

# LONG ISLAND RAIL ROAD

## MAIN LINE

Main Line begins at Long Island City to Greenport.

Long Island City Station.

Long Island City Passenger Yard (Trains leaving L.I.C. over the main line must obtain permission from block operator at "F" before entering main track.)

Secondary Track, L.I.C. to "F" controlled by "F" called (3rd St. Secondary). This track has interlocked switch at east end and hand thrown switch at west end. Wash Machine located on this track. Runaround Track on north side of Wash Machine. Muirer Frt. Track leads off west end of secondary track.

Hunterspoint Station - Island Platform. Between 1 and 2 Tracks.

Third Rail ends at a point 715 ft. west of the station.

Trailing Point spring switch crossover between 1 and 2 tracks located 385 ft. east of station. NOTE: (When you are required to go over either of these switches for purpose of going in reverse direction you must operate the switch by hand before making the move.)

End of Block Signs on 1 and 2 tracks east of crossover.

Beginning of "F" Interlocking.

Running Automatic Speed Control Cutout Loop on #1 track west of "F" Tower. All such Loops are designated by yellow signs with black letters C.O.

"F" Tower and Block Station - north side.

Three Tracks "F" to Harold. (From north to south) designated #1 - Westward Frt. and #2.)

The Westward Frt. Track extends to end connects with the Montauk Cutoff. The portion of this track from "F" Tower to the Montauk Cutoff is on a viaduct and is known as the Main Line Cutoff. A.S.C. Cutout Loop located on east end of Main Line Cutoff.

Automatic Block System Rules 501 to 512 and Signal Rules 261-263-264 in effect between "F" and Harold on #1 - #2 and Westward Frt. Track (otherwise known as #3).

Harold Interlocking.

"BEGIN A.S.C.", yellow sign with black letters on signal bridge, designating start of Automatic Speed Control Territory.

"Q" Tower and Sunnyside Yard - north side.

Harold Tower and Block Station - south side.

Interchange Track east of Harold - south side - adjacent to and connects with #4 Track.

Special Instruction 1408 applies within the limits of Harold Interlocking.

Automatic Block System Rules 501 to 512, A.S.C. Rules 401 to 411 and Signal Rules 251-253-254 in effect Harold to "Jay".

North Side Branch Track #2 and New Haven Track #4 north of #4 and #2 Main Line Tracks.

North Side Branch Track #1 and New Haven Track #3 north of #3 and #1 Main Line Tracks.

In sequence the tracks at Harold are as follows: From North to South  
#3 New Haven - #1 North Side - #3 Main Line - #1 Main Line -  
#4 New Haven - #2 North Side - #2 Main Line - #4 Main Line -  
Interchange Track.

Woodside Station on #3 and #4 tracks.

"Win" Interlocking and Block Station - south side.

North side Branch branches to north of "Win".

Rockaway Branch, tracks #1 and #2 start at Rego Park and are interlocked at this point by "Win". #2 Rockaway connects with #4 Main Line and #1 Rockaway connects with #3 Main Line and switching lead.

Section Break Signals - First Automatic Block Signals east of "Win" on #3-1-2-4.

Switching lead extends from "Win" to Rego Park, interlocks and connects with #3 Main Line on both ends.

Switching Lead extends from "Win" to a point 2494 ft. east of "Win". This track connects with #4 Main Line and is interlocked on west end and hand thrown switch on east end.

Section Break Signals on first signal bridge west of Forest Hills on #3-1-2-4.

Forest Hills Station on #3 and #4 tracks.

Section Break Signals on first Block Signal east of Forest Hills on #2 and #4.

Kew Gardens Station on #3 and #4 tracks.

MAIN LINE con't

Section Break Signals on first Automatic Signals west of "Jay" on #3 and #1 tracks.

"Jay" Interlocking and Block Station.

Trailing Switch leading to Universal Asbestos Corp. - Electric Lock controlled by "Jay".

Automatic Block Rules 501 to 512, A.S.C. Rules 401 to 411, Signal Rules 261-263-264 and Rule 100 in effect between "Jay" and "Hall".  
Special Instruction 1408 in effect from westward limits of "Jay" to eastward limits of "Hall".

Jamaica Station - tracks #0 to #11 inclusive.

Hall Interlocking, Block Station - south side. 4 tracks Hall to Park.  
2 tracks Park to P.W.

The following Rules are in effect between Hall and Divide:

## #4 TRACK

Hall to Floral Park - Automatic Block Rules 501 to 512 and A.S.C. Rules 401 to 411.

Hall to Signal Bridge 103 - Rule 100.

Hall to Hollis Interlocking - Signal Rules 251-253-254.

Hollis Interlocking to Queens - Signal Rules 261-262-263-264 and Automatic Block Rules 501 to 512 in eastward and westward direction.

Queens to Park - Signal Rules 251-253-254.

## #3 TRACK

Park to Hall - Automatic Block Rules 501 to 512, A.S.C. Rules 401 to 411 and Signal Rules 251-253-254.

Signal Bridge 103 to Hall - Rule 100.

## #2 TRACK EASTWARD

Hall to Divide - Automatic Block Rules 501 to 512 and Signal Rules 261-262-263-264.

## #2 TRACK WESTWARD

Hall to Nassau - A.S.C. Rules 401 to 411.  
Divide to Hall - Manual Block Rules 305 to 373 with 316 - Signal Rules 261-262-263-264.

## #1 TRACK WESTWARD

Divide to Hall - Automatic Block Rules 501 to 512.

Divide to Queens - Signal Rules 261-262-263-264.

Queens to Hall - Signal Rules 251-253-254.

Signal 195, east of Nassau to Hall - A.S.C. Rules 401 to 411.

## #1 TRACK EASTWARD

Queens to Divide - Manual Block Rules 305 to 373 with 316.

