

**L.I.R.R. TELEGRAPHIC CALL LETTERS,**  
**NUMBERS AND NAMES**  
**FOR STATIONS, BLOCK STATIONS, BLOCK LIMIT STATIONS,**  
**TRAIN ORDER OFFICES, SIGNAL STATIONS,**  
**MANUAL & REMOTE CONTROL (R.C.) INTERLOCKINGS**

*(Rev. 02/12/23)*

**(Compiled and researched by Dave Keller from employee timetables, Robert M. Emery's hand-drawn maps and the knowledge, experience and kind assistance of Art Huneke, Jeff Erlitz and other helpful, knowledgeable railfans)**

Note: Numbered cabins and towers also used call letters concurrently due to telegraphic transmission. In 1907, the tower numbers were dropped per various General Orders and renamed to match their previously identifying calls. *(per past interview between Art Huneke and an old, retired LIRR tower operator.)*

Note: It is very possible that the 1880 towers did not have numbers. Numbers may have first been used when the block system was installed on the Montauk branch west of Jamaica in 1892. *(Art Huneke Data)*

Note: While the majority of the towers / cabins / stations had call letters where both letters reflected a portion of the location name, not all did (i.e. "Z" cabin at East New York) and some only a single letter (i.e. "SQ" tower at Sheepshead Bay Junction) *(Art Huneke data)*

Note: Starting in April, 1937, block stations in automatic block signal territory changed from letter calls, to name calls (i.e. "IS" tower became "HOLLIS" tower). Block stations in manual block signal territory retained their letter calls. (There were some exceptions)

Interlocking Plant Manufacturers:

S&F = Saxby & Farmer  
US&S Co. = Union Switch & Signal Co.  
G. R. S. Co. = General Railway Signal Co.

ETT = Employee Timetable

TT = Public Timetable

G.O.= General Order

BLOCK STATION No. 1

DUTCH KILLS, L. I. CITY (WITH BLOCK SYSTEM PLACED IN SVC. BETWEEN L. I. CITY AND WINFIELD, PER G. O. No. 47 EFF: 07/03/1879 *(Art Huneke archive)*)

BLOCK STATION No. 2

TOWER WEST OF WOODSIDE STATION (WITH BLOCK SYSTEM PLACED IN SVC. BETWEEN L. I. CITY AND WIN-

FIELD, PER G. O. No. 47 EFF:  
07/03/1879 (*Art Huneke archive*)

BLOCK STATION No. 3

TOWER BETWEEN WOODSIDE AND  
WINFIELD (WITH BLOCK SYSTEM  
PLACED IN SVC. BETWEEN L. I. CITY  
AND WINFIELD, PER G. O. No. 47 EFF:  
07/03/1879 (*Art Huneke archive*))

BLOCK STATION No. 4

WINFIELD DEPOT (WITH BLOCK SYSTEM  
PLACED IN SVC. BETWEEN L. I. CITY  
AND WINFIELD, PER G. O. No. 47 EFF:  
07/03/1879 (*Art Huneke archive*))

CABIN 1

BELMONT PARK (JOB ADVERTISED:  
5/16/1919. MAY HAVE BEEN PLACED IN  
SERVICE SOME YEARS EARLIER)

CABIN 5

TEMPORARY CABIN EAST OF JAMAICA  
AT THE SITE OF THE CONSTRUCTION  
OF THE ATLANTIC BRANCH UNDER-  
JUMP ON WEST SIDE OF GAS TANKS  
(IN SVC: BY MARCH, 1913 WITH JAM-  
AICA GRADE ELIMINATION PROJECT.  
CONTROLLED THE CROSSING AT  
GRADE OF THE NEW WESTBOUND  
ATLANTIC DIVISION TRACK AND THE  
EASTBOUND TEMPORARY TRACKS.  
OUT OF SVC: 1913 AFTER COMPLE-  
TION OF PROJECT.)

CABIN 7

JAMAICA -WEST OF WASHINGTON ST.  
N. SIDE OF TRACKS. (IN SVC: 1913  
WITH JAMAICA GRADE ELIMINATION.  
THREE 2-LEVER MACHINES. JOBS  
AT THIS BLOCK OFFICE WERE ABOL-  
ISHED EFF. 12/01/1929. PER PHOTO-  
GRAPHIC EVIDENCE TAKEN IN 1925,  
THE BLOCK STATION THAT WAS TAK-  
EN OUT OF SVC: 12/8/1929 PER G.O.  
111-15 ACCOUNT JAMAICA EAST IM-  
PROVEMENT PROJECT AND OPENING  
OF CABINS "J1," "J2," AND "J3" WAS  
A TOTALLY DIFFERENT DESIGN SO  
THE 1913 CABIN WAS REPLACED  
SOMETIME PRIOR TO 1925. CABIN

WAS TAKEN OUT OF SERVICE DUE TO INSTALLATION OF NEW TRACK #6 ON THE N. SIDE OF THE MAIN, PLACED IN SVC. ON 11/26/1929 PER G.O. #111-11.)

CABIN 10

TEMPORARY CABIN WEST OF HILLSIDE STATION AT SUBSTATION #4. (IN SVC: 1913 DURING JAMAICA GRADE ELIMINATION TO CONTROL CROSSOVER OF MONTAUK BRANCH TRACK #1 AND MAIN LINE TRACK #2 AND RELATED HOME SIGNALS. 2 LEVER MECHANICAL MACHINE (*Per Henry Wilhelm's interlocking map*). OUT OF SVC: NOV. 1922 AND CONTROL PASSED TO "RJ" TOWER FURTHER EAST) (*Art Huneke data*)

CABIN #11½

JAMAICA PLANK ROAD (INTERSECTION OF JAMAICA AVE. TROLLEY CROSSING AND LEFFERTS AVE., WHICH CRISS-CROSSED OVER THE TRACKS ON THE E. SIDE OF RICHMOND HILL STATION. CABIN BUILT: 1900 ON S. SIDE OF TRACKS AND W. OF JAMAICA AVE. FOUR-LEVER MACHINE TO OPERATE TROLLEY DERAILS. NOT A SIGNAL STATION; NO TELEGRAPH, NO TELEPHONE (*Per Art Huneke*). PRE-1907 PHOTO SHOWS 3 LEVERS POSITIONED OUTSIDE THE CABIN. RENAMED "L" CABIN IN 1907. REBUILT: 1909. OUT OF SVC: 1924 WITH JAMAICA AVE. GRADE ELIMINATION PROJECT)

CABIN #?

CHESTNUT ST. JCT., (BRT & LIRR) EAST NEW YORK, ON ATLANTIC BRANCH. (REPLACED IN 1905 BY TOWER #65 BUILT ON SIGNAL BRIDGE WITH ELECTRIFICATION AND ADDITION OF 2 LOCAL TRACKS.)

BLOCK STATION #1  
(POSSIBLY CABIN)

DUTCH KILLS STREET – L. I. CITY (MAIN LINE) IN SVC: 7/3/1879 PER G.O. #47, EFF. 7/2/1879. (*Per Art Huneke*)

TOWER #1: 2 MONTAUK JUNCTION, L. I. CITY (NORTH OF MAIN TRACKS AND EAST OF EAST AVE. 48 LEVER NATIONAL/S&F MECHANICAL MACHINE IN SVC: 6/1884. OUT OF SVC: 11/06/1904 [?]).

TOWER #2: 1 WEST OF WOODSIDE STATION (IN SVC: 7/3/1879 PER G.O. #47, EFF. 7/2/1879) (*Per Art Huneke*)

TOWER #2: 2 DUTCH KILLS CREEK (S. SIDE OF MONTAUK BRANCH TRACKS AND W. OF THE CREEK. ? LEVER SAXBY & FARMER MECHANICAL MACHINE IN SVC: 1892. MOVED TO N. SIDE OF TRACKS WITH ENLARGEMENT OF NORTH YARD AND INSTALLATION OF CONNECTION TO DOCK YARD: 1903-04. 29 LEVER UNION S & S MODEL 14 ELECTRIC MACHINE IN SVC: 10/12/1905. RENAMED "DB" IN 1907. OUT OF SVC: 10/1915 [*per Bob Emery's maps*] GONE FROM ETT OF 5/1916.)

TOWER #3: 1 BETWEEN WOODSIDE AND WINFIELD (IN SVC: 7/3/1879 PER G.O. #47, EFF. 7/2/1879) (*Per Art Huneke*)

TOWER #3: 2 BLISSVILLE, L. I. CITY (NORTH SIDE OF TRACKS AND WEST SIDE OF GREEN-POINT AVE. 16 LEVER JOHNSON STYLE "A" MECHANICAL MACHINE. IN SVC: 06/25/1894. RENAMED "BX": 11/04/1907.)

TOWER #4: PENNY BRIDGE (c. 1903 ON S. SIDE OF TRACKS AND E. OF LAUREL HILL BLVD. CROSSING. RENAMED "PY" IN 1907.)

TOWER #5: 1 HABERMAN (N. SIDE OF TRACKS AND E. OF 46<sup>TH</sup> ST./CLIFTON AVE. ADJACENT TO LAUREL HILL STATION. OUT OF SVC: ? . RELOCATED FURTHER EAST.)

TOWER #5: 2 HABERMAN (S. SIDE OF TRACKS, E. OF

FORMER LOCATION AND E. OF HABER-  
MAN STATION. RENAMED "LH" c. 1907.)

TOWER #6

FLUSHING AVE., MASPETH (MT.OLIVET)  
(N. SIDE OF MONTAUK BRANCH TRACKS  
AND E. OF FLUSHING AVE. JOHNSON 8  
LEVER STYLE A MECHANICAL MACH-  
INE. IN SERVICE: 8/1/1895, OR 10/1895  
OR 11/20/1895 (?) RENAMED "MV": 1907.  
RENAMED "OLIVET": 4/22/37)

TOWER #6½

METROPOLITAN AVE. - FRESH POND  
(S. SIDE OF TRACKS AND E. OF MET-  
ROPOLITAN AVE. AT THE FRESH POND  
STATION. IN SVC: 6/24/1896 OR  
10/14/1896 (?). PROTECTED THE  
BRT TROLLEY CROSSING. 16 LEVER  
MECHANICAL MACHINE. RENAMED  
"MX" IN 1907. SEE: "MX" TOWER)

TOWER #7

BUSHWICK JCT. - FRESH POND (N. SIDE  
OF TRACKS AND E. OF STATION. RE-  
NAMED "BJ" IN 1907.)

TOWER #8

FRESH POND JCT. (S. SIDE OF TRACKS  
AND E. OF JUNCTION. 16 LEVER US&S  
MECHANICAL MACHINE IN SERVICE:  
1883 - 1918, RENAMED "DF" IN 1907.  
INCREASED TO 20 LEVER JOHNSON  
STYLE "A" MACHINE BY 1912.)

TOWER #9

GLENDALE (c. 1903: S. SIDE OF TRACKS  
AND E. OF COOPER AVE. RENAMED  
"GW": 1907 DUE TO PROXIMITY OF  
**G**LENDALE **W**ELLS. SEE: "GW" TOWER)

TOWER #10

GLENDALE JUNCTION - JUNCTION OF  
MONTAUK AND ROCKAWAY BEACH  
BRANCHES (LOCATED ON MONTAUK  
BRANCH: S. SIDE OF TRACKS AND  
E. OF JUNCTION. 12 LEVER S&F  
MECHANICAL MACHINE IN SVC:  
8/26/1880. RENAMED "JD" IN 1907.  
OUT OF SVC: 1910)

TOWER #11

W. RICHMOND HILL (FOREST PARK) ON

- MONTAUK BRANCH (S. SIDE OF TRACKS AND W. OF FOREST PARK ROAD. IN SERVICE: 1892. RENAMED "RM" IN 1907)
- TOWER #12 RICHMOND HILL ON MONTAUK BRANCH (N. SIDE OF TRACKS AND W. OF RIDGEWOOD AVE. AND MORRIS PARK SHOPS STATION. IN SVC. ?. RENAMED "RC" IN 1907)
- TOWER #14 JAMAICA CROSS SWITCHES (DUNTON). JCT OF MAIN LINE AND ATLANTIC DIV. (ON ATLANTIC BRANCH AT WEST END OF JAMAICA YARD (S. SIDE OF TRACKS AND E. OF OLD DUNTON STA. AT VAN WYCK AVENUE. 48 LEVER S&F MECHANICAL MACHINE IN SVC: BY 1888. RENAMED AND LISTED AS "AC" IN 1903 CR4.)
- TOWER #15 "JAMAICA AIR TOWER" ON ATLANTIC BR. AT EAST END OF JAMAICA YARD (S. SIDE OF TRACKS, WEST OF DEPOT AND W. OF ROCKAWAY ROAD. IN SVC: AUGUST, 1899. RENAMED "JT" IN 1907. **1<sup>ST</sup> COMPLETELY PNEUMATIC 47 LEVER INTERLOCKING MACHINE ON THE LIRR**)
- TOWER #17 SOUTH STREET, JAMAICA (RENAMED "SJ": 1907.)
- TOWER #18 (?) NEW YORK AVENUE, CEDAR MANOR. IN SVC: ? TO PROTECT AGAINST TROLLEY CROSSING. RENAMED: ? OUT OF SVC: ?.
- TOWER #19 EAST OF **SPRINGFIELD** JCT. ON OLD SOUTHERN ROAD (S. SIDE OF TRACKS AND E. OF SPRINGFIELD JCT. IN SVC: 1880. OUT OF SVC: 5/11/1906.)
- TOWER #20 VALLEY STREAM (24 LEVER MECHANICAL MACHINE IN SVC: 1886. OUT OF SVC: 4/24/1907 WHEN REPLACED BY "VA" TOWER :1)

TOWER #21 PEARSTALL'S JCT., LYNBROOK- S. SIDE OF TRACKS AND E. OF ATLANTIC AVE. AT STATION PLATFORM. JCT. OF MON-  
TAUK AND LONG BEACH BRANCHES. (14 LEVER S&F MECHANICAL MACHINE IN SVC: BY 1884. RENAMED "PT" IN 1907)

TOWER #30 NORTH SHORE JCT. (L. I. CROSSOVERS) BETWEEN 5<sup>TH</sup> AND 6<sup>TH</sup> STREETS, L. I. CITY. (16 LEVER SAXBY & FARMER MECHANICAL MACHINE IN SVC: 7/1884. RENAMED "YD" IN 1907.)

TOWER #31 QUEEN STREET - L. I. CITY. (RENAMED "QS" IN 1907)

TOWER #32 SKILLMAN AVENUE, L. I. CITY (RE-NAMED "SX" IN 1907)

TOWER #33 WEST WOODSIDE (RENAMED "DW" IN 1907)

TOWER #34 WOODSIDE JUNCTION (.2 MILES WEST OF WOODSIDE. BECAME "WJ" (1<sup>ST</sup>) (SEE: "WJ" TOWER)

TOWER #35 WINFIELD JUNCTION - SOUTHEAST OF INTERSECTION OF THOMPSON AND GREENPOINT AVENUES AND S. SIDE OF TRACKS - L. I. CITY (24 LEVER S& F MECHANICAL MACHINE IN SVC: 1884 TO 03/01/1898. GRS MODEL 2 40 LEVER INTERLOCKING MACHINE IN SVC: 03/01/1898. RE-NAMED "WJ" [2<sup>ND</sup>] IN 1907.)

