

SIGNAL SYSTEM COMPLETION 20-YEAR PLAN

"An automatic block signal system actuated by continuous track circuits enhances the safety of any railroad operation. In an environment of fragile, historic cars of different materials, sizes, masses, and structural and safety systems, such a signal system is a necessity. If an emergency arises, the signal system alerts other operators about an impending problem." Seashore Trolley Museum Operating Rules April 1, 2009.

Phase I: Protection Around The Curve. This consists of reliability improvements for the existing system (track circuit connection supplies and protection hardware at several locations), a new inbound colorlight signal 42 at Seaward switch, new colorlight signals 50 & 51 on a single mast at Meserve's Crossing, and a temporary inbound dwarf searchlight signal 68 at the gravel pit (to be replaced by a colorlight signal and the searchlight to be relocated on the main line at Talbott Park).

Phase II: Finish the Beginning. This consists of replacement foundations for the dwarf semaphores A17 & B17 at the Visitors' Center and colorlight signals 22 & 23 at Morrison Hill, relocation of the grade crossing signal at Morrison Hill to the other side of the track with a new foundation, and a new inbound platform with a ramped high-level section, beside Riverside Barn.

Phase III: Complete Walker Junction. This consists of a new outbound colorlight signal 39 at Seaward switch, new colorlight signals 28 & 29 south of McKay Crossing, replacement of temporary signals 29 & 34 with a new inbound colorlight signal 34 at McKay crossing, a second grade crossing signal (east side) at McKay Crossing, and new concrete sleepers for the relay cabinet at McKay Crossing.

Phase IV: Out to Talbott Park. This consists of new colorlight signals 68 & 69 on a single mast at the gravel pit, new colorlight signals 144 & 145 on a single mast at the bottom of the curve at Talbott Park, a new inbound colorlight signal 50 at the top of the curve at Talbott Park, a new entering colorlight signal 57 and (2) dwarf colorlight leaving signals at Talbott Park. The dwarf searchlight signal from the gravel pit will be reused as the leaving signal on the spur at Talbott Park (future main line).

Phase V: Butler Grove Lead. This consists of refurbishing and installing (2) Lehigh Valley Transit semaphores, masts and cases, a tall "wig-wag" grade crossing signal (at Highwood crossing), the Hoeschen "ding-dong" grade crossing signal (at Riverside crossing), all on the Butler Grove lead, and (2) lower-quadrant semaphores as a visitor-actuated exhibit (somewhere on property).

The cost is estimated to be \$4,000 per year, for a total of about \$80,000.