In the vicinity of Jamaica the following are a list of places where trains may be picked up and disposed of: Yard D - Yard E - Westbound Layup - Pocket Track - Eastbound Layup - #5 and #6 Secondary Tracks - Johnson Ave. Yard - Station Tracks #0 to #11 - Eastward Brooklyn Freight Track - #1 and #2 Atlantic - Westbound Montauk - Receiving Yard - Advance Yard and Storage Yard.

Union Hall Street Station at tracks #3 and #4.

At Union Hall Street there are 9 tracks, from north to south they are as follows: #3 and #1 Main Line - #1 Montauk - Pocket Track - #3 Montauk - #2 and #4 Main Line and #5 and #6 Secondary tracks.

Section Break Signals on Signal Bridge east of Union Hall Street on #2 and #4 tracks.

Hillside Station on #3 and #4 tracks.

Westward Section Break Signals for track #1 and #3 on Signal Bridge east of Hillside.

Distant Signal also Section Break Signal governing westward movements on #2 track on Signal Bridge east of Hillside Station.

Holban Yard - south side.

Hollis Station on #3 and #4 tracks.

Hollis Interlocking remotely controlled by Queens.

Holban Yard Lead Track located south of #4 track behind Hollis Station, extends east, capacity 50 cars. This track is part of Hollis Interlocking.

End of Block Sign governing westward movements on Holban Yard Lead Track located 490 ft. west of Hollis Station.

Section Break Signals - first Automatic Signals east of Hollis Interlocking on #2 and #4 tracks.

Bellaire Station on #3 and #4 tracks.

MAIN LINE con't

Electric Lock Switch controlled by Queens in #4 track, east of Bellaire Station and leading to Queens Bellaire Coal Co. Track.

Electric Lock Switch controlled by Queens in #4 track, west of Queens Village Station, leading to Queens Village Team Yard.

NOTE: (Where Rule 261 applies) Before entering any track with a hand thrown switch NOT Equipped with an electric lock, permission must be obtained from Block Operator. Having reported clear on such a track, Train Order will be necessary before re-entering Main Track.

Queens Village Station - on #3 and #4 tracks.

Queens Interlocking and Block Station - north side.

A.S.C. Cutout Loop for westward movements on #2 track west of Queens.

Belmont Race Track and Wye tracks on south side. Belmont Race Track has 8 station tracks. There are 2 tracks on west leg of Wye 1 track on east leg.

Horse Car Track east of Queens. Trailing point in #4 track. NOTE: westward movements on #4 track horse car track and Queens Interlocking may be made on verbal permission of Block Operator, Queens.

Distant Signals governing eastward movements on #1 track and westward movements on #2 track located on first signal bridge west of Bellrose Station.

A.S.C. Cutout Loop for eastward movements on #1 track east of Queens.

Bellrose Station - on #3 and #4 track.

A.S.C. Cutout Loop for westward movements on #3 track west of Park Interlocking.

Park Interlocking. NOTE: Eastward movements on #3 track between Kingsway Plumbing Supply Co. track and Park Interlocking may be made on verbal permission of Block Operator, Park.

Floral Park Station on #3 and #4 tracks.

Hempstead Branch branches to the south of Park.

Park Tower - south side.

Creedmoor track to the north of Park.

End of 4 track system start of 2 tracks.

New Hyde Park Station - low platform.

Electric Lock on switch leading to north storage track in #1 track west of New Hyde Park.

Distant Signals governing eastward movement to Nassau on #1 track and westward movement to Park on #2 track, east of New Hyde Park.

Merillon Avenue Station - low platform.

Nassau Interlocking.

Mineola Station - high platform.

A.S.C. Cutout Loop for westward movements on #2 track west of Mineola.

Nassau Tower - south side.

West Hempstead Extension track to south of Nassau.

Oyster Bay Branch to north of Nassau.

End of Electrified Territory.

A.S.C. Cutout Loop for eastward movements on #1 track and eastward movements on #2 track, east of Nassau.

Electric Lock switch trailing from Woodall Industries track to #1 track, west of Carle Place.

A.S.C. Running Loop test for westward movements located west of Carle Place on #1 Track.

Carle Place Station.

Distant Signal - westward to Nassau on #2 track, west of Westbury.

Westbury Station.

Electric Lock on trailing switch from Team Track to #2 track.

Team Yard - south side.

Crossover from #1 to #2 equipped with electric lock - east of Westbury.

Distant Signal eastward on #1 track to Divide.

Electric Lock Switch - trailing from Friendly Frost Store Track to #2 track.

Electric Lock on trailing switch from west end of North Storage Track to #1 track.

Divide Interlocking.

Electric Lock Switch controlled by Divide leading from #1 track to east end of North Storage Track.