TOWER #36: 1 AT W. END OF WINFIELD STATION AT TODAY'S 69<sup>TH</sup> ST. & 48<sup>TH</sup> AVE.. IN SVC: 1883. RECEIVED THE NUMBER "36" AFTER MANUAL BLOCK SYSTEM WAS PLACED IN SERVICE BETWEEN JAMAICA & WINFIELD JCT. (*Art Hun-  
eke & Bill Slade data*) OUT OF SVC. BY 1907.

TOWER #36: 2 “JAMAICA BLOCK” (DUNTON) ON MAIN LINE BETWEEN MONROE AND WALNUT STREETS. (JUNCTION OF “BERLIN SIDING” WITH MAIN LINE. W. SIDE OF JUNCTION. ORIGINALLY TOWER #40:1. RENUMBERED TO #36 IN 1903. RENAMED “JA” IN 1907)

TOWER #37 45' EAST OF CALDWELL AVE. (LATER 57<sup>TH</sup> AVE.), E. OF THE FORMER GRAND ST. STATION AND W. OF THE FORMER REGO PARK STATION. IN SVC: 1892 AFTER MANUAL BLOCK SYSTEM WAS PLACED IN SERVICE BETWEEN JAMAICA & WINFIELD JCT. (*Bill Slade data*) PROBABLY OUT OF SERVICE BY 1907.

TOWER #38 .33 MILES WEST OF WHITE POT ROAD (LATER YELLOWSTONE BLVD.) IN LATTER-DAY REGO PARK. IN SVC: 1892 AFTER MANUAL BLOCK SYSTEM WAS PLACED IN SERVICE BETWEEN JAMAICA & WINFIELD JCT. (*Bill Slade data*) PROBABLY OUT OF SERVICE BY 1907.

TOWER #39 .2 MILES WEST OF MAPLE GROVE STATION. IN SVC: 1892 AFTER MANUAL BLOCK SYSTEM PLACED IN SERVICE BETWEEN JAMAICA & WINFIELD JCT. (*Bill Slade data*) PROBABLY OUT OF SERVICE BY 1907.

TOWER #40: 1 SEE “TOWER #36: 1” ABOVE

TOWER #40: 2 “OLD” JAMAICA (N. SIDE OF TRACKS AT W. END OF STATION PLATFORM, EAST SIDE OF DIVISION ST. ORIGINALLY A GATE TOWER. SIGNAL LEVER ADDED AND TOWER NUMBERED #40:2 IN 1903 WHEN TOWER NUMBER WAS TRANSFERRED FROM NEWLY-NUMBERED #36: 1. RENAMED “JS” IN 1907. REVERTED TO GATE TOWER BY DECEMBER, 1908 AND CALL LETTERS REMOVED.)



TOWER #41: 1 NEW YORK AVENUE – JAMAICA (SOUTH SIDE OF TRACKS AND EAST OF NEW YORK AVENUE CROSSING. IN SVC: 1890 WITH INSTALLATION OF INTERLOCKING SYSTEM. OUT OF SVC: c. 1904 )

TOWER #41: 2 “OLD” JAMAICA / “EAST END OF JAMAICA” (SOUTH SIDE OF TRACKS AND EAST SIDE OF JAMAICA STATION. ALL ELECTRIC. IN SVC: JUNE 29, 1906 PER G.O. 53. RENAMED “JE” IN 1907.)

TOWER #42 ROCKAWAY JCT. – HILLSIDE – JCT. OF MAIN LINE AND MONTAUK BR. (NORTH SIDE OF MAIN LINE TRACKS AT HILLSIDE STATION AND EAST OF JUNCTION, REPLACING “RJ” TOWER: 1. 12 LEVER MECHANICAL MACHINE. IN SVC: 07/31/ 1880 UNTIL 1895 REPLACED WITH US&S 23 LEVER STYLE “F” ALL-ELECTRIC MACHINE IN SVC: 1906. TOWER RENAMED "RJ": 1907.)

TOWER #43: 1 E. HINSDALE – JCT.OF EX-CRR OF L.I. CREEDMOOR AND CENTRAL BRANCHES WITH L.I.R.R. MAIN LINE (OPENED OCT/1887 NORTH SIDE OF TRACKS AND EAST OF TULIP AVE., ABOVE 1878 EX-STEWART **J**UNCTION. DEPOT. 24 LEVER MECHANICAL MACHINE. STATION RENAMED FLORAL PARK IN 1890. SHARED CALLS OF “JN” WITH 1<sup>ST</sup> FLOOR DEPOT. TOWER RE-NUMBERED #47 WITH INSTALLATION OF BLOCK SYSTEM BETWEEN ROCKAWAY JCT. AND FLORAL PARK: 1894. #43 REASSIGNED TO HOLLIS UPON OPENING.)

TOWER #43: 2 HOLLIS (N. SIDE OF TRACKS AND E. OF FARMER’S AVE. AND W. OF HOLLIS DEPOT. IN SVC: 1894 WITH INSTALLATION OF BLOCK SYSTEM. OUT OF SVC: 1905. REPLACED WITH TOWER EAST OF HOLLIS DEPOT.)

- TOWER #43: 3 (?) HOLLIS (N. SIDE OF TRACKS AND E. OF HOLLIS DEPOT. JOHNSON STYLE "A" 32 LEVER MACHINE IN SVC: 1905. RENAMED "IS" IN 1907.)
- TOWER #44: 1 HEMPSTEAD CROSSING - EAST OF GARDEN CITY WHERE LIRR TRACKS CROSSED THOSE OF THE CENTRAL RAILROAD OF L.I. RENUMBERED TO TOWER #105 WHEN BLOCK SYSTEM EXTENDED FURTHER EAST ON MAIN LINE AND MORE TOWERS PLACED IN SERVICE: 1894. NEVER IN THE MAIN LINE BLOCK SYSTEM. #44 REASSIGNED TO BRUSHVILLE.
- TOWER #44: 2 INTERSTATE PARK (BRUSHVILLE) ON MAIN LINE (S. SIDE OF TRACKS AT E. END OF STATION PLATFORM AND W. SIDE OF BENNETT [BAYLIS] AVE. IN SERVICE: 1894 WITH INSTALLATION OF BLOCK SYSTEM. RENAMED "VI". LAST LISTED IN SVC: 1897. ALSO KNOWN AS "BRUSHVILLE TOWER." ???)
- TOWER #44½ HEMPSTEAD TURNPIKE AND TROLLEY CROSSING OF MAIN LINE WEST OF QUEENS (QUEENS VILLAGE). (N. SIDE OF TRACKS AND E. OF CROSSING. STEVENS 8 LEVER MECHANICAL MACHINE IN SVC: 7/1905. RENAMED "HQ": 1907.)
- TOWER #45: 1 MINEOLA (BRICK TOWER IN SVC: 1890 SOUTH SIDE OF MAIN LINE TRACKS AT EAST END OF WOODEN STATION PLATFORM, EAST OF MINEOLA BLVD. TO CONTROL JCT. OF MINEOLA-HEMPSTEAD AND OYSTER BAY BRANCHES WITH MAIN LINE. SAXBY & FARMER 52 LEVER MECHANICAL MACHINE. TOWER RENUMBERED #48 WHEN BLOCK SYSTEM INSTALLED FURTHER EAST AND MORE TOWERS PLACED IN SERVICE: 1894. #45 REASSIGNED TO QUEENS [SEE BELOW] UPON OPENING.

RENAMED "MT": 1907.)

TOWER #45: 2

QUEENS (QUEENS VILLAGE) (N. SIDE OF TRACKS AND EAST OF CREED AVE. [SPRINGFIELD BLVD.] AND STATION. IN SVC: 1894. JOHNSON 16 LEVER MECHANICAL MACHINE. RENAMED "QU" 1907. OUT OF SVC: 1923. REPLACED BY BRICK TOWER IN 1924 WITH GRADE CROSSING ELIMINATION.)

TOWER #46: 1

BETHPAGE JCT. – JCT. OF CENTRAL R.R. OF L.I. AND L.I.R.R.(OPENED AUG/1885, EAST SIDE OF TRACKS AND NORTH OF CENTRAL R.R. SPUR TO BETHPAGE BRICK WORKS CROSSING L.I.R.R. TRACKS. RENUMBERED TO TOWER #49: 1894. #46 REASSIGNED TO WEST FLORAL PARK UPON OPENING. GONE BY 1897-98)

TOWER #46: 2

WEST FLORAL PARK (S. SIDE OF TRACKS AT W. SIDE OF REMSEN LANE, 1,168' E. OF BELLEROSE STATION AND 1,437' W. OF CARNATION AVE. [FLORAL PARK]. IN SERVICE: 1894 WITH INSTALLATION OF BLOCK SYSTEM. INTERLOCKING REBUILT 10/1/1905 PROBABLY ADDING SWITCHES FOR NEW 3<sup>RD</sup> RUNNING FREIGHT] TRACK. RENAMED "WA" [WEST FLORAL PARK] IN 1907. OUT OF SVC. AND REPLACED BY "BE" CABIN WHICH APPEARS ON ETT #49 EFF. 9/1908.) (*Data per Art Huneke*)

TOWER #47

FLORAL PARK (EX-STEWART JUNCTION. PREVIOUSLY TOWER #43: 1. RENUMBERED IN 1894 WITH INSTALLATION OF BLOCK SYSTEM FROM THE WEST AND MORE TOWERS PLACED IN SERVICE. ORIGINALLY SHARED CALLS OF "JN" WITH 1<sup>ST</sup> FLOOR DEPOT. RENAMED "FP": 1907. THESE CALLS ARE INDICATED IN THE LIRR JOB POSTINGS LIST OF 9/20/1907. TOWER RAZED WITH OLD STATION BLDG. WHEN NEW, RELOCATED STATION [JULY, 1909] AND NEW, FREE-STANDING "FK" TOWER:1 [1909] PLACED IN SVC.)

TOWER #48

MINEOLA (BRICK TOWER IN SVC: 1890 AS TOWER #45:1. SOUTH SIDE OF MAIN LINE TRACKS AT EAST END OF WOODEN STATION PLATFORM, EAST OF MINEOLA BLVD. TO CONTROL JCT. OF MINEOLA-HEMPSTEAD AND OYSTER BAY BRANCHES WITH MAIN LINE. SAXBY & FARMER 52 LEVER MECHANICAL MACHINE. TOWER RENUMBERED #48 WHEN BLOCK SYSTEM INSTALLED "RJ" TO FLORAL PARK AND MORE TOWERS PLACED IN SERVICE: 1894. #45 REASSIGNED TO QUEENS UPON OPENING. RENAMED "MT": 1907.)

TOWER #49

BETHPAGE JCT. – JCT. OF CENTRAL R.R. OF L.I. AND L.I.R.R.(ORIGINALLY TOWER #46 OPENED: AUG/1885 EAST SIDE OF TRACKS AND NORTH OF CENTRAL R.R. SPUR TO BETHPAGE BRICK WORKS CROSSING L.I.R.R. TRACKS. RENUMBERED TOWER #49: 1894. GONE BY 1897-98)

TOWER #50

EAST END OF WINFIELD STATION PLATFORM. IN SVC: c. 1880s. GONE BY THE 1907 GENERAL RENAMING OF BLOCK OFFICES.



- TOWER #67 MAURE AVE., MORRIS PARK ON ATLANTIC BRANCH (S. SIDE OF TRACKS AND E. OF MAURE AVE. RENAMED "MP" IN 1907.)
- TOWER #70 MYRTLE AVE. TROLLEY CROSSING ON BAY RIDGE/MANHATTAN BEACH BRANCH (12 LEVER MECHANICAL MACHINE. IN SVC: 6/1892 ON S. SIDE OF TRACKS AND W. OF FRESH POND ROAD AND MYRTLE AVE. RENAMED "MY": 1907. OUT OF SVC: 1914 ACCOUNT GRADE ELIMINATION.)
- TOWER #71 CYPRESS AVE., RIDGEWOOD TROLLEY CROSSING ON BAY RIDGE/MANHATTAN BEACH BRANCH (8 LEVER MECHANICAL MACHINE. IN SVC: 3/14/1895 OR 8/15/1895 (?) ON S. SIDE OF TRACKS AND E. OF CYPRESS AVE. RENAMED "CY" IN 1907. OUT OF SVC: 1914 ACCOUNT GRADE CROSSING ELIMINATION.)
- TOWER #72 EAST NEW YORK ON MANHATTAN BEACH BRANCH (W. OF TRACKS AND S. OF LIBERTY AVE. 12 LEVER MECHANICAL MACHIN IN SVC: 12/12/1895. RENAMED "LM" IN 1907. CLOSED c. 1914 WHEN EAST NEW YORK TUNNEL WAS BUILT.)
- TOWER #73 ROCKAWAY AVE., NEW LOTS- ON MANHATTAN BEACH BRANCH (8 LEVER MECHANICAL MACHINE IN SVC: 3/14/1896. RENAMED "AY" IN 1907. OUT OF SVC: ?)
- TOWER #74 FLATBUSH AVE. ON MANHATTAN BEACH BRANCH (CLOSED: 1907)
- TOWER #74½ OCEAN AVENUE TROLLEY CROSSING – OCEAN AVE., BKLYN. ON BAY RIDGE BRANCH. (WOODEN TOWER BUILT SOUTH OF TRACKS JUST BEYOND EAST END OF MANHATTAN BEACH JCT. STATION PLATFORM. TOWER WAS CLOSED FOR WINTER AND SWITCHES WERE CONTROLLED FROM

TOWER 75 AT THE JUNCTION WEST OF TOWER 74 ½ AND JUST WEST OF THE MANHATTAN BEACH JCT. STATION. CLOSED: 1907 WITH GRADE ELIMINATION PROJECT.)

TOWER #75: 1

MANHATTAN BEACH JCT. (WEST OF OCEAN AVE., BKLYN., RAILROAD EAST) JCT. OF BAY RIDGE AND MANHATTAN BEACH BRANCHES (BRICK TOWER ON BAY RIDGE BRANCH NORTH OF TRACKS AND DIRECTLY OPPOSITE THE JCT. WYE. IN SVC: c. 1885. LAST LISTED IN ETT AND CR4 OF 1903 AS INTERLOCKING. CONTINUED AS A TRAIN ORDER AND TRAIN REPORTING OFFICE AND BLOCK STATION WHEN RACES RUN AT CONEY ISLAND JOCKEY CLUB. REMAINED IN SITU AT GRADE WHEN TRACKS DEPRESSED FOR GRADE ELIMINATION PROJECT: 1909. OUT OF SVC: c. 1910 WITH DISCONTINUANCE OF RACE TRAINS. STILL INDICATED ON LIRR BLUEPRINT OF 1915 AS STILL STANDING BUT NOTED AS "ABANDONED.")

TOWER #75: 2

BRT JCT. – MANHATTAN TERRACE, BKLYN. JCT. OF BRT EL BRIGHTON BEACH LINE AND LIRR MANHATTAN BEACH BRANCH. (WOODEN TOWER IN TEMPORARY SERVICE: 5/25/1906 ON WEST SIDE OF TRACKS JUST SOUTH OF MANHATTAN BEACH JCT. TOWER GIVEN CALL NUMBER FROM MANHATTAN JCT. TOWER. TEMPORARY INTERLOCKING GONE BY 1907 WITH GRADE ELIMINATION AND TRACK RELOCATION.)

