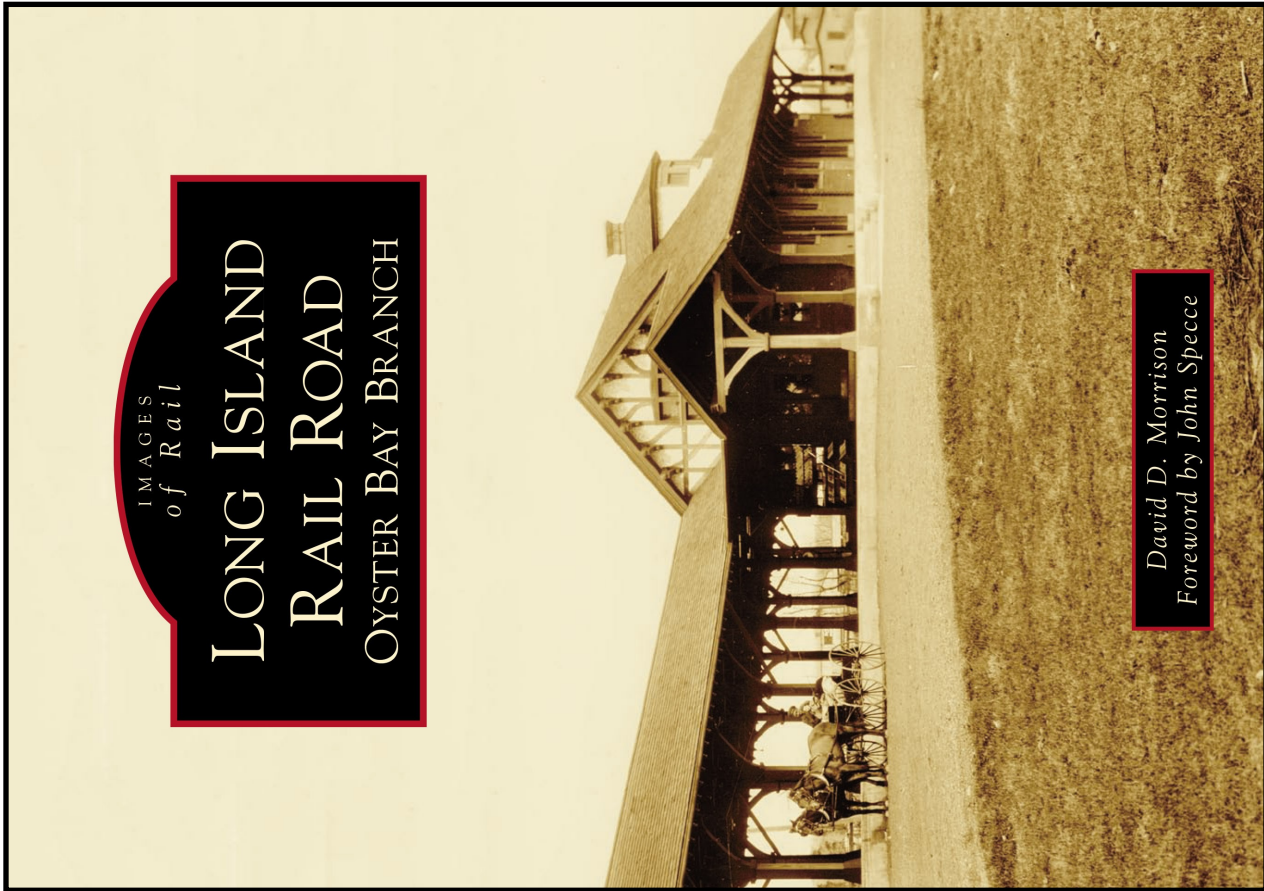
As noted above, the signal immediately to the rear of the engineer functions as the starting signal, and the train must not go until this signal is displayed. Because the signal may not be visible to the Engineer, this indication must be relayed to him, in accordance with special Instruction 613-T1, by a member of the train crew. If the signal cannot be viewed, the Dispatcher may authorize the movement to proceed from where it stands.

For many years, LIRR passengers have often heard "You have a Restricting on the hanger" over the PA, just prior to their train departing New York, leading to internet forums questioning "What the hell does 'Restricting on the hanger mean'?" This answer simply is that the conductor is using the PA to communicate the indication of the starting signal to the engineer, thereby complying with the LIRR's word-for-word and equally binding version of Amtrak's Special Instruction 613-T1. Amtrak and New Jersey Transit crews generally use their radios.

Special thanks to former Amtrak Zone 2 engineer Ken Briers for answering a question that isn't as easy as I thought.

Courtesy of the New York Railroad Enthusiasts

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



David D. Morrison
Foreword by John Specce

Dave Morrison will be the guest presenter for the March 2018 LIST meeting. Dave's presentation will be regarding his new Arcadia book which is titled "Images of Rail Long Island Rail Road Oyster Bay Branch." Dave will have copies of his book for sale and will personally autograph