



SEMAPHORE



March 2019

The LIST meeting will be held on **Friday, March 15th, 8pm** at the **Historic Van Bourgondien House in West Babylon**. This house is located at 600 Albin Avenue in West Babylon. The LIRR West Babylon Team Yard is located approximately 1/4 mile NW from the house also on Albin Avenue. Immediately adjacent to the house are soccer fields with a large parking lot for our use. Parking is also on site at the rear of the house down a long driveway. Albin Avenue is just off Arnold Avenue. Arnold Avenue begins at Route 109 on the north, just south of Sunrise Highway and on the south end it is off Great East Neck Road.

THIS MONTH:

The March show will be given by Kevin Katta:

"50 Years Ago on the LIRR --1960's Into the '70's.

The 60's-- Orange & grey action around Jamaica, Morris Park, Mineola and all around the system. The 1970's -the beginning of the MTA takeover.

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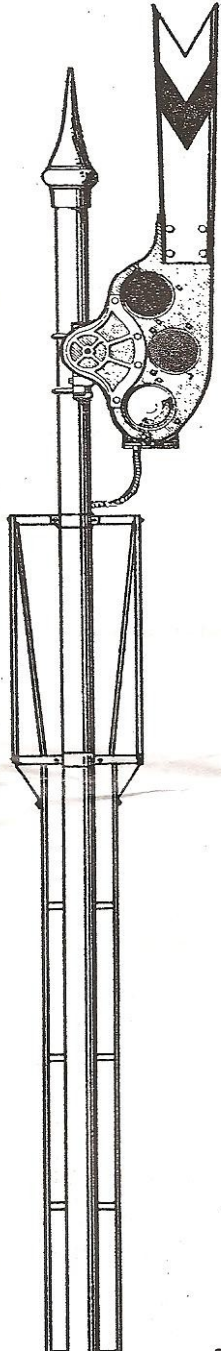
**For regular updates and other important information,
visit: www.LIST-NRHS.org**

The Chapter mailing address is:

LIST—NRHS

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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 Main Line East by D. Morrison *new book	@\$18 each Total _____
# _____	LIRR Trackside with Matt Herson by M. Boland	@48 each Total _____
# _____	LIRR Oyster Bay Branch	@18 each Total _____
# _____	2019 LIRR Calendar	@\$5 each Total _____
# _____	2018 LIRR Calendar	@\$2 each Total _____
# _____	The LIRR Co. A Hist. 1834-1965 by Bob Sturm	@\$38 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	@\$2 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 _____
# _____	Victorian Stations of the LIRR by Ron Ziel	@\$25 each Total _____

Shipping for 1 of the books or calendar, \$3.50.

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

We have only a few copies of our 2019 LIRR calendar remaining. If you have not purchased a copy, now is the time as we are still receiving orders and they will be gone soon. See the order form in this edition of the Semaphore for the reduced member price.

The LIST March 2019 meeting will be held at the Historic Van Bourgondien house at 600 Albin Avenue in West Babylon. There is plenty of parking immediately adjacent to the house in the soccer field's parking lot next door with a gate in the fence separating the soccer field's parking lot from the house.

As I mentioned at the meeting, if you need a ride from or to the LIRR Babylon train station, please call or email me and we will make arrangements. The LIRR's Babylon station is approximately 1.5 miles from the site. This building has a kitchen as well as 2 bathrooms for our accommodation.

The LIRR's 185th Anniversary is April 24th 2019. Our 72 page book is at the printer and it contains stories of the people, places and things of the LIRR. The book has 8 articles, most written by published authors. The book contains maps as well as color and black and white pictures. As of now, I do not know the price but the book should be available by the beginning of April. As usual, Chapter members will receive a discount off the retail price. The articles were written for this book and have not appeared in any other publications.

Among other happenings to celebrate the 185th Anniversary of the LIRR, we are working on a possible special rail trip on the LIRR.

If you would like to receive an electronic version of the Semaphore, please email me with your email address and I will send you the electronic version which will have color pictures when we publish pictures.

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.

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

Long Island Rail Road News by Steve Quigley

Beginning this month, commuters along the South Fork will have more transportation options with additional LIRR train service as well as bus shuttles. The new service is called The South Fork Commuter Connection. This improved service is designed to reduce the South Fork's traffic congestion which if you have been out there recently; traffic can be a nightmare especially during the summer months. The new service was inaugurated on March 4th and "It's entirely geared to meet the unique needs of the South Fork communities" as per Mr. Phillip Eng whom is the President of the LIRR. Six daily LIRR trains will stop at Speonk, Westhampton, Hampton Bays, Southampton, East Hampton, Amagansett and Montauk. The service will operate Monday through Friday year round. Some of the trains will connect with bus shuttle services to nearby businesses and employment centers.