TOWER #76

SOUTH GREENFIELD, BKLYN. ON MANHATTAN BEACH BRANCH (WOODEN TOWER LOCATED AT WEST SIDE OF TRACKS AND NORTH OF ELM AVENUE ACROSS FROM SOUTH GREENFIELD STATION. PROBABLY GONE BY 1909 WITH GRADE ELIM-

- INATION AND TRACK RELOCATION.)
- TOWER #77                      KINGS HIGHWAY, BKLYN ON MANHATTAN BEACH BRANCH. (WOODEN TOWER LOCATED ON WEST SIDE OF TRACKS AND SOUTH OF KINGS HIGHWAY. RENAMED "KF" IN 1907.)
- TOWER #78                      NECK ROAD, BKLYN. ON MANHATTAN BEACH BRANCH ("NECK ROAD TOWER") (WOODEN TOWER BUILT ON WEST SIDE OF TRACKS AND SOUTH OF NECK ROAD [GRAVESEND NECK ROAD]. PROBABLY GONE BY 1909 WITH GRADE ELIMINATION AND TRACK RELOCATION.)
- TOWER #79                      SHEEPSHEAD BAY, BKLYN. ON MANHATTAN BEACH BRANCH (TOWER LOCATED AT EAST SIDE OF TRACKS AND SOUTH OF SHEEPSHEAD BAY RD. PROBABLY GONE BY 1909 WITH GRADE ELIMINATION AND TRACK RELOCATION.)
- TOWER #79½                      SHEEPSHEAD BAY JCT. - EMMONS AVE. (LATER NEPTUNE AVE.) TROLLEY CROSSING - NORTH OF MANHATTAN BEACH STATION ON W. SIDE OF MANHATTAN BEACH BRANCH TRACKS AND NORTH SIDE OF EMMONS (NEPTUNE) AVE. (16 LEVER MACHINE IN SVC: 10/1898 OR 12/1898. REBUILT WITH 20 LEVER MECHANICAL MACHINE IN SVC: 6/11/1906. RENAMED "SQ" IN 1907.)
- TOWER #91                      OZONE PARK (IN SVC: 12/1906 ABOVE STATION BUILDING AT GRADE ON W. SIDE OF TRACKS. RENAMED "RK" IN 1907. 28 LEVER TAYLOR MECHANICAL MACHINE.)
- TOWER #92                      ON SIGNAL BRIDGE S. OF LIBERTY AVENUE, SOUTH OF OZONE PARK STATION ON ROCKAWAY BEACH BRANCH. (12 LEVER JOHNSON STYLE "A" MECHANICAL MACHINE IN SVC: 1904. RENAMED



“LR” IN 1907)

TOWER #93 WEST END TRESTLE (HAMILTON BEACH)  
(E. SIDE OF TRACKS AND S. OF STA-  
TION. NORTH OF JAMAICA BAY TREST-  
LE ON LAND. 16-LEVER S&F MECHAN-  
ICAL MACHINE IN SVC: 06/011904.  
RENAMED “WD” IN 1907.)

TOWER #94 ON JAMAICA BAY TRESTLE (700’ EAST OF  
GOOSE CREEK STATION) (IN SVC: BY  
1906. IN USE DURING SUMMERS ONLY.  
RENAMED “EC” IN 1907.)

TOWER #95 WEST GOOSE CREEK (ON JAMAICA BAY  
TRESTLE, 2,800’ EAST OF TOWER #94. IN  
SVC: BY 1906. IN USE DURING SUMMERS  
ONLY. RENAMED “WU” IN 1907.)

TOWER #96 ON JAMAICA BAY TRESTLE (1,300’ EAST  
OF THE RAUNT STATION) (IN SVC: BY  
1906. IN USE DURING SUMMERS ONLY.  
RENAMED “ER” IN 1907.)

TOWER #101 HAMMEL SWING BRIDGE - BEACH CHAN-  
NEL (HAMMEL JCT.) (WEST SIDE OF  
TRACKS AND SOUTH OF CHANNEL.  
16 LEVER S&F MACHINE IN SVC: 1894  
RENAMED "HJ" IN 1907.

TOWER #102 EAST END OF HAMMEL WYE (JOHNSON  
44 LEVER MECHANICAL MACHINE. OUT  
OF SVC: 8/2/1907. REPLACED BY “HU”  
TOWER.)

TOWER #105 HEMPSTEAD CROSSING, GARDEN CITY.  
JCT. OF HEMPSTEAD BRANCH, CEN-  
TRAL BRANCH AND, AFTER 1893, THE  
N.Y. BAY EXTENSION (PER 1903 CR4.)  
(OPENED JAN/1890, IN NORTHWEST  
QUADRANT OF CROSSING AS TOWER  
#44. NATIONAL/SAXBY & FARMER 36  
LEVER MECHANICAL MACHINE. RE-  
BUILT: 12/1893. RENUMBERED TOW-  
ER #105: 1894. REBUILT AND RE-  
NAMED “HC”: 08/1907. INCREASED TO

40 LEVERS: 01/28/1919.)

TOWER/CABIN #?  
(FLUSHING AVE. TROLLEY XING) FLUSHING AVE. AND TROLLEY CROSSING OF BUSHWICK BRANCH (N. SIDE OF TRACKS AND W. OF FLUSHING AVE. (3 LEVER MECHANICAL MACHINE IN SVC: 11/26/1895 CONTROLLING 2 RAILROAD SIGNALS AND 2 TROLLEY DERAILS. OUT OF SVC: 1941. STOP-BOARDS REPLACED THE SIGNALS. *Per Art Huneke's website*)

TOWER A (PRR) 0.2 MILES W. OF PENN STATION AT 9<sup>TH</sup> AVE., NY, NY. 179-LEVER, US&S MODEL 14 INTERLOCKING MACHINE IN SVC: 11/27/1910. TRACKS WERE IN THE OPEN AIR AND THE TOWER SPANNED 4 OF THE TRACKS. TOWER AND TRACKS WERE COVERED OVER: 19\_?\_. INTERLOCKING MACHINE RE-BUILT: 1940. TOWER OUT OF SERVICE: 09/30/1994. CONTROL TRANSFERRED TO "PSCC." TOWER ABANDONED AND REMAINS IN SITU.

"A" INTERLOCKING (R.C.) 0.2 MILES W. OF PENN STATION (CONTROLLED FROM PSCC. IN SVC: 9/30/1994)

TOWER A LONG ISLAND CITY PSGR. YARD (W. SIDE OF VERNON AVENUE, IN CENTER OF PLATFORM ACCESS TRACKS. 4-STORY STRUCTURE REPLACED TOWER #1. 167 LEVER WESTINGHOUSE ELECTRO-PNEUMATIC MACHINE IN SVC: 11/06/1904. 2<sup>ND</sup> FLOOR PRIMARILY HOUSED CONDUCTORS' ROOM AND TICKET RECEIVER. 3<sup>RD</sup> FLOOR HOUSED YARDMASTER'S OFFICE. 4<sup>TH</sup> FLOOR HOUSED THE BLOCK OPERATOR AND TOWERMEN. LAST LISTED IN ETT #72 OF 10/21/1913.)

"A1" (?) CABIN (see: "J1") JAMAICA (250' WEST OF PROSPECT ST. [159<sup>TH</sup> ST.] TEMPORARY CABIN ACCOUNT JAMAICA EAST IMPROVEMENT.

US&S 8 LEVER CIRCUIT CONTROLLER  
MACHINE. IN SVC: 12/8/1929)

“A” **AMITYVILLE (SOUTHERN DIVISION) (IN  
TICKET OFFICE) (07/15/1878 BOOK  
OF RULES AND 1903 CR4)**

“A” CABIN **W. OF VERNON AVE., L. I. CITY (IN SVC:  
1904. OUT OF SERVICE: 8/31/1928)**

“A” CABIN **FLUSHING MAIN STREET (GONE BY 1929)**

“A” CABIN: 1 **CENTRAL PARK (N. SIDE OF TRACKS AND  
W. OF STEWART AVE. LISTED IN ETT  
OF 5/14/1916 FOR END OF DOUBLE  
TRACK. NOT LISTED IN ETT OF  
6/28/1916.)**

“A” CABIN: 2 **CENTRAL PARK (BETHPAGE) (N. SIDE OF  
TRACKS AND E. OF BROADWAY. IN  
SVC: 1914 FOR END OF DOUBLE  
TRACK. OUT OF SVC: 08/01/1917)**

“A” CABIN **FARMINGDALE (SOUTH SIDE OF TRACKS  
AND WEST OF MAIN ST. X-ING. FORMER-  
LY “B” CABIN. RENAMED IN ETT #88 EFF:  
10/18/1918. BLOCK OFFICE CLOSED:  
8/21/25 WITH OPENING OF “B” TOWER.  
CABIN REMAINED IN SERVICE TO PRO-  
TECT CROSSING WITH GATES UNDER  
SUPERVISION OF POLICE DEPARTMENT  
PER G.O. #76 SPECIAL NOTE.)**

“AC” TOWER **JAMAICA CROSS SWITCHES (DUNTON)  
JCT. OF MAIN LINE AND ATLANTIC DIV.  
(ON ATLANTIC BRANCH AT WEST END  
OF JAMAICA YARD (S. SIDE OF TRACKS  
AND E. OF OLD DUNTON STA. AT VAN  
WYCK AVENUE. 48 LEVER S&F MECH-  
ANICAL MACHINE IN SVC: BY 1888.  
FORMERLY TOWER #14. RENAMED  
AND LISTED AS “AC” IN 1903 CR4) OUT  
OF SVC: 1911.**

“AD” **EAST NEW YORK – END OF DOUBLE  
TRACK (07/15/1878 BOOK OF RULES)**

“AD” **AUBURNDALE** (IN TICKET OFFICE: 1921-1926)

“ADAMS” CABIN NORTH (RAILROAD WEST) OF AQUEDUCT STA. (IND CONNECTION TO ROCKAWAY BEACH BRANCH) AT CROSSOVER SWITCHES. (TEMPORARY BLOCK STATION IN SVC. DURING RACING SEASON 6/13/55 TO 7/9/55 PER G.O. #204 AND FROM 8/29/55 TO 9/20/55 PER G.O. #212)

“AF” **FLATBUSH AVE.** (IN TICKET OFFICE) (07/15/1878 BOOK OF RULES AND 1903 CR4)

“AG” **AMAGANSETT** (1903 CR4) (IN TICKET OFFICE. UNATTENDED BLOCK STATION SIGNALS IN SVC: 5/23/1928. BLOCK AND UNATTENDED BLOCK SIGNALS RELOCATED 1,012’ E. OF FORMER LOCATION: 9/22/1928. BLOCK STATION OUT OF SVC: 12/11/1929. UNATTENDED BLOCK STATION IN SVC. CONTINUOUSLY: 12/11/1929. BLOCK STATION AGAIN IN SVC: ?. OUT OF SVC: 5/19/58. BLOCK LIMIT STATION SIGNALS IN SVC: 5/19/58. R. C. FROM BABYLON WITH CLOSE OF “PD” TOWER: 5/6/2006. (SEE: “AMAGANSETT.”)

“AH” CALVERTON (1903 CR4) (**BAITING HOLLOW**) (TRAIN ORDER OFFICE IN TICKET OFFICE. BLOCK OFFICE IN SVC: 5/28/1918 PER ETT #87. UNATTENDED BLOCK STATION SIGNAL IN SVC: 5/23/1928. BLOCK STATION OUT OF SVC. BY 6/43. BLOCK LIMIT STATION SIGNALS IN SVC BY 6/43. RELOCATED 700’ EAST: 4/11/79. CONTROLLED FROM JCC PER G.O. #702, APPENDIX A-2 EFF: 09/06/2021)

"AH" BLOCK LIMIT SIGNAL (R.C.) CALVERTON (CONTROLLED FROM JCC) PER G.O. #702, APPENDIX A-2 EFF:

09/06/2021

“AK” **LAKELAND** (IN TICKET OFFICE)  
(07/15/1878 BOOK OF RULES) "RON-  
KONKOMA" PER 1903 CR4.

“AMAGANSETT” (R.C.) CONTROLLED FROM “BABYLON”  
TOWER 05/06/2006. WITH CLOS-  
ING OF “BABYLON” TOWER, R.C.  
FROM “AMAGANSETT R – JCC”  
PER G.N. #7-54 EFF: 03/26/2022

“AMITYVILLE” INTERLKG. (R.C.) AMITYVILLE (CONTROLLED FROM  
“BABYLON” OR ”PORT” IN SVC: 8/7/73.  
REMOTE FROM “BABYLON” ONLY:  
5/16/83. WITH CLOSING OF “BABY-  
LON” TOWER, R.C. FROM “AMITY-  
VILLE R-JCC” PER G.N. #7-54 EFF:  
03/26/2022)

“AMOTT” INTERLOCKING (R.C.) EAST OF SYOSSET. (CONTROLLED FROM  
“DIVIDE.” IN SVC: 10/7/61. NAMED IN  
HONOR OF RETIRED LIRR ENGINEERS  
JOSEPH H., JR., CHARLES A. AND JAMES  
A. AMOTT *per The Long Island Railroader:*  
*10/11/61*) OUT OF SVC: 05/19/1986.  
AGAIN CONTROLLED FROM "DIVIDE"  
19\_?. CONTROLLED FROM "JCC-  
DIVIDE" PER G.N. #6-70 EFF: 05/08/2021

“AN” **ARVERNE** (STRAITON AVE.) (1903 CR4)  
(IN TICKET OFFICE)

“AP” **ATLANTIC PARK** (ROCKAWAY BEACH?)  
IN TICKET OFFICE. (SOUTHERN DIVI-  
SION IN 07/15/1878 BOOK OF RULES)

“AP” **A&P** WHSE. (CENTRAL EXTENSION) (5,200’  
EAST OF “HC”. BLOCK STATION IN SVC:  
10/12/1936 FOR ONE DAY ONLY AC-  
COUNT VANDERBILT CUP RACE HELD  
AT ROOSEVELT RACEWAY. AGAIN IN  
SVC: 7/3/1937 FOR ONE DAY ONLY AC-  
COUNT SAME EVENT. EVENT POST-  
PONED 2 DAYS ACCOUNT RAIN. AS-

SUMED BLOCK STATION ACTUALLY  
OPENED ON ACTUAL DATE OF EVENT:  
7/5/1937. [see: *The Vanderbilt Cup* by  
Dennis David:

<http://www.ddavid.com/formula1/vand2.htm>)

“AQ”

**AQUEDUCT** (SUMMER ONLY PER 1903 CR4)

“AQ”

**AQUEBOGUE** TRAIN ORDER OFFICE IN  
TICKET OFFICE. BLOCK OFFICE IN SVC:  
5/28/1918 PER ETT #87. OUT OF SVC:  
9/1927. SEMAPHORE SIGNALS RE-  
MOVED, MAST TRUNCATED AND UNAT-  
TENDED BLOCK STATION SIGNALS AS  
REFLECTOR DISCS IN SVC: 9/01/1927.  
THE DISCS ATOP THE SIGNAL MAST  
AT "AQ" WERE YELLOW AND RED RE-  
FLECTORS, ONE SET FACING IN EACH  
DIRECTION AND SERVED THE SAME  
PURPOSE AS ILLUMINATED GLOBES  
FOR UNATTENDED BLOCK STATION  
SIGNALS. THE YELLOW AND RED  
DISCS (OR LIGHTS ON MOST OTHER  
MASTS) REPRESENTED THE TWO  
TRACKS, MAIN AND SIDING. THE YEL-  
LOW LIGHT/DISC ALWAYS WAS ADJA-  
CENT TO THE MAIN TRACK. THE ENG-  
NEER'S HEADLIGHT WOULD REFLECT  
ON BOTH DISCS, SHOWING YELLOW  
AND RED, IN THE SAME MANNER THAT  
ILLUMINATED SIGNALS WOULD BOTH  
DISPLAY YELLOW AND RED. THE ENG-  
INEER WOULD RECEIVE A "K" CLEAR-  
ANCE CARD WITH THE INSTRUCTIONS  
"PASS AQ AS THOUGH CLEAR BLOCK  
SIGNAL WERE DISPLAYED." (*Signal info  
per Art Huneke*). OUT OF SVC: 9/8/40.