MAIN LINE con't

Electric Lock switch controlled by Divide leading from #2 track to south side track. This track is interlocked on east end.  
 Electric lock switch - trailing from #1 track to Inland Building Block Corp. Track west of Divide.  
 Hicksville Station.  
 Divide Block and Interlocking Station - north side.  
 Wading River Branch - north of Divide.  
 Wye track east of Divide - connecting #2 Wading River Branch to #1 Main Line. Wye switch in #1 Main Line is electric lock controlled by Divide.  
 Grumman Station.  
 Bethpage Station.  
 "B" Block and Interlocking Station - south side.  
 Central Branch branches to south.  
 Electric lock from #2 track to Montauk Grocery.  
 Farmingdale Station.  
 Trailing point crossover east of Farmingdale.  
 Facing Point switch in #2 track leading to Republic Aviation Industrial track - electric lock controlled by B.  
 P.W. Interlocking - remote control from "B" end of double track.  
 Starting of single track, Rules 305 to 373 and Block Rule 317 in effect. Also Signal Rules 251-253-254 to GY.  
 P.W. side track and Wye - north side.  
 Pinelawn Station - south side.  
 Distant signal to Wyandanch siding.  
 Westward distant signal to P.W. and Pinelawn side track.  
 Wyandanch side track - north side, west of Station.  
 Wyandanch Station - north side.  
 Distant signal to Deer Park.  
 Westward distant signal to Wyandanch.  
 Block and Block Limit Signal on Block Signal mast north side, west of station - call letters D.K.  
 Deer Park Siding - south side - Crossover from siding to Main east of station.  
 Distant switch indicator to Edgewood and Pilgrim Sidings.  
 Westward distant signal to Deer Park.  
 Pilgrim Station.  
 Distant signal to S.G.  
 Pineaire Station - south side.  
 S.G. Siding - south side from west crossover to east crossover.  
 East switch of east crossover is electric time lock. This switch is controlled by Operator at S.G. when open.  
 S.G. Eastward Block and Block Limit Signal - south side, west of block office.  
 S.G. Westward Block Limit Signal - west of block office - north side.  
 S.G. Westward Block Signal east of block office - north side.  
 Brentwood Station - south side.  
 Sister's track, east of Brentwood - south side.  
 Distant Signal to C.I. - south side.  
 Westward Distant Signal to S.G.  
 Central Islip Station - north side.  
 C.I. Block and Block Limit Signals, west of station platform on south side.  
 Central Islip siding west of C.I. on north side.  
 Freight track and Hospital track - south side east of Central Islip.  
 Westward distant signal to C.I.  
 Distant signal to K.O.  
 Yard Limit Board for Ronkonkoma - south side, west of Ronkonkoma. S-93 in effect.  
 Ronkonkoma Station - north side.  
 Water Plug (Stand Pipe) east end of Station - south side.  
 K.O. Block Signal east of Ronkonkoma - south side.  
 Coach Yard and Wye track engine lay-up tracks on north side.  
 Ronkonkoma Siding - south side east of K.O.  
 Westward Yard limit board west of Holbrook - north side.  
 Holbrook Station - south side.  
 Distant Signal to Holtsville Team Track Switch.  
 Westward Distant Signal to Ronkonkoma.

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MAIN LINE con't

Holtsville Station - south side.  
 Distant Signal to Medford,  
 Medford Station - south side.  
 Westward Distant Signal to Medford.  
 Distant Signal to "YA".  
 Yaphank Station - north side.  
 "YA" Block end Block Limit Signal on signal mast east of Yaphank -  
 south side.  
 Yaphank Siding east of station - north side.  
 Westward Distant Signal to Yaphank.  
 Distant Signal to Camp Upton Branch Switch.  
 Camp Upton Branch and Wye track - north side.  
 Camp Upton Branch is a secondary track controlled by "YA".  
 Westward Distant Signal to Camp Upton Branch Switch.  
 Distant Signal to M.R.  
 M.R. Block Limit Signal - south side east of Manorville Station.  
 Manorville Station - south side.  
 Manorville Siding - north side.  
 Calverton Station - south side.  
 Block Limit Signal S.H. west of Calverton - south side.  
 Calverton Siding - north side.  
 Distant Signal to Riverhead Siding and Industrial Switches west of  
 Riverhead on south side.  
 Yard Limit Board for Riverhead west of Riverhead on south side.  
 S-93 in effect.  
 Speed restriction of 20 MPH between Mile Post 73 and Mile Post 74.  
 Riverhead Station - south side.  
 Riverhead Siding - freight yard - north side.  
 Westward yard limit board at Main Street - north side.  
 Aquebogue Station - south side.  
 Team Track - north side.  
 Speed restriction of 20 MPH over first crossing west of Aquebogue  
 Station.  
 Jamesport Station - south side.  
 Block Limit Signal "R" west of Jamesport at east side of street  
 crossing, west of Jamesport - south side.  
 Laurel Station - north side.  
 Mattituck Station - south side.  
 "K" Block and Block Limit Signals on signal mast at station office -  
 south side.  
 Mattituck Siding - north side.  
 Cutchogue Station - south side.  
 Cutchogue Tear Yard - north side.  
 Peconic Station - south side.  
 Team Track - north side.  
 Southold Station - south side.  
 Block Limit Signal S.D. at station office - south side.  
 Team Yard on north side.  
 Westward Block Limit Signal G.Y. - north side.  
 End of Block sign at G.Y. - south side.  
 Greenport Station - north side.  
 Freight Yard and lay-up track on north side, turntable, water plug  
 (Stand Pipe), lay-up tracks and dock tracks on south side.