On Tuesday, February 26th, two LIRR trains struck a vehicle that went around the gates at the Westbury, School Street crossing. Even though the gates were down and operating and other cars were stopped at the crossing, the vehicle with 3 people went around the gate and was first struck by an eastbound train and then immediately hit by a westbound express train filled with passengers. The 3 occupants of the SUV were killed and there were only a few minor injuries in the train. The westbound train hit the vehicle, derailed and then hit the station platform causing extensive damage to the M-9 car and destroying approximately 100' of the station platform. It was reported that the westbound engineer possibly saved the life of one of the passengers whom was sitting in the front of the car at the time of impact. In addition, passengers praised the members of the crew in providing direction, assisting the injured and being calm and cool in the face of this tragedy.

The men and women of the LIRR should be congratulated on the quick restoration of partial then full service on the Main Line in this area. By the Thursday PM rush hour, full service was restored. There was extensive damage to the track, third rail, signals and the station platform in addition to the train car. A thorough investigation had to take place first before the train car could be removed and the repairs to the infrastructure could occur.

This crossing is scheduled to be eliminated when the 3rd track project between Hicksville and Floral Park is completed. A total of 7 crossings will be eliminated upon completion of the project.

NY State Senator Chuck Schumer stated he plans to introduce federal legislation to fund safety improvements at LIRR grade crossings that could prevent accidents like the one in Westbury. Schumer is calling for the three "E's" of grade crossing safety solutions, Engineering, Education and Enforcement. The education part of the bill would provide additional funding for Operation Lifesaver among other things and the enforcement part would include money for cameras to be placed at crossings which would automatically issue summonses to motorists caught on camera driving around downed crossing gates. [However, the fines would be placed upon the car registration, not the driver as occurs with red light cameras here in NY. S Q]

In other news, The New York Transit Museum has a new exhibit titled "Sea Train Subway Reef Photos" by Stephen Mallon. These stunning images, many never before exhibited, capture the next chapter of decommissioned NYC subway cars useful life as a home for sea life on the floor of the Atlantic Ocean. The exhibit is from March 20th to June 16th in the Transit Museum Gallery in Grand Central Terminal.



THE LIRR MODELER by Mike Boland

This Month's Feature: LIRR CABIN CARS PART 1

This month I begin a new series on a type of rolling stock I have not written about in some time. Of course, I'm talking about cabin cars of the Long Island Rail Road. Railfans, myself included, called them cabooses and we all remember when a caboose brought up the rear of every freight train. They've been gone for some time now—since 1984 or so if I remember correctly and I might be wrong here—and they always announced the end of the train, just as a period tells us the sentence has ended. The caboose told us that this was the end of the train and it was as simple as that. To me, a freight train was not a freight train unless it had a caboose. So you can tell that I've been a little disappointed for a long time.

On the LIRR, cabooses were called cabin cars, like they were on the Pennsylvania Railroad. Employees called them "hacks." At one time the railroad had a good number of them and several different types as well so I thought I'd go through them as I start this new series on LIRR cabin cars. So here I go, writing about the prototypes and the models available in HO scale.

The railroad had two N5 steel cabin cars, #1 and #2; I'll talk about earlier cabin cars at a future date. In later years, their windows were plated over or covered, including on the cupola, and were used in work train service. This model was brought out in brass by Hi-Country Brass and had the correct end sills, which were not heavy-duty crash bars like the PRR cabin cars. In plastic, Bowser had made a good model of this car, which can be disassembled to cover the windows if you like to model a more recent cabin car. The Bowser model also has a heavy duty end sill crash posts that have to be replaced to accurately model the LIRR prototype. This can be done with either styrene or brass rod. Study prototype photos here.

For many years the LIRR cabin car fleet consisted of the N52 and the N52A wooden cabooses that were very similar to the N5 steel version. These cabin cars have been made in HO scale by N. J. Custom Brass in brass and without trucks and a resin kit was offered by Funaro & Camerlengo. Basically, the railroad's N52 and N52A were wooden versions of the N5 with a wooden body on a steel underframe.