“AQUEDUCT”

**AQUEDUCT** RACEWAY (TEMPORARY  
BLOCK STATION AT W. END OF EAST-  
BOUND PLATFORM IN SERVICE DURING  
RACING SEASON ONLY:

6/12/52 TO 7/13/52 (G.O. #2107)

9/01/52 TO 9/14/52 (G.O. #2113)

6/20/53 TO 7/12/53 (G.O. #2132

& G.O. #2203)

8/31/53 TO 9/20/53 (G.O. #2207)

“AU” SET**AUKET** (1903 CR4) (IN TICKET OFF-ICE. MANUAL BLOCK SIGNALS IN SVC: 9/8/1915 PER ETT #79 (*Art Huneke data*), BLOCK OFFICE CLOSED IN DEPOT: 5/8/1929. SEMAPHORES REMOVED AND SIGNAL MAST CUT OFF: 5/8/1929. UNATTENDED BLOCK STATION SIGNAL IN SVC: 5/8/1929 (*Robt. Emery data*). PERMISSIVE BLOCK ASPECT ADDED TO BLOCK SIGNALS: 6/25/1928. OUT OF SVC: 6/12/49.)

“AUTUMN” TOWER (ON SIGNAL BRIDGE) WEST OF **AUTUMN** AVE. AT HEMLOCK ST., EAST NEW YORK (PREVIOUSLY “CN” TOWER CONTROLLING THE FORMER CHESTNUT ST. JCT. WITH JOINT LIRR/BRT SERVICE UNTIL 1917. 16-LEVER GRS MODEL 2 LEVER ALL ELECTRIC MACHINE IN SVC: 11/1922. RENAMED "AUTUMN": 4/15/37. OUT OF SVC: 12/27/39 WITH GRADE ELIMINATION.)

“AV” **ARVERNE** (IN TICKET OFFICE.)

“AW” EAST ROCK**AWAY** (IN TICKET OFFICE. SUMMER ONLY PER 1903 CR4)

“AX” EAST NEW YORK (JCT WITH MANHATTAN BEACH BRANCH PER 1903 CR4)

“AY” ROCK**AWAY** PARK (1903 CR4) (TRAIN ORDER OFFICE IN DEPOT)

“AY” TOWER ROCKAWAY AVE., NEW LOTS – MANHATTAN BEACH BRANCH (8 LEVER MECHANICAL MACHINE. IN SVC: 3/14/1896. FORMERLY TOWER #73. RENAMED: 1907. OUT OF SVC: ?)

TOWER “B” EAST OF EAST AVE., L. I. CITY (EAST OF TOWER “A”, NEAR MONTAUK JCT. ACROSS TRACKS FROM FORMER LOCATION OF TOWER #1. IN SVC: 1905 OR LATER TO ASSIST TOWER “A”. LAST

LISTED IN ETT #72 OF 10/21/1913. OUT OF SVC: 1913-1914. RAZED: 11/22/1922)

“B1” CABIN

BAYSIDE (TEMPORARY BLOCK STATION 2,000’ EAST OF AUBURNDALE STATION, S. SIDE OF TRACKS ACCOUNT GRADE CROSSING ELIMINATION AT AUBURNDALE AND BAYSIDE. US&S 4 LEVER STYLE TC TABLE MACHINE IN SVC: 6/18/1929. OUT OF SVC: 12/5/1929.)

“B2” CABIN

BAYSIDE (TEMPORARY BLOCK STATION 1,500’ EAST OF BAYSIDE STATION ON E. SIDE OF FREIGHT HOUSE, N. SIDE OF TRACKS ACCOUNT GRADE CROSSING ELIMINATION AT AUBURNDALE AND BAYSIDE. US&S 4 LEVER STYLE TC TABLE MACHINE IN SVC: 6/18/1929. OUT OF SVC: 12/5/1929.)

“B” CABIN

CROSSING WATCHMAN’S CABIN - GARDEN CITY (EAST SIDE OF FRANKLIN AVENUE, BETWEEN CENTRAL AND HEMPSTEAD BRANCHES, BUILT WITH A 2-LEVER DWARF INTERLOCKING MACHINE CONTROLLING DERAILS AND DWARF SIGNALS ON THE N.Y. & L.I. TRACTION CO. TRACKS ON FRANKLIN AVENUE. INTERLOCKED WITH “HC” TOWER. IN SVC: 1920s. OUT OF SVC: 1/27/39 WITH OPENING OF “GARDEN” CABIN.)

“B” CABIN

FARMINGDALE (S. SIDE OF TRACKS AND WEST OF MAIN ST. X-ING. FIRST APPEARS IN ETT #73, EFF: 5/27/1914. RENAMED “A” CABIN IN ETT #88, EFF: 10/18/1918.) (SEE “A” CABIN)

“B” CABIN

**B**ROADWAY, FLUSHING (S. SIDE OF TRACKS AND E. OF STATION. IN SVC: 1913. NO LONGER LISTED AS IN SVC. PER ETT #90 EFFECTIVE 10/16/1919)

“B” TOWER

EAST OF EAST AVE., L. I. CITY (EAST OF TOWER “A”, NEAR MONTAUK JCT.



ACROSS TRACKS FROM FORMER LOCATION OF TOWER #1. ALSO REFERRED TO AS "TOWER B." IN SVC: 1905 OR LATER TO ASSIST TOWER "A". LAST LISTED IN ETT #72 OF 10/21/1913. OUT OF SVC: 1913-1914. RAZED: 11/22/1922)

"B" TOWER: 1

**BETHPAGE** (JCT. OF CENTRAL BRANCH EXT. TO MAIN LINE) (WOODEN TOWER OPENED 8/21/1925, SOUTH SIDE OF TRACKS. SAXBY & FARMER 24 LEVER MECHANICAL MACHINE. PERMISSIVE BLOCK ASPECT ADDED TO BLOCK SIGNALS: 6/25/1928. ADDITIONAL US&S 5 LEVER STYLE TC TABLE MACHINE TO CONTROL "PW" IN SVC: 7/29/1930. BOTH MACHINES OUT OF SVC: 5/28/36 AND TOWER RAZED ACCOUNT CONSTRUCTION BETHPAGE STATE PKY.)

"B" TOWER: 2

**BETHPAGE** (JCT. OF CENTRAL BRANCH EXT. TO MAIN LINE) (REPLACEMENT BRICK TOWER 230' EAST OF FORMER LOCATION AND SOUTH SIDE OF TRACKS. INTERLOCKING RELOCATED 85' SOUTH OF FORMER LOCATION ACCOUNT COMPLETION OF BRIDGE OVER BETHPAGE STATE PKY. ORNATE BRICKWORK WAS DESIGNED BY ROBT. MOSES TO COMPLEMENT THE PARKWAY OVERPASS STONWORK. 19-LEVER US&S MODEL 14, STYLE F, ALL ELECTRIC MACHINE IN SVC: 05/28/36. UNATTENDED BLOCK SIGNAL IN SVC: 11/1/37. OUT OF SVC: 4/27/87. HEAVILY VANDALIZED AND GRAFFITTI-COVERED, WAS PLACED IN USE BY SIGNAL DEPT. *(per Robt. Myers, there's been talk [2019] of possible restoration.)*

"BA"

**BRIDGEHAMPTON** (FOR SAG HARBOR BR.) JCT. OF MONTAUK AND SAG HARBOR BRANCHES 1895 - 1939 (IN TICKET OFFICE. UNATTENDED BLOCK STATION SIGNAL ON SAG HARBOR BRANCH E. OF LUMBER LANE. IN SVC: 1/8/29. BLOCK

OFFICE CLOSED IN DEPOT: 1/28/32.  
UNATTENDED BLOCK STATION SIGNAL  
OUT OF SVC: 5/3/1939.)

“BA” CABIN

**BAYPORT** (LISTED IN ETT OF 9/9/1915 ON  
S. SIDE OF TRACKS AND E. OF SNEDE-  
COR AVE. GONE FROM ETT OF 9/9/1915.  
BLOCK OFFICE MOVED INTO DEPOT.)

“BA” CABIN

**BEAUFORT** (104<sup>TH</sup> AVE., OZONE PARK  
(1,100’ WEST OF “RK” INTERLOCKING  
STATION. TEMPORARY CABIN ACCOUNT  
OZONE PARK GRADE CROSSING ELIM-  
INATION AND NEW ATLANTIC BRANCH  
CONNECTION TRACK INSTALLATION.  
US&S 7 LEVER STYLE TC TABLE MACH-  
INE AND 1 LEVER US&S CIRCUIT CON-  
TROLLER IN SVC: 4/25/1930. OUT OF  
SVC: 3/25/1931.)

"BABYLON"

TRAIN ORDER OFFICE IN DEPOT PER ETT  
OF 06/28/1916. LATER "BN" PER ETT  
OF 05/28/1918.

“BABYLON EAST”

**BABYLON** (SEE: “BABYLON” TOWER: 2)  
(IN SVC: 5/28/2006 WITH CLOSING OF  
“PD” TOWER IN PATCHOGUE.)

“BABYLON” TOWER: 1

**BABYLON** (SOUTH OF TRACKS AND EAST  
OF STATION AND DEER PARK AVE.  
PREVIOUSLY “BJ” TOWER. US&S 23 LEV-  
ER MODEL 14 ELECTRO-PNEUMATIC  
MACHINE. RENAMED: 4/30/37. OUT OF  
SVC: 4/6/63 WITH GRADE ELIMINATION.)

“BABYLON” TOWER: 2

**BABYLON** (NORTH OF TRACKS AND EAST  
OF STATION AND DEER PARK AVE. NEW  
TOWER DUE TO GRADE ELIMINATION IN  
SVC: 4/6/63. US&S 27 LEVER MODEL 14  
ELECTRO-MECHANICAL MACHINE, OUT  
OF SVC: 9/9/64. US&S STYLE UR CON-  
TROL PANEL IN SVC: 9/9/64. BRISTOL  
ALL-RELAY PUSH-BUTTON CONTROL  
PANEL FOR CONTROL OF AMITYVILLE  
AND WANTAGH INTERLOCKINGS IN SVC:  
9/08/07/1973. TOWER REMODELED

AND HIP ROOF ADDED: 1987. BLOCK OFFICE DIVIDED INTO "BABYLON EAST" AND "BABYLON WEST" UTILIZING TWO BLOCK OPERATORS, EFF: 5/28/2006 WITH CLOSING OF "PD" TOWER. "BABYLON EAST" HANDLED BLOCK FROM BABYLON EASTWARD TO MONTAUK. "BABYLON WEST" HANDLED BLOCK FROM BABYLON WESTWARD) TOWER OUT OF SERVICE AND CONTROL PASSED TO "BABYLON R-JCC". BLOCK OPERATORS ADDRESSED AS "LONG ISLAND JCC" PER G.N. #7-54 EFF: 03/26/2022.)

"BABYLON WEST"

BABYLON (SEE: "BABYLON" TOWER: 2) (IN SVC: 5/28/2006 WITH CLOSING OF "PD" TOWER IN PATCHOGUE.)

"BAY" BLOCK STATION (R.C.)

NEW UTRECHT AVE., **BAY** RIDGE, BKLYN. (PREVIOUSLY "NU" BLOCK STATION. REMOTE FROM "FREMONT." IN SVC. 4/4/66. OUT OF SVC: 4/15/70)

"BAY" BLOCK STATION

EAST OF **BAYSIDE** - TEMPORARY BLOCK STATION FOR SINGLE TRACKING DURING TRACK REHABILITATION BETWEEN BAYSIDE AND SHEA STADIUM AND BAYSIDE AND GREAT NECK, BOUNCING BACK AND FORTH BETWEEN THE 1<sup>ST</sup> AND 2<sup>ND</sup> CROSSOVER SWITCHES EAST OF BAYSIDE.

IN SVC: 4/05/78. O.O.S: 5/07/78

RELOCATED AND IN SVC: 5/08/78

RELOCATED AND IN SVC: 6/07/78.

RELOCATED AND IN SVC: 8/09/78.

O.O.S: 10/14/78

IN SVC: 11/01/78. O.O.S: 12/13/78

IN SVC: 2/05/79. O.O.S: 4/23/79

IN SVC: 10/02/82 FOR ONE DAY ONLY

RELOCATED AND IN SVC: 3/14/83.

RELOCATED AND IN SVC: 4/04/83.

RELOCATED AND IN SVC: 5/09/83.

IN SVC: 7/12/86 FOR ONE DAY ONLY

IN SVC: 7/19/86 FOR ONE DAY ONLY

IN SVC: 9/27/86 FOR ONE DAY ONLY

IN SVC: 3/28/87 FOR ONE DAY ONLY  
 IN SVC: 8/15/87 FOR ONE DAY ONLY  
 IN SVC: 8/22/87 FOR ONE DAY ONLY  
 IN SVC: 3/12/88. O.O.S: 3/13/88

"BAY" :1 INTERLOCKING (R.C.) EAST OF **BAYSIDE** (CONTROLLED FROM "HAROLD" IN SVC: 3/21/88. OUT OF SVC: 07/03/1999.

"BAY" :2 INTERLOCKING (R.C.) EAST OF **BAYSIDE** (CONTROLLED FROM JAMAICA IN SVC: 07/03/1999 WHEN "HAROLD" WAS TAKEN OUT OF SVC.

"BC" CABIN **BROAD CHANNEL** ON ROCKAWAY BEACH BRANCH (BRIDGE TENDER'S CABIN ON W. SIDE OF TRACKS AND S. OF STATION. LOCATED ON SWING BRIDGE. SAXBY & FARMER 4 LEVER MECHANICAL MACHINE IN SVC: 1908. BRIDGE TENDER HANDLED BLOCK SIGNALS. RENAMED "BROAD CHANNEL DRAWBRIDGE. REPLACED WITH 4 LEVER US&S MODEL TC TABLE MACHINE: 03/10/37 (?).

"BC" CABIN FRESH POND (TEMPORARY CABIN DURING METROPOLITAN AVE. GRADE CROSSING ELIMINATION. IN SVC: 3/8/1915)

"BD" **BAY RIDGE** (1903 CR4) (IN TICKET OFFICE.)

"BD" **BEDFORD** (1903 CR4) (IN TICKET OFFICE.)