MONTAUK BRANCH

Montauk Branch begins at Long Island City to Montauk.  
 Long Island City Station.  
 Long Island City Passenger Yard.  
 W.S. Block Limit Signal - north side.  
 End of Block Sign - north side.  
 Single Track - W.S. to Dutch Kills Drawbridge.  
 South Yard on south side.  
 Signal Rules 251-3-4 in effect W.S. to "Jay".  
 Manual Block System Rules 305 to 373 inclusive, are in effect - Rule  
 317, applies also S-93 between W.S. and Dutch Kills Drawbridge.  
 Dutch Kills Drawbridge, protected by Home Signals and Smash Boards.  
 Westward Yard Limit Board - north side.  
 Double Track - Dutch Kills Drawbridge to "Y" Block Station.  
 Automatic Block Rules 501 to 512 in effect on #2 track - Dutch Kills  
 to Bliss Manual Block Rules 305 to 373 with 317 in effect - #1  
 track Dutch Kills Drawbridge to Bliss.  
 Bliss Block and Interlocking Station - south side.  
 North of Montauk tracks, the Montauk Freight cut-off connecting  
 (double) tracks to Yard "A" - in charge of Yard Master Yard "A".  
 South of Montauk tracks trailing lead to Blissville Freight Yard.  
 Automatic Block System Rules 501-512 inclusive - Bliss to "Jay".  
 Penny Bridge Station.  
 Trailing Point Crossover - east of Penny Bridge.  
 Facing Switch off #2 leading to Laurel Hill.  
 Haberman Station - trailing point crossover.  
 Facing switch Electric Lock by Bliss leading to New Yard from #2 track.  
 Facing switch in #1 track leading to Metropolitan Industrial Sites  
 Corp. - Electric Time Lock.  
 Maspeth trailing point crossover.  
 Maspeth freight yard trailing from #2 track to the south side.  
 Fresh Pond Station.  
 Bushwick lead secondary track - south side - controlled by Pond.  
 West Yard - south side.  
 Pond Interlocking and Block Station - north side.  
 Pond west to Bay Ridge - south of Pond.  
 Fresh Pond east Yard - south side.  
 Facing point crossover east of east yard.  
 Trailing lead to east yard and to Wye leading to Fremont and Bay  
 Ridge Branch, south side of yard tracks.  
 Glendale Station.  
 Trailing lead off #1 track to Glendale Terminal.  
 Glendale cut-off connects #2 Montauk with #2 Rockaway Beach Track  
 facing switch.  
 Trailing point crossover at Goldbergs Farm.  
 Richmond Hill Station-Island Platform.  
 Facing switch to Richmond Hill Freight Yard - south side.  
 Trailing switch off #1 leading to Storage Yard - north side.  
 Begin A.S.C. sign on "Jay's" Home Signal.  
 A.S.C. cut-out Loop on #1 track.  
 "Jay" Interlocking and Block Station.  
 Signal Rules 261-3-4-and Rule 100 in effect "Jay to Hall" - Tracks  
 #0 to #11.  
 Automatic Signal Rules 501 to 512, and Automatic Speed Control Rules  
 401 to 411 in effect "Jay" to Babylon.  
 Signal Rules 251-3-4 in effect - Hall to Babylon.  
 Jamaica Terminal - Tracks #0 to #11.  
 #5 and #6 Secondary Tracks between Hall and Hillside south of Montauk  
 and Main Line Tracks, controlled by Hall.  
 Hall Interlocking and Block Station - south side.  
 Special Instruction 1408 applies between Hall and St. Albans.  
 Section Break Signal on Signal Bridge 103, east of Union Hall Street  
 on #2 track - Section Break Signal on #1 track east of Liberty  
 Avenue at Holban Yard.  
 Viaduct over Main Line tracks #2 and #4 at Hillside.  
 Section Break Signals west of St. Albans on #1 and #2 tracks.  
 Trailing point crossover west of St. Albans.  
 St. Albans Station - Island Platform.

MONTAUK BRANCH con't

Facing switch leading to Holban Yard from #1 track - Electric Lock.  
 Springfield Gardens Station - Island Platform.  
 Section Break Signal on #2 track east of Springfield Gardens and on  
 #1 track on Signal Bridge west of Rosedale.  
 Valley Stream Station.  
 Valley Stream and Interlocking Station - south side.  
 Lynbrook Station - Island Platform.  
 Section Break Signals east of Lynbrook, on #2 and #1 tracks.  
 Trailing Switch off #2 leading to Lynbrook, Rockville Freight Station.  
 Rockville Centre Station - Island Platform.  
 Section Break Signals east of Rockville Centre on #2 and #1 tracks.  
 Facing switch off #1 track leading to Post and Combs track - Electric  
 Lock.  
 Trailing crossover east of Rockville Centre.  
 Baldwin Station - Island Platform.  
 Section Break Signals east of Baldwin.  
 Freeport Station.  
 Port Interlocking and Block Station - south side.  
 Between #1 and #2 track is a lay-up track called middle track, east  
 of Port, west end interlocked.  
 South of #2 track, east of Port, Freight House and Yard, west end  
 interlocked.  
 Double trailing point crossover 1/2 mile east of Port from #2 to  
 middle to #1.  
 Trailing switch off #2 to middle at Babylon Turnpike.  
 Merrick Station.  
 Bellmore Station.  
 Trailing point crossover east of Bellmore.  
 Wantagh Station.  
 Section Break Signals east of Wantagh.  
 Seaford Station.  
 Massapequa Station - High Island Platform.  
 Massapequa Park Station.  
 Trailing point crossover west of Amityville.  
 Amityville Station.  
 Section Break Signals east of Amityville.  
 Copiague Station.  
 Trailing point crossover west of Lindenhurst.  
 Lindenhurst Station.  
 Section Break Signals east of Lindenhurst on #2. Position light  
 section break opposite on #1.  
 Facing switch to Argyle Siding off #2, east end interlocked.  
 Central Branch Track - north of Montauk tracks.  
 Babylon Station with low platform south of #2 track - Island Platform  
 between #1 track and Central Branch.  
 Babylon Block and Interlocking station - south side.  
 Secondary called Babylon Lead Track north of Babylon to coach yard,  
 and washer, controlled by Babylon.  
 U.S.C. cut-out Loop on #2 track east of Babylon.  
 Water Plug (Stand Pipe) in Babylon Yard between secondary track and  
 #1.  
 Automatic Block System Rules 501-512 inclusive, and Signal Rules  
 251-3-4 are in effect, Babylon to "Y" Block Station.  
 Facing switch off #1 leading to Babylon Yard - Electric Lock.  
 Trailing point crossover at Higbie Lane.  
 Trailing point crossover west of Bayshore.  
 Bayshore Station.  
 Trailing point crossover west of Islip.  
 Islip Station.  
 Great River Station.  
 Oakdale Station.  
 Trailing point crossover west of Sayville.  
 Sayville Station.  
 "Y" Block Station.  
 Spring switch at end of double track at "Y".  
 Single track "Y" Block Station to end of Block at MY.

## LONG ISLAND RAIL ROAD

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MONTAUK BRANCH con't

Manual Block System Rules 305 to 373 inclusive, are in effect and 317 applies "Y" to end of Block MY. Also Signal Rules 251-3-4. Westward Block Signal and Low Home Signal governing move from #1 track to Single Track at "Y" - cannot be passed in stop position without train order.