N-5 #2 at Holban Yard just prior to being sent off for scrap in January, 2019.



N-52 #12 at the Oyster Bay Railroad Museum



N-52 #14 at the Railroad Museum of LI, Greenport

THE LIRR MODELER *continued... by Mike Boland*



N-22 #50 at Oyster Bay RR Museum

In 1958 the railroad moved big-time into steel cabooses with six steel cars built by the International Car Company that were classed as N22. These cabin cars were really a transfer caboose design with flat sides and no bay window or cupola. The LIRR cabin cars were numbered 50 through 55. The same design was used by the Boston & Maine Railroad and these cars were practically identical. The design was tweaked just a bit and a few years later, in 1961, the LIRR received six more cars. These cars had differences in the grab irons on the car end and the windows were just a little larger, including the third window on one side of the car. These cabin cars were numbered 56 through 61 and were class N22A.

In 1963, the LIRR got its only bay-window cabooses, when it ordered nine cabooses from International Car Company. The cabooses were also small and short, and they were numbered 62 through 71. These bay window cabooses were classed as N22B.

All these steel cabooses were painted a bright orange with yellow trim and all had large LONG ISLAND lettering, first in black and later in a dark, smoky gray. In later years, under the MTA, the cabooses were repainted yellow with blue trim and lettering with several variations.

The N22 caboose was offered first as a kit and then as a one-piece body by Funaro & Camerlengo. The N22B bay window caboose was also offered as a kit by F&C.

I'll continue with my series next time. Until next time, happy modeling!



N-22B #68 at Railroad Museum of LI, Riverhead

RMLI 2019 Educational Forum

You are invited to a slideshow and discussion by Railroad Historian, Edward M. Koehler, Jr. who will speak on the subject of:

Railroad Steam Locomotives on Long Island 1898 - 1955

Saturday, March 23, 2019 at 1:00 PM at the Suffolk County Historical Society, 300 West Main St. Riverhead, NY. Ample municipal parking is available in the Riverhead Town parking lot, Osborne and Court Streets – across from the entrance to the Historical Society.



Subjects will range from early Long Island Rail Road locomotives to the steam engines of the Pennsylvania Railroad ownership period of the LIRR to steam locomotives of the Brooklyn Eastern District Terminal line and other waterfront railroads serving Brooklyn and Queens. Following Mr. Koehler's talk, there will be a brief panel discussion "*Bringing Steam Back to Long Island – The Return of H. K. Porter 0-4-0 Tank Engine the Roy Dunwell*"

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. Visit us on the web at www.rml.org

The Museum wrapped up 2018 with two very successful and productive events; the 11th Annual Holiday Express Weekend on Dec 8th and 9th and the End of the Year Appeal.

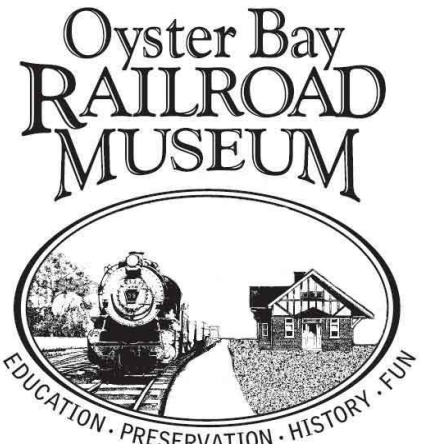
During the Holiday Express Weekend, parents, kids, grandparents were treated to tasty holiday treats, a visit from Santa, horse-drawn carriage rides and a holiday-themed O scale layout. As an added bonus, noted railroad historian and author, Dave Morrison was present, signing his latest book. Main Lines East. The Annual Appeal was a tremendous success, exceeding our goal. The funds raised will be most helpful with various projects as well as operating expenses.

Although we are officially closed to the public until mid-April, our dedicated volunteers continue to work at the Display Yard, in all types of weather, focusing their efforts on two major projects, restoration of the "Ping Pong" coach, and rebuilding locomotive #35's cab and tender.

Going forward, plans are underway for our major fundraiser, Summer Solstice Celebration in mid-June.

Additionally, In anticipation of the historic turntable becoming operational, a "Railroad Days" event and ribbon cutting is being planned for late spring, early summer. More to follow.

We encourage you to visit us on the web at www.obrm.org and Facebook, to keep current with the latest Museum happenings.