"BE" CABIN JCT. OF **BELMONT** PARK RACE TRACK WITH MAIN LINE WEST OF BELLEROSE (TEMPORARY CABIN IN SVC: 1923 SOUTH SIDE OF TRACKS AND EAST OF EAST LEG OF JUNCTION WYE. SUMMERS ONLY. OUT OF SVC: 1924)

"BE" CABIN **BELLEROSE** (N. SIDE OF TRACKS AND W. OF STATION. REPLACED "WA" TOWER. CABIN IN SVC. PER ETT #49 EFF. 9/1908. OUT OF SVC: 1923) (*Data per Art Huneke*)

"BE" CABIN **BETHPAGE** JCT. (TEMPORARY BLOCK

STATION BUILT 1925, SOUTH SIDE OF TRACKS, JUST WEST OF CONSTRUCTION SITE, FOR USE DURING CONSTRUCTION OF "B" TOWER. CLOSED 8/21/1925 WITH OPENING OF "B" TOWER)

"BEACH" TOWER

HAMILTON **BEACH** (PREVIOUSLY "WD" TOWER) (EAST SIDE OF TRACKS AND SOUTH [RAILROAD EAST] OF STATION. SAXBY & FARMER 16 LEVER MECHANICAL MACHINE. RENAMED: 5/1/37. US&S 7 LEVER STYLE TC TABLE MACHINE CONTROLLING "HB" [HOWARD BEACH] INTERLOCKING DURING AQUEDUCT GRADE CROSSING ELIMINATION PROJECT IN SVC: 11/13/39. 7 LEVER MACHINE AND "HB" OUT OF SVC: 9/26/40. "BEACH" TOWER OUT OF SVC: 7/16/51.)

"BEDFORD JUNCTION"

**BEDFORD**, BKLYN (**1<sup>st</sup> INTERLOCKING PLANT ON THE LIRR**) (LOCATED ON ATLANTIC BRANCH.) JUNCTION OF L.I.R.R. ATLANTIC BRANCH AND BROOKLYN, FLATBUSH & CONEY ISLAND R.R. (IN SVC: 6/14/1879 ON S. SIDE OF TRACKS INSIDE JUNCTION WYE. 14 LEVER SAXBY & FARMER MECHANICAL MACHINE. INTERLOCKING PLANT LASTED 5 TO 6 YEARS. TOWER REMAINED INTO THE 1890s) (*per Art Huneke*)

"BEDFORD" TOWER

EAST (RAILROAD WEST) OF STATION, OCEAN AVE., BKLYN. (ON BAY RIDGE BRANCH AT MANHATTAN BEACH JCT.) (BRICK TOWER PREVIOUSLY NAMED "MJ". 24-LEVER GRS TYPE B ELECTROMECHANICAL MACHINE: 16-LEVER ELECTRICAL AND 8-LEVER MECHANICAL IN SVC: 1918. RENAMED: 1938. OUT OF SVC: 12/29/49. UPPER PORTION RAZED. LOWER PORTION STILL STANDING AS LATE AS 1985 ALTHOUGH HEAVILY VANDALIZED.

“BEDFORD” BLOCK STATION	OCEAN AVE., BKLYN. (IN SVC. 3/2/66. OUT OF SVC: 4/4/66)
“BEDFORD” BLOCK STA. (R.C.)	OCEAN AVE., BKLYN. (REMOTE FROM “FREMONT.” IN SVC: 4/4/66. OUT OF SVC. 4/15/70.)
“BETH: INTERLOCKING STA.	EAST OF <b>BETHPAGE</b> . (TEMPORARILY CONTROLLED FROM THE LOCAL CON- TROL PANEL IN THE HUT. USED DUR- ING ELECTRIFICATION EXTENSION TO RONKONKOMA. IN SVC: 4/27/87. OUT OF SVC: 6/15/87.
“BETH” INTERLOCKING (R.C.)	EAST OF <b>BETHPAGE</b> (CONTROLLED FROM “DIVIDE.” IN SVC: 6/15/87. CONTROLLED FROM "JCC-DIVIDE" PER G.N. #6-70 EFF: 05/08/2021.)
“BF” CABIN	BABYLON – “BELMONT JCT.” JCT. OF CENTRAL AND MONTAUK BRANCHES (LOCATED ON CENTRAL BRANCH. CLOSED 8/21/1925 WITH OPENING OF “B” TOWER)
"BG"	<b>BRIDGE HAMPTON</b> (2 WORDS) (ETT #11 EFF. 11/08/1874) (BECAME "BH" IN 1878)
“BG”	<b>BETHPAGE</b> JCT. (07/17/1878 BOOK OF RULES)
“BG” CABIN	LONG BEACH (SUMMER USE ONLY) (EAST SIDE OF TRACKS AT ENTRANCE TO YARD. IN SERVICE: 1913. OUT OF SVC. FOR THE WINTER: 10/10/22. OUT OF SVC. PERMANENTLY: 10/17/28.)
“BH”	<b>BRIDGEHAMPTON</b> (1878 BOOK OF RULES AND 1903 CR4) JCT. OF MONTAUK AND SAG HARBOR BRANCHES 1895 – 1939. (IN TICKET OFFICE. UNATTENDED BLOCK STATION SIGNAL IN SVC: 1/8/1929. FULL-TIME BLOCK OFFICE IN DEPOT OUT OF SVC: 1/18/32. UNAT- TENDED BLOCK STATION IN SVC. CON- TINUOUSLY: 1/18/32. MANNED, PART-

TIME BLOCK STATION IN SVC. "SUMMERS ONLY." PARTIAL DATES AS FOLLOWS:

IN SVC: 6/25/33. O.O.S: 9/ ? /33.

IN SVC: 6/23/35. O.O.S: 9/15/35.

BLOCK LIMIT STATION SIGNALS IN SVC: 9/15/35 [?]. JUNCTION REMOVED: 1939 WITH ABANDONMENT OF SAG - HARBOR BRANCH. UNATTENDED BLOCK STATION SIGNAL RELOCATED 500' EAST OF FORMER LOCATION: 8/11/39. R.C. FROM BABYLON 5/6/2006. OUT OF SVC: 11/13/2017.)

"BI"

**BAYSIDE** (1903 CR4) (IN TICKET OFFICE.)

"BJ" CABIN

**BUSHWICK JCT** - FRESH POND - TEMPORARY INTERLOCKING ACCOUNT GRADE CROSSING ELIMINATION. LISTED IN ETT OF 9/9/1915. NOT LISTED IN ETT OF 6/28/1916.

"BJ" TOWER

BABYLON (**BELMONT JCT.**) (SOUTH SIDE OF TRACKS, E. OF BABYLON STATION AND DEER PARK AVE. 23-LEVER US&S MODEL 14 ELECTRO-PNEUMATIC MACHINE IN SVC: 8/25/1925. RENAMED "BABYLON" PER G.O. #627 EFF: 4/30/37.)

"BJ" TOWER

FRESH POND AT **BUSHWICK JCT.** (NORTH SIDE OF TRACKS AND E. OF STATION. FORMERLY TOWER #7. RENAMED IN 1907. GONE BY 1920s)

"BK"

STONY **BROOK** (1903 CR4) (IN TICKET OFFICE. MANUAL BLOCK SIGNALS IN SVC: 9/8/1915 PER ETT #79 (*Art Huneke data*). 2-LEVER GRS WALL TYPE MECHANICAL MACHINE IN SVC: 1917. UNATTENDED BLOCK STATION SIGNAL INSTALLED: 5/1928. PERMISSIVE BLOCK ASPECT ADDED TO BLOCK SIGNALS: 6/25/1928. WALL TYPE MECHANICAL MACHINE REPLACED BY 2-LEVER TABLE MACHINE SOMETIME AFTER 2/26/39 [PER INTERLOCKING DRAWINGS]. LAST

INDICATED AS FULL-TIME BLOCK OFFICE PER ETT #17, EFF. 9/11/49. INDICATED AS PART-TIME BLOCK OFFICE PER ETT #18, EFF. 6/25/50. BLOCK AND BLOCK LIMIT SIGNALS RELOCATED 406' WEST OF FORMER LOCATION AND CONVERTED TO POSITION LIGHT SIGNALS: 10/26/59. BLOCK AND BLOCK LIMIT SIGNALS RELOCATED TO A POINT 150' EAST OF NEW HIGH-LEVEL PLATFORM ON S. SIDE OF MAIN TRACK WITH TRACK REALIGNMENT AND REBUILT INTERLOCKING: 11/14/88 PER G.N. 2-41. PART-TIME BLOCK OFFICE PERMANENTLY OUT OF SVC: 9/27/91)

“BLISS” TOWER

**BLISSVILLE**, L.I. CITY - JCT. OF MONTAUK BRANCH AND MONTAUK CUT-OFF. (SEE: “BX” TOWER. STEEL SPIRAL STAIRCASE REPLACED WOODEN STAIRS: ?. OUT OF SVC: 10/12/60. RAZED 11/17/60.)

“BLISS” CABIN

**BLISSVILLE**, L.I. CITY – JCT. OF MONTAUK BRANCH AND MONTAUK CUT-OFF. (IN SVC: 10/12/60 ON N. SIDE OF TRACKS, W. OF GREENPOINT AVE., 112' WEST OF PREVIOUS LOCATION. US&S 4 LEVER STYLE TC TABLE MACHINE. YEAR-ROUND OFFICE CLOSED 1990s. RE-OPENED DURING SUMMER MONTHS)

“BM” TOWER

**BELMONT PARK RACE TRACK**. (OPENED 1905 EAST SIDE OF TRACKS AND N. OF HEMPSTEAD TPKE. STANDARD STYLE "A" 16 LEVER MECHANICAL MACHINE. CONTROLLED 4-TRACK ACCESS TO PARK WHERE IT BOTTLE-NECKED TO TWO TRACKS. DESTROYED BY FIRE: 7/9/1925)

“BM” CABIN

**BELMONT PARK RACE TRACK JCT.** (2,850' EAST OF “QU”, QUEENS VILLAGE AND 1650' EAST OF “KW” CABIN. BLOCK STATION IN SVC. FOR RACING EVENTS ONLY. PARTIAL DATES AS FOLLOWS: IN SVC: 9/02/29. O.O.S: 9/16/29)



IN SVC: 11/02/29. O.O.S: 11/05/29  
IN SVC: 5/15/30. O.O.S: 6/10/30  
IN SVC: 9/01/30. O.O.S: 9/17/30  
IN SVC: 5/15/31. O.O.S: 6/13/31  
IN SVC: 9/07/31. O.O.S: 9/19/31  
IN SVC: 9/05/32. O.O.S: 9/17/32  
IN SVC: 5/27/33. O.O.S: 6/16/33  
IN SVC: 9/04/33. O.O.S: 9/16/33  
IN SVC: 5/16/34. O.O.S: 6/09/34  
IN SVC: 9/03/34. O.O.S: 9/15/34  
IN SVC: 5/15/35. O.O.S: 6/08/35  
IN SVC: 9/30/35. O.O.S: 10/12/35  
IN SVC: 5/11/36. O.O.S: 6/06/36  
IN SVC: 9/17/36. O.O.S: 10/03/36  
IN SVC: 5/10/37. O.O.S: 6/05/37.

“BN”

**BABYLON** (IN TICKET OFFICE)  
(07/15/1878 BOOK OF RULES AND 1903  
CR4)

“BN” CABIN

**BABYLON** (FIRST APPEARS ON ETT OF  
1918. IN USE THROUGHOUT ELECTRI-  
FICATION PROJECT AND CONSTRUC-  
TION OF “BJ” TOWER. NORTH SIDE OF  
TRACKS AT WEST END OF BABYLON  
STATION PLATFORM. OUT OF SVC:  
AFTER MAY/1925, WHEN “BJ” TOWER  
PLACED IN SERVICE.)

“BO”

**BELLPORT** (1903 CR4) (IN TICKET OFFICE.  
BLOCK STATION OUT OF SVC:  
12/11/1929. UNATTENDED BLOCK STA-  
TION IN SVC. CONTINUOUSLY:  
12/11/1929. BLOCK STATION AGAIN IN  
SVC: ?. OUT OF SVC: BY 6/43. BLOCK  
LIMIT STATION SIGNALS IN SVC. BY 06/43.  
OUT OF SVC: 05/06/2006)

“BP”

**BAYPORT** (1903 CR4) (IN TICKET OFFICE.  
UNATTENDED BLOCK STATION RELOCAT-  
ED 200’ WEST OF SWITCH 2:  
10/22/1929)

“BQ” CABIN

**BELLPORT** (S. SIDE OF TRACKS AND E.  
OF STATION ROAD. IN SERVICE: 1916 –  
1919. BURNED: 1919, NOT REPLACED)

“BR” **BRENTWOOD** (IN TICKET OFFICE)  
(07/15/1878 BOOK OF RULES AND  
1903 CR4)

“BR” **BROOKLYN MANOR** (S. OF DEPOT AND W.  
SIDE OF TRACKS. BLOCK STATION IN  
SVC: 5/22/36 ACCOUNT 91<sup>ST</sup> AVE.  
BRIDGE RECONSTRUCTION. US&S 4  
LEVER STYLE TC TABLE MACHINE.  
OUT OF SVC: 10/23/36.)

“BRENT” E. OF **BRENTWOOD** AT START OF DOU-  
BLE TRACK EASTBOUND (TEMP BLOCK  
SIGNAL IN SVC: 9/14/87 DURING ELEC-  
TRIFICATION PROJECT. R.C. FROM "DIV-  
IDE" TOWER. OUT OF SVC: 12/14/87.  
REPLACED BY “BRENT” INTERLOCKING)

“BRENT” INTERLOCKING (R.C.) EAST OF **BRENTWOOD** AT START OF DOU-  
BLE TRACK WESTBOUND (CONTROLLED  
FROM “DIVIDE.” IN SVC: 12/14/87. RE-  
MOVED FROM SVC: 08/06/2018 WITH  
DOUBLE-TRACKING TO RONKONKOMA  
PER GN #4-17)

“BRIDGE STREET DRAWBRIDGE” DRAWBRIDGE WEST OF FLUSHING,  
**BRIDGE STREET** STATION ON WHITE-  
STONE BRANCH. 3 LEVER DWARF  
GROUND FRAMES AT EACH END OF  
DRAWBRIDGE. IN SVC: c. 1912. OUT  
OF SVC: c. 1930. REPLACED BY 2 LEV-  
ER S&F DWARF MACHINES: c. 1930.  
DRAWBRIDGE OUT OF SVC: 2/19/32  
WITH BRANCH ABANDONMENT.)