Bayport Station - south side.. Freight track - north side.  
 Westward Distant Signal to "Y" and Bayport - north side.  
 Blue Point Station - south side.  
 Distant Signal to Patchogue east of Blue Point - south side.  
 Yard Limit Board east of Atlantic Avenue - south side. Rule S-93 in effect.  
 Home Signal - south side west of Patchogue..  
 Westward Block Signal north side, west end of Patchogue.  
 South side - the Freight Yard; also Ringhouse track..  
 Patchogue siding north of station from west switch to PD Interlocking.  
 North side the engine lay up yard and turntable.  
 Patchogue Station - south side..  
 PD Block and Interlocking Station - south side..  
 Interlocking Signal at PD - south side..  
 Westward Home Signal east of PD on Signal Bridge - south side..  
 North side east of PD lay up tracks for coaches..  
 South side - express track..  
 Eastward Block Signal - south side..  
 Westward Home Signal - north side..  
 Westward Yard Limit Board north side at South Country Road..  
 Westward Distant Signal east of South Country Road..  
 Distant Switch Indicators east and west of Bellport..  
 Bellport Station - south side..  
 Block Limit Signal B.O. east of Bellport - south side..  
 Bellport Siding north side..  
 Brookhaven Station - north side..  
 Mastic Station - north side..  
 Block - Block Limit M.S. West of Station - south side..  
 Mastic Siding - north side west of station..  
 Centre Moriches Station - south side..  
 Block Limit Signal M.O. - south side west end of station platform..  
 Centre Moriches Siding - north side..  
 East Moriches Station - south side..  
 Distant Switch Signal to P.T. - south side..  
 Block Limit Signal F.T. - north side west end of passing siding..  
 Eastport Station - north side..  
 Eastport Siding - south side..  
 Yard Limit Board west of S.K. - south side.. S-93 in effect..  
 Block and Block Limit Signals S.K. In front of station, north side signals govern westward movements, south side signals govern eastward movements..  
 Speonk Siding - north side..  
 Speonk Station - south side..  
 Wye track engine lay-up track and coach yard - north side..  
 Westward Yard Limit Board - north side..  
 Westward Distant Signal to Speonk - north side..  
 Westhampton Station - south side..  
 Block Limit Signal W.H. west end of siding - south side..  
 Westhampton Siding - north side..  
 Quogue Station - south side..  
 Quogue Side Track - north side..  
 Hampton Bays Station - north side..  
 Block Signal on signal mast west end of platform - north side.. Call letters N.D..  
 Hampton Bays Siding - south side..  
 Canal Bridge..  
 Canoe Place Station - south side - east side of Canal..  
 Distant Signal to S.N. - south side..  
 Block Limit Signal S.N. on signal mast west of express house - south side..  
 Southampton Station - south side..



LONG ISLAND RAIL ROAD

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MONTAUK BRANCH con't

Southampton Siding - north side - Crossover east of station from Main to Siding.  
20 MPH speed restriction over Flying Point Road, second crossing east of Southampton.  
Distant Signal to B.H. - south side.  
Bridgehampton Station - south side.  
Block Limit Signal B.H. east of station - north side.  
Bridgehampton Siding - south side - east of station.  
Westward Distant Switch Signal to B.H. on north side.  
Easthampton Station - south side.  
Amagansett Station - south side.  
Westward Block Signal on mast with block limit signal east of station on north side. Eastward block and block limit signals on mast on south side.  
Amagansett Siding - south side - east of Station.  
Distant Switch Indicator on south side to Fish House. "Promised Land".  
"Promised Land" Facing Switch (east) to north side.  
End of Block Sign on Westward Block Limit, MY Signal Post - south side at Mile Post 114.  
Montauk Station at end of track.  
Station Island Platform.  
Wye track - engine lay-up yard, water plug (stand pipe) - south side.  
Coach Yard west of Wye on south side.

CENTRAL BRANCH

Central Branch is from B to Babylon.  
Single track B to Babylon.  
B Interlocking and Block Station on the south side.  
Eastward Block Signal to Babylon is on the south side at Hempstead Turnpike.  
Westward Home Signal is opposite.  
Manual Block System Rules 305 to 373 inclusive, Block Rule 316 and Signal Rules 261-2-3-4 in effect from B to Babylon.  
Westward Distant Signal to B.  
Trailing (east) switch leading to Liberty Aircraft, on the south side, electric lock by B.  
South Farmingdale Station - north side.  
Trailing (east) switch leading to Wellwood Central Terminal Co. on the north side, capacity 50 cars. Electric lock switch controlled by B.  
Trailing (east) switch leading to Nat and Dina Sedley Inc., south side, electric lock by Babylon.  
Distant Signal to Babylon west of Little East Neck Road.  
Facing (east) switch leading to Dependable Fuel, on the north side, electric lock by Babylon.  
Babylon Station - Island Platform - south side.

PORT JEFFERSON BRANCH

Port Jefferson Branch begins at DIVIDE - which branches to the left of the Main Line tracks and runs to Port Jefferson.

Divide Block and Interlocking Station - south side.

Double track - Divide to Spring switch at "S".

Automatic Block Signal Rules 501 to 512 - also Signal Rules #251-3-4 to "S".

Landia Station.

Trailing Point Crossover, east of Landia.

Syosset Team Yard north side west of station.

Syosset Station.

"S" Block and Block Limit Signals - south side - when "S" Block Station is closed.

Spring switch at end of double track.

Westward Home Signal at "S" and Eastward Low Home Signal from #1 to single track cannot be passed in stop position without train order.

Single track from "S" to J.F.

Manual Block System Rules 305-373 inclusive, are in effect. Rule 317 applies. Also Rules 251-253-254, "S" to J.F.

Cold Spring Harbor Station - north side.

Westward Distant Signal to "S" east of Cold Spring Harbor, located north side.

Yard Limit for Huntington - south side - Rule S-93 in effect.

Huntington Siding - south side - crossover from siding to Main at Station.

Team Yard west of station - north side.

Water Plug (stand pipe) west of station - south of siding.

Huntington Station - north side.