The Railroad Museum of Long Island invites all LIST Members to join us for a day bus trip to the Eastern Division TCA Meet at the York County Fairgrounds, York, Pennsylvania. This is the greatest "O" and "S" gauge toy train show on the East Coast, and we invite you!

Buses leave from Long Island with pick up locations throughout L.I. and New Jersey.

Download a reservation form at www.rmli.org see pick-up locations.

Itinerary: Board your bus at one of the noted locations and drift off to sleep as we travel to York. Arrive refreshed for breakfast at the "Round the Clock Diner" in North York, PA. After breakfast we will wheel over to the Historic York Fairgrounds for the 9:00 AM opening of the exhibit halls. TCA Members enjoy ALL of the exhibit halls at the fair. Non-TCA Members enjoy ONLY the commercial Dealer Halls at the Fair. (By joining the Train Collectors Association you too may experience the Blue and Silver Hall trading pits of TCA Members, an unbelievable collection of new and used trains for sale!) After a full day of "training," we happily board our buses at 5:00 PM for a delicious "all you can eat" meal at the "Old Country Buffet." After dinner we return to New Jersey and Long Island, arriving at our cars between 11:00 PM and midnight.

Riverhead RMLI will reopen for the 2019 Season on Saturday, April 6 at 10:00 AM.

Greenport RMLI will reopen for the 2019 Season on Saturday, May 25 at 11:00 AM.



From My Vantage Point, What are Cab Signals? by Michael Ditkoff

Vantage Point: a position or place that allows one a wide or favorable overall view of a scene or situation

Before explaining cab signals, you have to understand signals. Amtrak's rule book, NORAC, defines important concepts.

Block: A length of track with defined limits in which train movements are governed by block signals, cab signals, or Form D.

Block Signal: A fixed signal displayed to trains at the entrance of a block to govern use of that block.

Cab Signal: A signal that is located in the engine control compartment and which indicates track occupancy or condition. The cab signal is used in conjunction with interlocking signals and with or in lieu of block signals.

Signal Aspect: The signal appearance, which conveys an indication as viewed either (1) from the direction of an approaching train, or (2) on the cab signal display unit in the engine control compartment.

Signal Indication: The required action conveyed by the aspect of a signal.

Normal Speed: The maximum authorized speed.

Limited Speed: For passenger trains, not exceeding 45 MPH; for freight trains, not exceeding 40 MPH.

Medium Speed: Not exceeding 30 MPH.

Slow Speed: Not exceeding 15 MPH.

Restricted Speed: A method of operation that permits stopping within half the range of vision, and includes specific provisions for controlling the movement, maintaining vigilance and maximum authorized speeds.

The 1993 NORAC signal chart is on the next page. (It will be in black and white for those who get hard copies but in color for those who have an email membership.) Most of the signals are yellow lights in different positions, e.g. vertical, horizontal, and diagonal.

The position of the lights is the aspect and the signal indication is the action the engineer has to take. For example, Rule 281's name is Clear; the aspect is three vertical lights and the indication is *Proceed not exceeding Normal Speed*. Rule 281(b)'s name is Approach Limited; the aspect is three diagonal lights on top of three flashing vertical lights and the indication is *Proceed approaching the next signal at Limited Speed*. Rule 281c's name is Limited Clear; the aspect is three horizontal lights on top of three flashing vertical lights and the indication is *Proceed at Limited Speed until entire train clears all interlocking or spring switches, then proceed at Normal Speed*. Rule 282's name is Approach Medium; the aspect is three diagonal lights on top of three vertical lights and the indication is *Proceed approaching the next signal at Medium Speed*.

NORAC SIGNAL ASPECTS		RULE 280a.	RULE 280b.	RULE 281.		RULE 281a.
○ Indicates lunar white ⬤ Indicates flashing light ⊕ Indicates a number plate						
S April 1, 1993		Clear to next interlocking	Approach Normal	Clear		Cab Speed
Fixed Signal Name	Conforming Cab Signal Aspect	Cab Signal Name	RULE 281b.		RULE 281c.	
Clear		CLEAR				
Cab Speed		CAB SPEED	Approach Limited		Limited Clear	
Cab Speed		CAB SPEED			RULE 282a.	
Cab Speed Approach Limited		APPROACH MEDIUM	Approach Medium		Advance Approach	
Limited Clear		APPROACH MEDIUM			Advance Approach	
Approach Medium		APPROACH	Approach Medium		Advance Approach	
Approach Slow		RESTRICTING	Approach Medium		Advance Approach	
Medium Clear		RESTRICTING	Approach Medium		Advance Approach	
Slow Clear		RESTRICTING	Approach Medium		Advance Approach	
Slow Approach		RESTRICTING	Approach Medium		Advance Approach	
Restricting		RESTRICTING	Approach Medium		Advance Approach	
Stop & Proceed		RESTRICTING	Approach Medium		Advance Approach	
Stop Signal		RESTRICTING	Approach Medium		Advance Approach	