“BROAD CHANNEL  
DRAWBRIDGE” SWING BRIDGE ON S. SIDE OF CHANNEL.  
(ORIGINALLY CONTROLLED BY “BC”  
CABIN. ORIGINAL MACHINE RE-  
PLACED BY 4-LEVER US&S STYLE TC  
TABLE MACHINE IN SVC: 03/10/37 [?].  
LATER CONTROLLED BY “DRAW”  
TOWER. INTERLOCKING AND INTER-  
LOCKING STATION OUT OF SVC:  
5/23/50 WITH ABANDONMENT OF  
JAMAICA BAY TRESTLE AFTER FIRE

	DESTROYED TRESTLE.)
“BROOK” TOWER: 1	FLATBUSH AVE., <b>BROOKLYN</b> (UNDERGROUND: E. END OF STATION PLATFORM BETWEEN TRACKS 4 AND 5. TRACK 5 LATER RENUMBERED TRACK 3. FORMERLY “FT” TOWER. RENAMED: 4/15/37. OUT OF SVC: 11/07/1999.)
“BROOK” TOWER: 2	FLATBUSH AVE., <b>BROOKLYN</b> (UNDERGROUND: RELOCATED TO YARDMASTER’S OFFICE AT E. END OF PLATFORM BETWEEN TRACKS 2 AND 3. IN SVC: 11/07/99. AGAIN RELOCATED TO STATION MASTER’S OFFICE WEST OF THE TRACK BUMPERS: 2021.) ( <i>Jeff Erlitz data</i> )
“BROOK 1” INTERLOCKING	EAST OF FLATBUSH AVE., <b>BROOKLYN</b> (IN SVC: 11/07/99)
“BROOK 2” INTERLOCKING	VANDERBILT AVE., <b>BROOKLYN</b> (IN SVC: 11/07/99 R.C. FROM "BROOK" TOWER)
“BS” CABIN	<b>BAYSIDE</b> (S. SIDE OF TRACKS AND W. END OF E.B. STATION PLATFORM. IN SERVICE: 12/26/1919 – 10/01/1926)
“BS” TOWER	<b>BLISSVILLE</b> , L.I. CITY – JCT. OF MONTAUK BRANCH AND MONTAUK CUT-OFF. (SEE: “BX” TOWER. RENAMED “BLISS” PER G.O. #603/625 EFF: 4/22/37)
“BT”	<b>BLUEPOINT</b> (1903 CR4) (IN TICKET OFFICE.)
“BU”	<b>BUSHWICK</b> (SOUTHERN DIVISION) (IN TICKET OFFICE) (07/15/1878 BOOK OF RULES AND 1903 CR4)
“BUSHWICK DRAWBRIDGE”	SWINGBRIDGE ON BUSHWICK BRANCH (TWO US&S/S&F DWARF MACHINES - 2 LEVERS EACH – ON EAST END AND WEST END OF BRIDGE IN SVC: 1902. SMASHBOARD SIGNALS INSTALLED: 3/26/1929

“BURKE” INTERLOCKING (R.C.) WEST OF HUNTINGTON (CONTROLLED FROM "DIVIDE" IN SVC: 5/22/62. NAMED AFTER RETIRED TRACK FOREMAN PATRICK BURKE *per The Long Island Railroader: 10/11/61*. NAMED AFTER RETIRED CONDUCTOR JOE BURKE *per W. S. Boerckel*. OUT OF SVC: 6/26/72. BECAME “HUNT 1” LOCATION)

“BV” BELLMORE (1903 CR4) (IN TICKET OFFICE.)

“BW” **BALDWIN** (1903 CR4) (IN TICKET OFFICE.)

“BW” CABIN BELLAIRE (IN SVC: c. 1923 FOR GRADE CROSSING/4-TRACKING PROJECT. OUT OF SVC: ?.)

“BX” TOWER BLISSVILLE, L.I. CITY – JCT. OF MONTAUK BRANCH AND MONTAUK CUT-OFF. NORTH SIDE OF TRACKS AND WEST SIDE OF GREENPOINT AVE. (16-LEVER JOHNSON STYLE "A" MECHANICAL MACHINE IN SVC: 06/25/1894. FORMERLY TOWER #3: 2. RENAMED “BX”: 11/04/1907. MOVED SOUTH OF TRACKS AND WEST SIDE OF GREENPOINT AVE.: 03/01/1908. INCREASED TO 24-LEVER GRS/S&F MECHANICAL MACHINE: 03/01/1908. RENAMED “BS”: 11/23/1928. RENAMED “BLISS”: 4/22/37.)

“BY” **BAYSHORE** (SOUTHERN DIVISION) (IN TICKET OFFICE) (07/15/1878 BOOK OF RULES AND 1903 CR4)

“C3” (?) CABIN (see: “J3”) JAMAICA (300’ WEST OF “RJ” TOWER. IN SVC: 12/1/1929 FOR “JAMAICA IMPROVEMENT EAST” PROJECT.)

“C” **COLLEGE POINT** (NORTH SHORE DIVISION) (IN TICKET OFFICE) (07/15/1878 BOOK OF RULES AND 1903 CR4)

“C” CABIN **CUMBERLAND STREET**, JAMAICA ON OLD SOUTHERN ROAD BETWEEN 108th AVE.

AND 109th RD, SOUTH OF THE OLD "SJ" TOWER, AND PAST THE END OF THE 1913 VIADUCT (IN SVC: 1913 DURING JAMAICA GRADE ELIMINATION. OUT OF SVC. THE SAME YEAR WITH COMPLETION OF PROJECT. APPEARS AGAIN IN ETTs OF 06/28/1916 AND 05/28/1918.)

TOWER "C" (PRR)

EAST END OF LIRR TRACKS AT PENN STATION, 7<sup>TH</sup> AVE., NY, NY. IN SVC: 09/1910. OUT OF SVC: 09/30/94. CONTROL TRANSFERRED TO "PSCC."

"C" INTERLOCKING (R.C.)

0.1 MILE EAST OF PENN STATION (CONTROLLED FROM PSCC. IN SVC: 9/30/94)

"CA"

MORRIS PARK SHOPS (1903 CR4)

"CA" CABIN

WEST OF **CENTRAL AVE.**, VALLEY STREAM. (US&S 14 LEVER STYLE TC TABLE MACHINE IN SVC: 8/10/32 ACCOUNT VALLEY STREAM GRADE CROSSING ELIMINATION. OUT OF SVC: 9/10/33 WITH PLACING OF ELEVATED JCT. OF W. HEMPSTEAD BRANCH IN SVC. ALL SIGNALS AND CONTROLS HANDLED BY "VA" TOWER.)

"CANAL"

N. SIDE OF PORT WASHINGTON BRANCH TRACKS AND E END OF FLUSHING RIVER BRIDGE - CORONA/FLUSHING MEADOWS. FORMERLY "FLUSHING DRAW BRIDGE" BRIDGE-TENDER'S CABIN. RENAMED ACCOUNT STORM SEWER CONSTRUCTION FROM E. SIDE OF WORLD'S FAIR INTO FLUSHING RIVER. (US&S 6 LEVER STYLE TC TABLE MACHINE IN SVC: 07/13/38. OUT OF SVC: 09/19/38.)

"CD"

FLUSHING, **CENTRAL DEPOT** (NORTH SHORE DIVISION) (IN TICKET OFFICE) 07/15/1878 BOOK OF RULES)

"CD" CABIN

CENTRAL PARK (NEAR W. END OF STA-

TION PLATFORM. IN SVC: 6/24/1909  
PER G.O. #82 FOR MANUAL BLOCK.  
USED IN CONJUNCTION WITH "FB"  
CABIN AND "HX" TOWER. GONE BY  
1911 ETT WHEN MANUAL BLOCK NO  
LONGER IN EFFECT ON MAIN LINE  
EAST OF "HX".)

- "CE" LAWRENCE (1903 CR4) (IN TICKET OFF-  
ICE.)
- "CENTRE" ROCKVILLE **CENTRE** (TEMPORARY BLOCK  
OFFICE DURING ROCKVILLE CENTRE  
GRADE ELIMINATION. LOCATED IN  
TICKET OFC. ON TEMPORARY WEST-  
BOUND PLATFORM. US&S 4 LEVER  
STYLE TC TABLE MACHINE. IN SVC:  
4/19/49. OUT OF SVC: 7/18/50)
- "CF" SEA **CLIFF** (1903 CR4) (IN TICKET OFFICE.)
- "CH" CONEY ISLAND (ON PROSPECT PARK &  
CONEY ISLAND RAIL ROAD) (1878 BK  
OF RULES AND 1903 CR4) (IN TICKET  
OFFICE.)
- "CI" **CENTRAL ISLIP STATION** (1903 CR4)  
TRAIN ORDER OFFICE IN TICKET OFF-  
ICE. BLOCK OFFICE IN SVC: 1916.  
ONE LEVER MECHANICAL MACHINE.  
REPLACED IN 1930s BY 2-LEVER  
TABLE MACHINE. UNATTENDED  
BLOCK STATION SIGNAL IN SVC:  
5/23/28. PERMISSIVE BLOCK ASPECT  
ADDED TO BLOCK SIGNALS: 6/25/28.  
BLOCK SIGNALS RELOCATED 1,050'  
EAST OF FORMER LOCATION. BLOCK  
AND BLOCK LIMIT SIGNALS RELOCAT-  
ED AN ADDITIONAL 170' EAST: 9/9/77.  
BLOCK AND BLOCK LIMIT STATION  
OUT OF SVC: 12/14/87 WITH ELECTRI-  
FICATION PROJECT.)
- "CI" INTERLOCKING (R.C.) 1.5 MILES EAST OF BRENTWOOD STA-  
TION,  $\frac{3}{4}$  MILES WEST OF CENTRAL IS-  
LIP STATION (CONTROLLED FROM

"DIVIDE." IN SVC: 09/04/18 PER GN #4-21. CONTROLLED FROM "JCC-DIVIDE" PER G.N. #6-70 EFF: 05/08/2021

"CI 1" INTERLOCKING (R.C.) WEST OF CENTRAL ISLIP (CONTROLLED FROM "DIVIDE." IN SVC: 12/14/87)

"CI 2" INTERLOCKING (R.C.) EAST OF CENTRAL ISLIP (CONTROLLED FROM "DIVIDE." IN SVC: 12/14/87)

"CK" LITTLE NECK (1903 CR4) (IN TICKET OFFICE.)

"CM" CREEDMOOR (NORTH SHORE DIVISION) (IN TICKET OFFICE) (07/15/1878 BOOK OF RULES)

"CM" CABIN CENTER MORICHES (IN SVC: 1916 ON S. SIDE OF TRACKS AND E. OF DEPOT. GONE FROM ETT OF 05/28/1918)

"CN" TOWER NEW YORK CHESTNUT ST. JCT. (AUTUMN AVE.), EAST  
(LOCATED ON SIGNAL BRIDGE ON ATLANTIC BRANCH WEST OF RAILROAD AVE. AND RAILROAD AVE. STATION AT HEMLOCK ST. FORMERLY TOWER #65. CONTROLLED CONNECTION BETWEEN L.I.R.R. AND B.R.T. SYSTEMS DURING PERIOD OF JOINT OPERATIONS. RENAMED "CN" IN 1907. 11 LEVER US&S ELECTRIC STYLE "F" MACHINE IN SVC: 1905. BRT CONNECTION OUT OF SVC: 1917. INTERLOCKING PLANT REBUILT AND 16-LEVER GRS MODEL 2 ALL ELECTRIC MACHINE IN SVC: 11/1922. STATION AND STREET RENAMED AUTUMN AVE., AND TOWER RENAMED "AUTUMN" PER G.O. #624 EFF: 4/15/37. (SEE: "AUTUMN" TOWER)

"CO" CORONA (IN TICKET OFFICE.)

"CO" CABIN CORONA (TEMPORARY CABIN ACCOUNT GRADE CROSSING ELIMINATION. US&S

3 LEVER STYLE TC TABLE MACHINE IN  
SVC: 5/8/1930. OUT OF SVC:  
10/17/1930.)

“COREY” INTERLOCKING (R.C.) EAST OF HUNTINGTON (CONTROLLED  
FROM "DIVIDE" IN SVC: 5/22/62.  
OUT OF SVC: 6/26/72. NAMED AFTER  
RETIRED ENGINEER BENJAMIN C. COREY  
*per The Long Island Railroader: 10/11/61.*  
BECAME “HUNT 3” LOCATION.)

“CP” CABIN **CENTRAL ISLIP** (SOUTH SIDE OF TRACKS  
AND WEST OF STATION. LISTED IN  
ETT OF 5/14/1916. GONE FROM ETT  
OF 6/28/1916. CALL LETTERS MOUNT-  
ED ON CABIN BUT NEVER PLACED IN  
SVC. LOADED ON FLATCAR AND RELO-  
CATED TO CAMP UPTON JCT: 1916. RE-  
NAMED “WC” CABIN. AGENT AT CEN-  
TRAL ISLIP PAID EXTRA TO HANDLE “CI”  
BLOCK IN TICKET OFFICE. *Per George G.*  
*Ayling, Block Opr. At “CI”: 1910-1923,*  
*Agent/Opr: 1923-1954.)*

“CP” **CENTRAL PARK** (LATER: BETHPAGE)  
(BLOCK HANDLED AT STA: 8/1918 UN-  
TIL 8/1925. FORMERLY “PK”)

“CR” EAST OF GARDEN CITY (CENTRAL EXTEN-  
SION) (7,875’ EAST OF “HC” INTERLOCK-  
ING STATION. POSSIBLY NAMED FOR  
PROXIMITY TO **CLINTON ROAD**: *Dave*  
*Keller, CURTIS ENGINEERING, SIDING*  
*FOR WHICH WAS AT THE CABIN’S LOCA-*  
*TION: Richard Makse, OR LONG ISLAND*  
*MOTOR PARKWAY CONNECTING ROAD*  
*WHICH WAS IN THE SAME VICINITY: Art*  
*Huneke] TEMPORARY BLOCK STATION*  
*IN SVC: 9/6/1930 POSSIBLY FOR MEAD-*  
*OWBROOK COUNTRY CLUB POLO TOUR-*  
*NAMENT. OUT OF SVC: 9/13/1930.)*

“CS” **COLD SPRING** (1903 CR4) (LATER: COLD  
SPRING HARBOR) (IN TICKET OFFICE.)

“CT” TOWER **CARLTON AVE.**, BKLYN (BUILT INTO THE



WALL ON THE S. SIDE OF TRACKS AND W. OF CARLTON AVE. YARD ENTRANCE. IN SVC: 7/10/1906. OUT OF SVC: 12/16/1907.)

“CU” STONE HOUSE **CURVE** – WEST WOODSIDE AREA (SUNNYSIDE) (IN SVC: BY 1907)

“CU” CABIN **CAMP UPTON JCT.** – JCT. OF CAMP UPTON SPUR WITH MAIN LINE. (IN SVC: 3/14/44 SOUTH SIDE OF TRACKS, OPPOSITE JCT. OF WEST LEG OF WYE [EASTWARD FACING POINT SWITCH OF CAMP UPTON BRANCH]. BLOCK STATION, BLOCK LIMIT STATION AND RELATED SIGNALS OUT OF SVC: 10/2/44 PER G.O. #612. STILL ON-SITE IN 1964 IN USE AS “T” BOX. MOVED TO PRIVATE PROPERTY AS TOOL SHED.)

“CV” CABIN **CENTERVILLE AVE., OZONE PARK** (500’ WEST OF SIGNAL BRIDGE 93 ON N. SIDE OF TRACKS, TEMPORARY CABIN ACCOUNT OZONE PARK GRADE CROSSING ELIMINATION. US&S 9 LEVER STYLE TC TABLE MACHINE IN SVC: 5/5/1930. OUT OF SVC: 3/25/1931.)

“CY” TOWER **CYPRESS AVE., RIDGEWOOD TROLLEY CROSSING –BAY RIDGE/MANHATTAN BEACH BRANCH** (8 LEVER MECHANICAL MACHINE. IN SVC: 3/14/1895 OR 8/15/1895 (?). FORMERLY TOWER 71. RENAMED: 1907. OUT OF SVC: 1914 ACCOUNT GRADE CROSSING ELIMINATION.)

TOWER “D” (PRR) EAST SIDE OF PENNSYLVANIA STATION, NY, NY. 71-LEVER INTERLOCKING MACHINE IN SVC: 09/1910. RENAMED "JO" 19\_?\_. (SEE: TOWER “JO” FOR ADDITIONAL INFO.)