Block and Block Limit Signals UN on mast located at station office, north side.

Yard Limit Board - north side.

Switch Indicator east and west of Greenlawn.

Greenlawn Station - north side.

Greenlawn Freight track - south side.

Switch Indicator Signal east of Greenlawn - south side, connected with Northport Junction facing point switch at Northport Junction, to the left (north side).

Distant Signal to Northport - south side.

Yard Limit Board - Rule S-93 in effect.

Northport Station.

Block and Block Limit Signals N.P. on signal mast east end of station platform on both sides.

Northport Siding - south side.

Yard Limit Board.

Westbound Distant Signal to N.P.

Switch Indicator to Kings Park.

Kings Park Hospital track, facing to north side.

Kings Park Station - north side.

Kings Park lay-up track - south side.

Westward Switch Indicator located east of Kings Park - north side.

Yard Limit for Smithtown - south side - S-93 in effect.

Distant Signal to S.T. - south side.

Block and Block Limit Signal S.T. on signal mast west of Smithtown - south side.

Smithtown Station - south side.

Smithtown Siding - north side.

Yard Limit Board - north side.

Westward Distant Signal to S.T. - north side.

Switch Indicator to St. James and Flowerfield - south side.

St. James Station - north side.

Flowerfield Station - north side.

Westward Distant Switch Indicator - north side.

Stony Brook Station - north side.

Block and Block Limit Signals BK located at signal mast station office - north side.

PORT JEFFERSON BRANCH con't

Stony Brook Siding - south side.  
 Switch Indicator to Setauket.  
 Setauket Station - north side.  
 Setauket Freight Track - south side.  
 Westward Distant Switch Indicator.  
 Distant Signal to Port Jefferson Yard - south side.  
 Yard Limit Board - south side - Rule S-93 in effect.  
 Port Jefferson Station - north side.  
 End of Block and Block Signal - westward - north side - west end station platform.  
 Wye Track, Coach, Freight tracks, engine yard and water plug (stand pipe) all on south side.

OYSTER BAY BRANCH

Oyster Bay Branch begins at Nassau, to the left of Main Line tracks and runs to Oyster Bay.  
 Nassau Interlocking and Block Station.  
 Double track - Nassau to Locust.  
 Automatic Block System Rules 501 to 512, also Signal Rules 251-253-254, in effect Nassau to Locust.  
 "A.S.C." Cutout Loop - east of Nassau in #2 track.  
 "A.S.C." Running Test Loop - west of East Williston in #1 track.  
 East Williston Station.  
 Trailing point crossover east of East Williston.  
 End of Electrified Territory.  
 Albertson Station.  
 Trailing point crossover west of Roslyn.  
 Roslyn Station.  
 Greenvale Station.  
 Glen Head Station.  
 Sea Cliff Station.  
 Side track runs from Sea Cliff to Glen Street.  
 Glen Cove - Glen Street Station.  
 Trailing point crossover east of Glen Street.  
 Glen Cove Station.  
 Locust Valley Station.  
 Locust Block and Interlocking Station - east end Locust Valley Platform.  
 Rules 261-262-263-264 and Manual Block Rules 305-373, Rule 316 in effect Locust to end of block - Oyster Bay.  
 Single track Locust to end of block - Oyster Bay.  
 Westward Distant Signal to Locust.  
 Mill Neck Station - north of Main track.  
 Trailing switch to Jacobson Ship Yard, electric lock by Locust.  
 End of block sign located south of Main track, west of Oyster Bay, opposite westward block signal.  
 Oyster Bay Station - south side.  
 Turntable, water plug (stand pipe), east of station, north side.  
 Freight track - south side, east of station.  
 Coach Yard - north side.

BAY RIDGE BRANCH

Bay Ridge Branch begins at Pond and runs to Bay Ridge.

On leaving Pond to Bay Ridge the direction is West.

Double track - Pond to End of Block at NU.

Automatic Block System Rules 501-512 inclusive, also Signal Rules 251-3-4 are in effect from Pond to Fremont.

Manual Block System Rules 305 to 373 inclusive, with Block Rule 317 in effect with traffic and Block Rule 316 in effect against traffic, also Rules (Signal) 251-3-4 from Fremont to End of Block at NU.

Fremont Interlocking and Block Station - south side.

North of Bay Ridge Branch tracks connect with the New York Connecting Railroad - New Haven Railroad operates over this territory, also interchange tracks #1, #2, #3.

South of Bay Ridge tracks, the Wye Spur and Wye connects #2 Bay Ridge track with #2 Montauk track.

Secondary A track runs from Fremont to Sutter Avenue, assigned direction is West. Controlled by Fremont. Rule 99 in effect.

Reverse movements Rule 316 in effect.

Distant Tunnel Signals.

Eastbound Distant Signal to Fremont.

Trailing point connection for Evergreen Branch on Secondary A.

Tunnel Signals cannot be passed in stop position without train order.

East New York Tunnel.

Eastward Tunnel Signal on #2 track.

Eastward Distant Tunnel Signals.

New Lots Yard - north of main tracks.

Water plug (stand pipe) at New Lots Yard.

Distant Signals to New Lots crossover.

New Lots crossovers.

Secondary B track runs from New Lots crossover to a point approximately 2 miles west, where it connects with #1 track. No assigned direction. Controlled by Fremont.

Facing point secondary track B to #1 track.

Facing point #1 to #2 track.

Facing point #2 to switching lead.

Eastward Distant Signals for New Lots crossovers.

South of Main tracks Vanderveer Park freight yard, enter by New Lots crossover.

Parkville Freight Yard - south of Main track.

Distant Signal to NU.

Trailing point crossover west of Parkville.

NU Block Limit on #2 track.

End of Block sign north of Main tracks.

Eastward - Block Limit Signal NU at New Utrecht Avenue and 15th Avenue.

Bay Ridge Yard.

Five tracks 1, 2, 3, 4, 5, to 8th Avenue.