RULE 283.		RULE 283a.		RULE 284.	
Medium Clear		Medium Approach Medium		Approach Slow	
RULE 285.		RULE 286.			
Approach		Medium Approach			
RULE 287.		RULE 288.			
Slow Clear		Slow Approach			

RULE 290.				RULE 291.					
Restricting				Stop and Proceed					
RULE 292.		RULE 293.		RULE 293a.		RULE 293b.		RULE 293c.	
Stop Signal		Switch Closed Signal		Switch Open Signal		Approach Clear		Approach Restricting	
RULE 294.	RULE 294a.	RULE 296.	RULE 296a.	RULE 296b.	RULE 296c.	RULE 297.	RULE 297a.	RULE 297b.	RULE 297c.
Clear Slide Detector Signal	Slide Detector Signal	Approach Permanent Speed Limit Sign	Approach Speed Limit Sign	Speed Limit Sign	Resume Speed Sign	Approach Sign	Stop Sign	Restricted Area Speed Limit Sign	Restricted Area Resume Speed Sign

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

**LEAVE THE TRAFFIC BEHIND
 RIDE THE LIRR TO WORK**

FREE Connecting bus shuttle service is provided to local designated stops.

**TAKE THE
 South Fork Commuter Connection
 South Fork Weekday Schedule (March 4 - May 17)**

	6:16 AM	6:22 AM	6:35 AM	6:36 AM	6:44 AM	6:53 AM	7:03 AM	7:06 AM	7:08 AM	7:08 AM
Eastbound										
SPEONK				9:50 AM	1:13 PM	3:00 PM				
WEST HAMPTON				10:01 AM	1:19 PM	3:07 PM				
HAMPTON BAYS			8:26 AM	10:11 AM	1:29 PM	3:16 PM				
SOUTHAMPTON			8:36 AM	10:21 AM	1:39 PM	3:28 PM				
BRIDGEHAMPTON			8:44 AM	10:29 AM	1:47 PM	3:39 PM				
EAST HAMPTON			8:54 AM	10:39 AM	1:57 PM	3:49 PM				
AMAGANSETT			9:06 AM	10:44 AM	2:02 PM	3:54 PM				
MONTAUK			9:19 AM	11:04 AM	2:22 PM	4:14 PM				
Westbound										
MONTAUK										
AMAGANSETT				5:59 AM	7:27 AM	9:07 PM				
EAST HAMPTON				6:03 AM	7:32 AM	9:12 PM				
BRIDGEHAMPTON				6:12 AM	7:41 AM	9:21 PM				
SOUTHAMPTON				6:22 AM	7:51 AM	9:31 PM				
HAMPTON BAYS				6:32 AM	8:01 AM	9:41 PM				
WEST HAMPTON				6:41 AM	8:10 AM	9:51 PM				
SPEONK				6:49 AM	8:18 AM	9:58 PM				

NEW 6:23 PM 7:55 PM 8:07 PM 8:12 PM 8:22 PM 8:31 PM 8:41 PM 8:47 PM 9:07 PM 10:24 PM 10:29 PM 10:43 PM 10:58 PM 11:17 PM 11:28 PM

NEW 4:50 PM 5:08 PM 5:14 PM 5:23 PM 5:33 PM 5:43 PM 6:02 PM 6:14 PM 6:24 PM 6:34 PM 6:44 PM 6:54 PM 7:04 PM 7:14 PM 7:34 PM 7:48 PM 8:08 PM 8:18 PM 8:28 PM 8:38 PM 8:48 PM 8:58 PM 9:08 PM 9:18 PM 9:28 PM 9:38 PM 9:48 PM 9:58 PM 10:08 PM 10:18 PM 10:28 PM 10:38 PM 10:48 PM 10:58 PM 11:08 PM 11:18 PM 11:28 PM

\$4.25 FARE includes train and bus shuttle. Vending machines at train stations. Buy 2 tickets at one time. 1 for each direction.

www.sfccLIRR.com