“D” FRESH POND JUNCTION (SOUTHERN DIVISION) (07/15/1878 BOOK OF RULES)

“D”	BUSHWICK JUNCTION (1903 CR4)
“D” CABIN: 1	<b>DOUGLASTON DRAWBRIDGE</b> (SWING-BRIDGE) OVER LITTLE NECK CREEK. (BRIDGE BUILT 1894. BRIDGE TENDER'S CABIN ON S. SIDE OF TRACKS BUILT ON RECLAIMED W. EDGE OF CREEK. GAUNTLET TRACK AND BLOCK OFFICE WITH 4-LEVER S&F MECHANICAL MACHINE IN SVC: 09/01/1911 – 03/07/1923)
“D” CABIN: 2	<b>DOUGLASTON DRAWBRIDGE</b> (SWING-BRIDGE) OVER LITTLE NECK CREEK. (BRIDGE REPLACED WITH DOUBLE TRACK SPAN. BRIDGE TENDER'S CABIN AND BLOCK OFFICE RELOCATED TO N. SIDE OF TRACKS, ON E. SIDE OF CREEK. IN SVC: 03/07/1923-1926. 4-LEVER S&F MECHANICAL MACHINE. AFTER 1926, BECAME BRIDGE TENDER'S CABIN ONLY. RENAMED “DOUGLASTON DRAWBRIDGE” IN ETT's. PER ROBT. EMERY DATA, CABIN REMOVED: 1950)
"DANCH" INTERLOCKING (R.C.)	1 <sup>ST</sup> INTERLOCKING EAST OF PINELAWN STATION, 1 <sup>ST</sup> INTERLOCKING WEST OF WYAND <b>DANCH</b> STATION (CONTROLLED FROM "DIVIDE." IN SVC: 09/10/2018 PER GN #4-23. CONTROLLED FROM "JCC-DIVIDE" PER G.N. #6-70 EFF: 05/08/2021
“DB” TOWER	<b>DUTCH KILLS DRAW BRIDGE</b> OVER DUTCH KILLS CREEK, L. I. CITY (N. SIDE OF MONTAUK BRANCH TRACKS AND W. OF THE CREEK. FORMERLY TOWER #2: 2. 8 LEVER SAXBY & FARMER MECHANICAL MACHINE IN SVC: 1892. MOVED TO N. SIDE OF TRACKS WITH ENLARGEMENT OF NORTH YARD AND INSTALLATION OF CONNECTION TO DOCK YARD: 1903-04. 29 LEVER UNION S & S MODEL 14 ELEC-

TRIC MACHINE IN SVC: 10/12/1905. RE-  
 NAMED "DB": 1907. OUT OF SVC:  
 10/1915 [*per Bob Emery's maps*] GONE  
 FROM ETT OF 5/1916.)

"DB" CABIN                      **D**UTCH KILLS DRAW **B**RIDGE - L.I. CITY  
 (8-LEVER S&F MECHANICAL MACHINE  
 IN SVC: 10/1915 ON N. SIDE OF MON-  
 TAUK BRANCH TRACKS AND E. OF  
 DRAWBRIDGE [SWING BRIDGE] OVER  
 DUTCH KILLS CREEK.)

"DE"                                LONG ISLAND CITY (GONE BETWEEN 1925  
 AND 1929)

"DEER" INTERLOCKING (R.C.)      WEST OF DEER PARK AT START OF DOU-  
 BLE TRACK EASTBOUND (CONTROLLED  
 FROM "DIVIDE." IN SVC: 9/14/87 WITH  
 INTENTION TO BE NAMED "DEER" BUT  
 NAMED "JS" AFTER **J**IMMY **S**ULLIVAN,  
 LIRR SR. VICE PRESIDENT-ADMINISTR-  
 ATION. REFERRED TO AS BOTH "JS"  
 AND DEER" INTERLOCKING ON LIRR  
 INTERLOCKING DIAGRAM DATED  
 3/1/88 (*Data courtesy of Jeff Erlitz*)

"DF" TOWER: 1                      **F**RESH POND JCT (EAST OF FRESH POND  
 STA. - S. SIDE OF TRACKS AND E. OF  
 JUNCTION. IN SERVICE: 1883 - 1917.  
 FORMERLY TOWER #8. INCREASED TO  
 20 LEVER JOHNSON STYLE "A" MACH-  
 INE BY 1912. OUT OF SVC: 12/01/1917.)

"DF" TOWER: 2                      EAST OF **F**RESH POND STA. (OPENED:  
 12/01/1917 ON N. SIDE OF TRACKS AND  
 WEST OF N.Y. INTERCONNECTING R.R.  
 TRESTLE. 36 LEVER GRS/S&F IM-  
 PROVED MECHANICAL MACHINE. RE-  
 NAMED "POND" PER G.O. #603/625 EFF:  
 4/22/37.)

"DIVIDE" TOWER: 1                  HICKSVILLE (PREVIOUSLY "HX", "HN"  
 TOWERS) (PORT JEFFERSON BRANCH  
 AND MAIN LINE **D**IVIDE AT JUNCTION.  
 LOCATED BETWEEN LEGS OF WYE,  
 EAST OF STATION. SAXBY & FARMER 48

LEVER MECHANICAL MACHINE. RE-  
NAMED: 4/23/37. 17 LEVER US&S B30  
MACHINE FOR EXPANSION OF INTER-  
LOCKING TO THE WEST IN SVC:  
07/28/59. US&S 9 STATION TRAF-  
FIC CONTROL CENTER CONTROL PANEL  
FOR CONTROL OF PORT JEFFERSON  
BRANCH INTERLOCKINGS IN SVC:  
10/7/61. TOWER MOVED 50' EAST TO  
MAKE ROOM FOR CONSTRUCTION OF  
NEW TOWER (*Henry Wilhelm data re:  
moving*). OLD TOWER OUT OF SVC:  
11/13/62 WITH GRADE ELIMINATION.

“DIVIDE” TOWER: 2

HICKSVILLE (NEW TOWER BUILT DIRECT-  
LY IN FRONT OF RELOCATED OLD TOW-  
ER DURING GRADE ELIMINATION.  
US&S 15 LEVER MODEL 14 ELECTRO-  
MECHANICAL MACHINE. IN SVC:  
11/13/62. OUT OF SVC: 9/12/64.  
TRANS-CONTROL 19 LEVER CONTROL  
PANEL IN SVC: 9/12/64. US&S 14  
STATION TRAFFIC CONTROL CENTER  
CONTROL PANEL IN SVC: 9/12/64.  
REPLACED 04/30/2000. TOWER  
PLACED OUT OF SERVICE AND BLOCK  
OPR. RELOCATED TO JCC AND WILL  
BE ADDRESSED AS "JCC-DIVIDE" PER  
G.N. #6-70, EFF. 05/08/2021. )

"DIVIDE" INTERLOCKING (R.C.)

CONTROLLED FROM "JCC-DIVIDE" PER  
G.N. #6-70 EFF: 05/08/2021

“DK” :1

**DEER PARK** (1903 CR4) (TRAIN ORDER  
OFFICE IN TICKET OFFICE. BLOCK  
OFFICE IN SVC: 5/28/1918 PER ETT #87.  
UNATTENDED BLOCK STATION SIGNAL  
IN SVC: 5/23/1928 PERMISSIVE BLOCK  
ASPECT ADDED TO BLOCK SIGNALS:  
6/25/1928. BLOCK STATION TEMPORA-  
RILY RELOCATED S. SIDE OF TRACKS  
AND 238' WEST OF DEER PARK AVE.  
FOR GRADE CROSSING ELIMINATION.  
SAME DAY TEMPORARY TRACKS IN SVC.  
VIA SHOO-FLY PER G.O. 503B/506C EFF:  
8/25/36.

“DK” : 2

**DEER PARK** (IN NEW TICKET OFFICE. BLOCK STATION RELOCATED TO N. SIDE OF TRACKS, 901’ EAST OF FORMER LOCATION PER G.O. 613C, EFF: 12/17/36 WITH COMPLETION OF GRADE CROSSING ELIMINATION. BLOCK SIGNALS RELOCATED SAME DAY NORTH OF FORMER LOCATION AND ON EMBANKMENT. 2-LEVER US&S MODEL 6 ELECTRICAL LOCKED SEMAPHORE INDICATORS AND CIRCUIT CONTROLLERS IN SVC: 1/26/37. UNATTENDED BLOCK AND BLOCK LIMIT STATION IN SVC. AT SAME TIME. OUT OF SVC: 9/14/87 WITH ELECTRIFICATION PROJECT.

“DOUGLASTON DRAWBRIDGE”

**DOUGLASTON ON DRAWBRIDGE** (FORMERLY “D” CABIN: 2. SAXBY & FARMER 4 LEVER MECHANICAL MACHINE. OUT OF SVC: 1926. DRAWBRIDGE UNATTENDED: 01/28/32. AGAIN IN SVC: ?. INTERLOCKING AND INTERLOCKING STATION OUT OF SVC: 7/6/48. CABIN RAZED: 1950.)

“DRAW” TOWER

ON SWING BRIDGE (INCORRECTLY REFERRED TO AS “**DRAWBRIDGE**” - BEACH CHANNEL - HAMMEL. PREVIOUSLY “HJ” TOWER, TOWER 101) WEST SIDE OF TRACKS AND SOUTH OF CHANNEL. 16-LEVER S&F MECHANICAL MACHINE IN SVC: 1894. 4-LEVER US&S MODEL TC TABLE MACHINE IN SVC. TO CONTROL BROAD CHANNEL DRAWBRIDGE [SWINGBRIDGE] AFTER CLOSING OF FORMER “BC” CABIN LOCATED ON THE BROAD CHANNEL SWING BRIDGE: ?. RENAMED: 5/01/37. DESTROYED BY TRAIN DERAILMENT: 01/03/46 AND DEMOLISHED. REPLACED BY “DRAW” CABIN:1.)

“DRAW” CABIN: 1

ON SWING BRIDGE - BEACH CHANNEL - HAMMEL (WEST SIDE OF TRACKS AND

	SOUTH OF CHANNEL. REPLACED "DRAW" TOWER. IN SVC: 1946. US&S 7 LEVER STYLE TC TABLE MACHINE. OUT OF SVC: 5/23/50 AND RELOCATED TO SOUTH OF HAMMEL WYE ON ELEVATED VIADUCT PER G. O. #1728.)
"DRAW" CABIN: 2	HAMMEL – (RELOCATED INSIDE EAST END OF FAR ROCKAWAY LEG OF WYE ON ELEVATED VIADUCT: 5/23/50. [APPROX. LOCATION OF FORMER "HU" TOWER WHEN AT GRADE] IN SVC: 5/23/50. US&S 4 LEVER STYLE TC TABLE MACHINE. SWITCHES HAND-THROWN AND SIGNALS OPERATED FROM RELAY CASES IN THE 5-DAY INTERIM <i>per Art Huneke</i> . OUT OF SVC: 10/3/55 WITH END OF LIRR SERVICE. CABIN STILL STANDING AS LATE AS 9/6/62 <i>per Dick Makse</i> )
"DU"	<b>DOUGLASTON</b> (1903 CR4) (IN TICKET OFFICE.)
"DUKE" INTERLOCKING (R.C.)	EAST OF NORTHPORT (REMOTE FROM "DIVIDE". IN SVC: 5/15/63. NAMED AFTER RETIRED CONDUCTOR HENRY L. DUKE <i>per The Long Island Railroader</i> : 10/11/61. OUT OF SVC: 10/3/77. BECAME "DUKE 1" LOCATION)
"DUKE 1" INTERLOCKING (R.C.)	EAST OF NORTHPORT (REMOTE FROM "DIVIDE." FORMERLY "DUKE." IN SVC: 10/3/77. CONTROLLED FROM "JCC-DIVIDE" PER G.N. #6-70 EFF: 05/08/2021
"DUKE 2" INTERLOCKING (R.C.)	EAST OF NORTHPORT (REMOTE FROM "DIVIDE." FORMERLY "EVANS." IN SVC: 10/3/77. CONTROLLED FROM "JCC-DIVIDE" PER G.N. #6-70 EFF: 05/08/2021
"DUNTON" TOWER	MORRIS PARK SHOPS (MAURE AVE.) (NORTH SIDE OF TRACKS, EAST OF MORRIS PARK SHOPS AND WEST OF MONTAUK BRANCH CUT-OFF. DIAGONALLY ACROSS FROM <b>DUNTON</b> STATION.

FORMERLY "MP" TOWER. 35-LEVER US&S MODEL 14 ELECTRO-PNEUMATIC MACHINE. IN SVC: 1/20/1914. RENAMED: 4/23/37. SIGNAL SYSTEM UPGRADED: 10/23-24/2010. TOWER OUT OF SVC: 10/24/2010. REMOTE CONTROLLED FROM "JCC". BLDG. USED BY M of E AND M of W PERSONNEL)

"DUNTON" INTERLOCKING (R.C.) REMOTE CONTROLLED FROM "JCC" WHEN "DUNTON" TOWER CLOSED ON 10/24/2010

"DW" TOWER WEST **WOODSIDE** (PREVIOUSLY TOWER #33. RENAMED IN 1907)

"DY" SHEEPSHEAD **BAY** STATION (1903 CR4) (IN TICKET OFFICE.)

"E" CABIN YARD OFFICE – ROCKAWAY PARK (SUMMER POSITION. OUT OF SERVICE: 6/1929)

"EA" **EASTPORT** STATION (1903 CR4) (IN TICKET OFFICE.)

"EAST NEW YORK" TOWER **EAST NEW YORK** (IN SVC: 12/28/42 PER G.O. #308C IN ETT #3 EFF: 09/20/42) US&S 11 LEVER MODEL 14 ELECTRO-MECHANICAL MACHINE. TOWER UNDERGROUND. IN LAST YEARS WAS MANNED ONLY DURING SPECIAL MOVES. OUT OF SVC: 9/2001)

"EAST NEW YORK" INTERLKNG. (R.C.) **EAST NEW YORK** (IN SVC: 2001 ? CON-) TROLLED FROM "BROOK")

"EC" TOWER GOOSE **CREEK** ON ROCKAWAY BEACH BR. (W. SIDE OF TRACKS AND 700' EAST OF STATION, LOCATED ON JAMAICA BAY TRESTLE. FORMERLY TOWER #94. USED DURING SUMMERS ONLY. OUT OF SVC: 19\_?)

"EG" **ELDERT'S GROVE** (HAMMELS) (IN TICKET OFFICE: 07/04/1872.) (SOUTHERN DIVISION IN 07/15/1878 BOOK OF

RULES) (OUT OF SERVICE: 1887)

“EG” **EDGEMERE** (SUMMER ONLY PER 1903 CR4) (IN TICKET OFFICE.)

“EM” **EAST MORICHES** (1903 CR4) (IN TICKET OFFICE.)

“EN” **EAST NEW YORK** (IN TICKET OFFICE) (07/15/1878 BOOK OF RULES)

“EP” ISLIP (TEMPORARY BLOCK STATION ACCOUNT GRADE CROSSING ELIMINATION OF CARLETON AVE. [ROUTE 111]. N. SIDE OF TRACKS AT E. END OF SINGLE TRACK. IN SVC: 11/30/1931. USED IN CONJUNCTION WITH “WP” TEMPORARY BLOCK STATION. OUT OF SVC: 4/26/32.)

“ER” TOWER **THE RAUNT** ON JAMAICA BAY TRESTLE (1,300’ EAST OF THE RAUNT STATION) (IN SVC: BY 1906. IN USE DURING SUMMERS ONLY. FORMERLY TOWER #96)

“EVANS” INTERLOCKING (R.C.) EAST OF NORTHPORT (REMOTE FROM “DIVIDE.” IN SVC: 5/15/63. NAMED AFTER THE LATE TRAIN DISPATCHER THOMAS B. EVANS *per The Long Island Railroad-er: 10/11/61*. OUT OF SVC: 10/3/77. BECAME “DUKE 2” LOCATION.)