Four tracks 2, 3, 4, 5, 8th Avenue to 5th Avenue.

At 5th Avenue track 5 leads to 6, 7, 8, and to Army Bases and docks.

At 2nd Avenue there are 23 tracks for A-B-C-D float bridges.

Dock and Storage tracks north of bridge tracks.

Special Instruction 1317-B applies at Bay Ridge.

ATLANTIC BRANCH

Atlantic Branch begins at Flatbush Avenue Station and runs to Valley. Automatic Block System Rules 501 to 512 inclusive, are in effect from Brook to Valley. Automatic Speed Control Rules 401 to 411 apply between Jay and Valley.

Trippers on all signals between Flatbush Avenue and "Jay", Rules 451 to 454 in effect.

Double track from Brook to Dunton. Rule 100 in effect Brook to "Jay".

Thirteen tracks in Flatbush Station.

Brook Block and Interlocking Station.

Signal Rules 261-263-264 in effect Brook to Van.

Signal Rules 251-253-254 in effect Van to East New York.

Trailing to the right of Main track for V.D. Yard at Van.

Van Interlocking Station.

Section break signal east of Van - #1 and #2 tracks.

Nostrand Avenue Station.

Viaduct between Flatbush Avenue tunnel and East New York Tunnel.

Speed 40 MPH.

East New York Interlocking under station platform.

East New York Station. Rules 261-262-263-264 in effect - East New York to Dunton.

Section Break Signals - east of station - #1 track.

The following Section Break Signals are at Woodhaven:

#1 TRACK	first signal west of Woodhaven.
#1 TRACK	first signal (eastward) west of Woodhaven.
#2 TRACK	first signal (westward) west of Woodhaven.
#2 TRACK	first block signal west of Woodhaven

Woodhaven Station.

Dunton Interlocking and Block Station - north side.

Signal Rules 261-3-4 in effect - Dunton to Hall.

Four Track System - Dunton to Jay.

Eastward Brooklyn Freight track connects #4 track to #11 freight track at Jay. Electric lock switches to Schlitz and Sheffield tracks controlled by Dunton; lead off this track.

Morris Park engine tracks lead to "Jay", via the westward Brooklyn Freight Track.

"Jay" Interlocking and Block Station.

"Begin A.S.C." signs on signals at Van Wyck Blvd.

Jamaica Station.

"Hall" Interlocking and Block Station.

Atlantic Branch tracks pass through the underpass east of Jamaica Station.

Signal Rules 251-3-4 in effect - Hall to Valley.

Double track - Hall to Valley.

Trailing point crossover west of Cedar Manor.

Position light section break at crossover on #2 track.

Cedar Manor Station.

Position light section break east of Cedar Manor on #1 track.

Locust Manor Station.

North side - track has a high platform and holds 18 cars for loading during racing season at Jamaica Race Track. East end electric lock, facing on #1.

South side - track east of station, trailing off #2 to horse platform.

Trailing point crossover west of Higbie Avenue.

Higbie Avenue Station.

Laurelton Station - Island Platform.

Section Break Signal east end of platform on #2 track.

Section Break Signal on #1 track located east of Laurelton.

Rosedale Station - Island Platform.

Valley Stream Station - Island Platform.

Valley Block and Interlocking Station.

To the right branches off for Far Rockaway Branch.

To the left east of Valley for the West Hempstead Branch.

Straight ahead for Long Beach Branch and Valley Stream Freight Lead and Yard to the right of Long Beach tracks.

The Montauk Branch is parallel to Atlantic Branch between Laurelton and Valley.

FAR ROCKAWAY BRANCH

Far Rockaway Branch begins at Valley and runs to Far Rockaway.  
 Double track from Valley to end of block sign, Far Rockaway.  
 Automatic Block System Rules 501 to 512 and Signal Rules 251-3-4 are  
 in effect Valley to end of block sign, Far Rockaway.  
 Valley Interlocking and Block Station - north side.  
 "A.S.C." running test loop in #1 track west of Gibson; "A.S.C." cutout  
 loop west of Gibson #2 track.  
 Gibson Station.  
 Hewlett Station.  
 Woodmere Station.  
 Section break signals on #1 and #2 tracks west of Cedarhurst.  
 Cedarhurst Station.  
 Lawrence Station.  
 Inwood Station.  
 End of Block Sign and Stop Board east of Inwood Station.  
 Track occupancy indicator east of Inwood Station for eastward trains.  
 Trailing point crossover with spring switches on both ends, connects  
 tracks #1 and #2 to track Zero.  
 Track Zero is a single track extending from east switch of crossover  
 to station track dividing switch.  
 Facing spring switch for eastward movements on Zero Track leading  
 to Freight Track.  
 Westward Track occupancy indicator west of Freight Track switch.  
 Dividing switch to 2 station tracks.  
 3 Lay-up tracks leading from station to north side.  
 Far Rockaway Station.

LONG BEACH BRANCH

Long Beach Branch begins at Valley and runs to Long Beach.  
 Automatic Block System Rules 501-512 inclusive, Signal Rules 251-3-4,  
 are in effect between Valley and Lead.  
 Double track Valley to Lead.  
 Valley Block and Interlocking Station.  
 "A.S.C." cutout loop east of Valley in #2 track.  
 "A.S.C." running test loop in #1 track west of Lynbrook.  
 Lynbrook Station - Island Platform.  
 Section Break Signal east of Lynbrook.  
 Center Avenue Station.  
 East Rockaway Station.  
 Powell's Creek Drawbridge.  
 Oceanside Station.  
 Electric lock switch leading to Long Island Lighting Co.  
 Trailing point crossover.  
 Island Park Station.  
 Section Break Signals located west end of station platform.  
 Lead Block and Interlocking Station single track, Lead to Long Beach.  
 Lead Drawbridge protected by signals with Automatic Trippers.  
 Trestle leads to Long Beach Yard.  
 End of Block Sign - south side.  
 8 Station tracks for loading.  
 9-10 Lay-up tracks.  
 Freight Yard leads from the right of Main track.  
 Montauk Branch runs parallel to Long Beach Branch from Valley to  
 Lynbrook on north side.

HEMPSTEAD BRANCH

Hempstead Branch begins at Park and runs to Hempstead.  
 Park - Block and Interlocking Station - north side.  
 Double track - Park to Garden.  
 Middle or lay-up track between #1 and #2 track, Floral Park.  
 Automatic Block Rules 501-512 and Automatic Speed Control Rules 401  
 to 411 in effect - Park to Hempstead.  
 Signal Rules 251-3-4 - Park to Garden.  
 Stewart Manor Station.  
 Section Break Signals.  
 Nassau Boulevard Station.  
 Garden City Station.  
 Garden Block Station - north side.  
 Spring switch at end of double track, west of Garden.  
 Single track from spring switch at Garden to Hempstead.  
 Signal Rules 261-2-3-4 - Garden to Hempstead.  
 Connecting track to Nassau.  
 Country Life Station.  
 Connecting tracks to right of Garden, at Country Life Press, connects  
 to West Hempstead Branch - Electric Lock Switch.  
 Connection from Garden also from Country Life Press (electric lock  
 switch) to secondary track called Central Extension runs from  
 End of Block Sign east of Garden to End of Block Sign west of  
 Mitchell Field, no assigned direction, controlled by Garden.  
 Rule 317 in effect.  
 Stations on this track are Garden - Clinton Road - News Day - A&P  
 Bronze.  
 Other Stations beyond the End of Block are Mitchell Field - Meadow-  
 brook.  
 End of Block Sign to right of Main track.  
 Hempstead Station at end of station tracks.  
 Four (4) station tracks and 4 lay-up tracks.

WEST HEMPSTEAD BRANCH

West Hempstead Branch begins at Valley and runs to West Hempstead to  
 the left of Montauk Branch tracks.  
 Valley Block and Interlocking Station.  
 Manual Block System Rules are in effect, 305 to 373 inclusive, and  
 Signal Rules 251-3-4. Rule 316 in effect.  
 Valley to end of Block Sign at West Hempstead.  
 Single track Valley to West Hempstead.  
 "A.S.C." cutout loop - Beginning of single track - eastward.  
 Yard Limit Board - north side - S-93, in effect from Yard Limit to  
 Valley.  
 "A.S.C." running loop test begins at Westwood Station - westward.  
 Westwood Station - north side.  
 Malverne Station - south side.  
 Lakeview Station - north side.  
 Hempstead Gardens Station - south side.  
 Westward Block Limit Signal - south side - WM.  
 End of Block Sign - south side.  
 West Hempstead Station - north side.  
 Freight Yard - coach yard and express shed located north side of Main  
 track - also lay-up tracks west of station.

NORTH SIDE BRANCH - PORT WASHINGTON

North Side Branch begins at Harold and runs to Port Washington.  
 Harold Interlocking and Block Station.  
 Double track - Harold to Great Neck.  
 Automatic Block Signal System Rules 501-512 inclusive, and Automatic  
 Speed Control Rules 401 to 411, are in effect from Harold to  
 end of block at Port Washington.  
 Signal Rules 251-3-4 - Harold to Great Neck.  
 Woodside Station.  
 Winfield Interlocking and Block Station-Trains can cross from #4 and  
 #2 Main Line tracks to #2 North Side Branch Track.  
 Section Break Signal east of Win Interlocking and #1 and #2 tracks.  
 Elmhurst Station.  
 Electric lock on facing switch to Durkee's Side Track on #2 track.  
 Corona Station.  
 United Nations Trailing point crossover at Corona Meadows.  
 Trailing switch off #1 track leading to Flushing Meadows freight yard,  
 north of Main tracks.  
 Flushing Creek Trestle.  
 Flushing Main Street Station.  
 Murray Hill Station.  
 Section Break Signals east of Murray Hill Station.  
 Broadway Station.  
 Auburndale Station - Island Platform.  
 Bayside Station.  
 Crossover east of Bayside Station.  
 Douglaston Drawbridge.  
 Douglaston Station - Low Platform.  
 Little Neck Station.  
 First Signal east of Little Neck Station on #2 track, Section Break  
 Signal.  
 Section Break Signal on first block signal west of Great Neck on #1.  
 Great Neck Station - High Platform. Spur track on south side holds  
 12 M.U. cars.  
 Great Neck Interlocking and Block Station located in station office  
 on north side.  
 Rules 261-2-3-4 in effect, Great Neck to end of block sign, Port Wash.  
 Manhasset Viaduct.  
 Manhasset Station - south side.  
 Facing (east) switch to team track, electric lock.  
 Plandome Station - south side.  
 Section Break Signals.  
 Trailing (east) switch leading to Port Washington, coal-electric lock  
 released for westward movements only.  
 End of Block Sign - south side.  
 Westward Home Signal opposite, end of block.  
 Port Washington Yard.  
 Port Washington Station.

ROCKAWAY BEACH BRANCH

Rockaway Beach Branch begins at Win and runs to end of block-Ozone Park.  
 Win Interlocking and Block Station.  
 Automatic Block System Rules 501-512 inclusive, Signal Rules 251-3-4  
 are in effect, Win to end of block at Ozone Park.  
 "A.S.C." cutout loop in #2 track at Rego Park.  
 "A.S.C." running test loop east end of Rego Park Station #1 track.  
 #1 and #2 track - Rego Park to end of block Ozone Park.  
 Rego Park Station.  
 Parkside Station.  
 Trailing point switch leading from Montauk Branch #2 to Rockaway #2 -  
 (Glendale cut-off).  
 Brooklyn Manor Station.  
 Woodhaven Station.  
 End of Block Sign.  
 Single track from end of block sign to Ozone Park Station. Spring  
 switch connects #1 and #2 to single track.  
 Ozone Park Station.