“EW” NEWTOWN (IN TICKET OFFICE) (ETT #11 EFF. 11/08/1874)

“EW” **EAST WILLISTON** (1903 CR4) (IN TICKET OFFICE)

“EX” TOWER FLATBUSH AVE. **EXPRESS YARD** (IN SVC. BY 1907 ON S. SIDE OF TRACKS TO CONTROL THE 8 EXPRESS TRACKS AT THE TERMINAL. 11 LEVER US&S MODEL 14 ELECTRO-PNEUMATIC MACHINE IN SVC: 3/1908. OUT OF SERVICE: 4/28/23. DUTIES HANDLED BY “FT” TOWER.)



"F"	BRENTWOOD (IN TICKET OFFICE) (ETT #11 EFF. 11/08/1874) ("BR" IN 1878)
"F"	MASTIC ( <b>F</b> ORGE) (1903 CR4) (IN TICKET OFFICE. 2-LEVER G.R.S. MECHANICAL MACHINE IN SVC: 5/28/1926. UNATTENDED BLOCK STATION SIGNAL IN SVC: 5/23/1928. RENAMED "MS": 6/25/39)
"F" TOWER (PRR)	THOMPSON (THOMSON) AVE., L. I. CITY. (NORTH SIDE OF TRACKS, WEST OF THOMPSON AVE. 47 LEVER US&S MODEL 14 ELECTRO-PNEUMATIC MACHINE. IN SVC: 9/1910. OUT OF SVC: 1995. RAZED: SPRING/2005.)
"F" INTERLOCKING (R.C.)	L. I. CITY, NY, 3.0 MILES EAST OF PENN STATION (CONTROLLED FROM PSCC. IN SVC: 1995)
"FAIR"	MINEOLA (FORMERLY "MT TOWER: 2." RENAMED: 4/23/37 ACCOUNT PROXIMITY OF THE MINEOLA <b>F</b> AIRGROUNDS. RENAMED: "NASSAU": 9/18/38, PROBABLY DUE TO THE PENDING OPENING OF "FAIR" CABIN AT THE NY WORLD'S FAIR 7 MONTHS LATER).
"FAIR" CABIN	FLUSHING MEADOWS (N. SIDE OF TRACKS AND W. OF THE N. Y. WORLD'S FAIR STATION PLATFORM. TEMPORARY BLOCK STATION FOR N.Y. WORLD'S <b>F</b> AIR. US&S 17 LEVER STYLE TC TABLE MACHINE. IN SVC: 4/24/39 TO 11/4/39 AND AGAIN FROM 5/6/40 TO 11/4/40.)
"FAIR" CABIN	FLUSHING MEADOWS (S. SIDE OF TRACKS. TEMPORARY BLOCK STATION FOR N.Y. WORLD'S <b>F</b> AIR. 10 LEVER TRANSCONTROL MINI-LEVER CONTROL PANEL IN SVC: 4/16/64. CONSTRUCTED WITH WIDE, GLASS, BAY WINDOW ON WEST SIDE TO ALLOW FAIR VISITORS TO VIEW BLOCK OPERATOR AT WORK. SIGN

ATOP WINDOWS READ "COME SEE HOW WE RUN OUR RAILROAD." OUT OF SVC: 11/8/65)

"FARM" INTERLOCKING (R.C.) FORMERLY "FARM 1." (CONTROLLED FROM "DIVIDE." RENAMED": 09/04/2018 PER GN #4-21. CONTROLLED FROM "JCC-DIVIDE" PER G.N. #6-70 EFF: 05/08/2021

"FARM 1" INTERLOCKING (R.C.) EAST OF **FARMINGDALE** (CONTROLLED FROM "DIVIDE." IN SVC: 6/15/87) RENAMED "FARM" 09/04/2018 PER GN #4-21. CONTROLLED FROM "JCC-DIVIDE" PER G.N. #6-70 EFF: 05/08/2021

"FARM 2" INTERLOCKING (R.C.) EAST OF **FARMINGDALE** (CONTROLLED FROM "DIVIDE.") FORMERLY "PW" TEMPORARY BLOCK STATION. REDESIGNATED "FARM 2": 9/14/87. RENAMED "PW" 09/04/2018 PER GN #4-21. CONTROLLED FROM "JCC-DIVIDE" PER G.N. #6-70 EFF: 05/08/2021

"FAR ROCKAWAY" BLOCK STATION IN SVC: 7/20/85 (PER G.O. #405) CONTROLLED FROM "VALLEY"

"FB" CABIN FARMINGDALE (NEAR W. END OF S. SIDING. IN SVC: 6/24/1909 PER G.O. #82. FOR MANUAL BLOCK. USED IN CONJUNCTION WITH "CD" CABIN AND "HX" TOWER. GONE BY 1911 ETT WHEN MANUAL BLOCK NO LONGER IN EFFECT ON MAIN LINE EAST OF "HX".)

"FD" FLUSHING (IN TICKET OFFICE) (ETT #11 EFF. 11/08/1874)

"FD" **FARMINGDALE** (1903 CR4) (IN TICKET OFFICE.)

"FH" FLATBUSH AVE. **FREIGHT HOUSE** (CARLTON AVE. YARD) (1903 CR4)

"FK" TOWER: 1 **FLORAL PARK** - JCT. OF HEMPSTEAD AND

CREEDMOOR BRANCHES WITH MAIN LINE. (WOOD STRUCTURE BUILT 1909, NORTH SIDE OF MAIN LINE TRACKS AND EAST OF TULIP AVENUE. JOHNSON 32 LEVER MECHANICAL MACHINE. OUT OF SVC: 1924.)

“FK” TOWER: 2      **FLORAL PARK** (BRICK STRUCTURE SOUTH SIDE OF TRACKS, EAST OF TULIP AVE. AND EAST OF THE JCT. WHEN MAIN LINE WAS WIDENED TO 4 TRACKS AS FAR AS FLORAL PARK. 27-LEVER US&S MODEL 14 ELECTRO-PNEUMATIC MACHINE IN SVC: 1924. RENAMED “PARK” PER G.O. #603/625 EFF: 4/23/37.)

“FLUSHING AVE. TROLLEY XING”      FLUSHING AVE. AND TROLLEY CROSSING OF BUSHWICK BRANCH (N. SIDE OF TRACKS AND W. OF FLUSHING AVE. (3 LEVER DWARF GROUND FRAME MECHANICAL MACHINE IN SVC: 11/26/1895 CONTROLLING 2 RAILROAD SIGNALS AND 2 TROLLEY DERAILS. OUT OF SVC: 11/04/41. STOP-BOARDS REPLACED THE SIGNALS. *Per Art Huneke’s website*)

FLUSHING DRAW BRIDGE (SWING BRIDGE)      INSTALLED AT E. END OF BRIDGE ON PORT WASHINGTON BRANCH AFTER "JC" TOWER (WHITESTONE JCT./CORONA JCT.), WHICH CONTROLLED THE BRIDGE, WAS TAKEN OUT OF SERVICE WITH ABANDONMENT OF WHITESTONE BRANCH ON 02/19/32. RENAMED "CANAL." (US&S 6 LEVER STYLE TC TABLE MACHINE IN SVC: 07/13/38 FOR TEMPORARY USE DURING SEWER CONSTRUCTION FOR N.Y. WORLD'S FAIR.) (*SEE: "CANAL"*)

“FM”      ROSEDALE (**F**OSTER’S **M**EADOW) (1903 CR4) (IN TICKET OFFICE.)

“FN” CABIN      **F**RESH POND JCT. – JCT. OF MONTAUK BRANCH WITH BAY RIDGE BRANCH. (E. SIDE OF TRACKS AND S. OF **F**RE-

	MONT ST., RIDGEWOOD. IN SVC: 1/17/1918 THRU 9/10/1927)
“FN” TOWER	<b>FRESH POND JCT.</b> – JCT. OF MONTAUK BRANCH WITH N.Y. CONNECTING R.R. (EX-BAY RIDGE BRANCH) (E. SIDE OF TRACKS AND S. OF <b>FREMONT ST.</b> 23 LEVER MODEL 14 ELECTRO-PNEUMATIC MACHINE. IN SERVICE: 9/10/1927. RENAMED “FREMONT” PER G.O. #603/625 EFF: 4/22/37)
“FOREST”	<b>FOREST HILLS</b> (TEMPORARY BLOCK STATION IN SVC: 4/23/55. REASON? OUT OF SVC: 4/23/55. AGAIN IN SVC: 9/21/63 FOR BRIDGE REPLACEMENT ( <i>Dick Makse data</i> ). OUT OF SVC: 9/21/63)
“FOX” INTERLOCKING (R.C.)	WEST OF KINGS PARK (REMOTE FROM “DIVIDE.” IN SVC: 12/20/63. NAMED AFTER RETIRED CONDUCTOR WALTER FOX <i>per the Long Island Railroader</i> : 10/11/61. NAMED AFTER RETIRED FREIGHT TRAINMASTER JOE FOX AND CONDR. WALTER FOX <i>per W. S. Boerckel</i> . OUT OF SVC: 10/3/77. “FOX 1” LOCATION)
“FOX 1” INTERLOCKING (R.C.)	WEST OF KINGS PARK (REMOTE FROM “DIVIDE.” IN SVC: 10/3/77. FORMERLY “FOX.” CONTROLLED FROM "JCC-DIVIDE" PER G.N. #6-70 EFF: 05/08/2021
“FOX 2” INTERLOCKING (R.C.)	EAST OF KINGS PARK (REMOTE FROM “DIVIDE.” IN SVC: 10/3/77. FORMERLY “GREEN.” CONTROLLED FROM "JCC-DIVIDE" PER G.N. #6-70 EFF: 05/08/2021
“FP” TOWER:1	<b>FLORAL PARK</b> - JCT. OF HEMPSTEAD AND CREEDMOOR BRANCHES WITH MAIN LINE. (ORIGINALLY TOWER 43:1, THEN TOWER #47. RENAMED: 1907. CALLS INDICATED ON LIRR JOB POSTINGS LIST OF 9/20/1907. RAZED: 1909 ALONG WITH DEPOT BUILDING WHICH IT

SHARED. REPLACED BY FREE-STANDING "FK" TOWER: 1909.)

- "FR" **FREEPORT** (SOUTHERN DIVISION) (IN TICKET OFFICE) (07/15/1878 BOOK OF RULES AND 1903 CR4)
- "FR" CABIN **FARMINGDALE** (IN SVC: 6/24/1909 PER G.O. #82)
- "FREMONT" TOWER **FRESH POND JCT., QUEENS**– JCT. OF MONTAUK BRANCH WITH N.Y. CONNECTING R.R. (EX-BAY RIDGE BRANCH) (E. SIDE OF TRACKS AND S. OF THEN-EXISTENT **FREMONT** ST. PREVIOUSLY "FN" TOWER. 23-LEVER US&S MODEL 14 ELECTRO-PNEUMATIC MACHINE IN SVC: 8/1927. RENAMED: 4/22/37. 2-LEVER US&S STYLE TC TABLE MACHINE TO CONTROL "BAY" AND "BEDFORD" INTERLOCKINGS IN SVC: 4/4/66. "FREMONT", "BAY" AND "BEDFORD" INTERLOCKINGS OUT OF SVC: 4/15/70. INTERLOCKING AND TRACKS BETWEEN "FREMONT" AND BAY RIDGE UNDER JURISDICTION OF PENN CENTRAL TRANSPORTATION CO.: 1/20/71. OUT OF SVC: 10/28/71. TOWER ABANDONED. BURNED AND RAZED: PRIOR TO 1995. [*per Jim Minor, LIRR block opr.*])
- "FT" TOWER **FLATBUSH AVE.** (UNDERGROUND: E. END OF STATION PLATFORM BETWEEN TRACKS 4 AND 5. 29 LEVER US&S MODEL 14 ELECTRO-PNEUMATIC MACHINE IN SVC: 1906. REPLACED BY 35-LEVER US&S MODEL 14 ELECTRO-PNEUMATIC MACHINE IN SVC: 04/28/1923. RENAMED "BROOK" PER G.O. #624 EFF: 4/15/37)
- "FU" **CORONA** (NORTH SHORE DIVISION) (IN TICKET OFFICE) (07/15/1878 BOOK OF RULES AND 1903 CR4)
- "FW" TOWER **FAR ROCKAWAY** (SOUTH SIDE OF TRACKS

AND EAST OF STATION. 40 LEVER JOHNSON STYLE "A" MACHINE IN SVC: 06/18/1907. REBUILT WITH 32 LEVER GRS/SAXBY & FARMER MACHINE. IN SVC: 11/01/1919. RENAMED "ROCK" PER G.O. #628 EFF: 5/11/37.)

"FX" TOWER

**F**AIRVIEW AVE., HAMMEL(S) (**X** REPRESENTED A JCT. OR CROSSING OF TRACKS BY TRACKS) (INSIDE WEST END OF WYE, AT WEST STATION PLATFORM. JOHNSON STYLE "A" 16 LEVER MECHANICAL MACHINE. IN SVC: 4/19/1907. OUT OF SVC. FOR THE WINTER: 10/10/1922. PERMANENTLY OUT OF SVC: 04/20/1925 AND RAZED)

"FY"

**N**EW YORK 34<sup>TH</sup> ST. **F**ERRY - FACILITY "NY1" (1903 CR4)

"FY" CABIN

**F**REEPORT (S. SIDE OF TRACKS AND E. OF STATION AND S. MAIN ST. 4 LEVER S&F MECHANICAL MACHINE. IN SVC: 1908 TO PROTECT CROSSING OF LIRR TRACKS BY NY & LI TRACTION CO. OUT OF SVC: 12/12/26 WITH OPENING OF "FY" TOWER. CABIN CONTINUED IN USE TO OPERATE CROSSING GATES. OUT OF SVC. WITH GRADE CROSSING ELIMINATION: 1959.)

"FY" TOWER

**F**REEPORT (OPENED: 12/12/1926, S. SIDE OF TRACKS AND .3 MILES EAST OF STATION. S&F 24 LEVER MECHANICAL MACHINE. RENAMED "PORT" PER G.O. #627 EFF: 4/30/37.)

"G"

**G**ARDEN CITY (NORTH SHORE DIVISION) (IN TICKET OFFICE) (07/15/1878 BOOK OF RULES AND 1903 CR4). BLOCK STATION REMOVED FROM TICKET OFFICE: 10/1/1907. BLOCK HANDLED BY "HC" TOWER EAST OF DEPOT.)

"G"

**G**REAT NECK (IN TICKET OFFICE. BLOCK

OFFICE IN SVC: 1/19/35. 7 LEVER  
US&S 7 MODEL TC TABLE MACHINE.  
RENAMED "GREAT NECK" PER G.O.  
#603/625 EFF: 4/22/37.)

"G" CABIN: 1                   **GREAT NECK** (N. SIDE OF TRACKS AND  
E. OF STATION. 2 LEVER DWARF  
GROUND FRAME IN SVC: 05/27/1911.  
OUT OF SVC: 1926.

"G" CABIN: 2                   **GREAT NECK** (BLOCK STATION IN SVC:  
6/8/34 ACCOUNT GRADE CROSSING  
ELIMINATION. OUT OF SVC: 1/19/35  
WITH COMPLETION OF PROJECT.)

"G" TOWER                   **GREAT NECK** (N. SIDE OF TRACKS AND E.  
OF STATION. SAXBY & FARMER 12 LEV-  
ER MECHANICAL MACHINE. IN SERVICE:  
1926. OUT OF SVC: 6/8/34 ACCOUNT  
GRADE CROSSING ELIMINATION.)

"GA"                   **GLEN HEAD** (1903 CR4) (IN TICKET OFF-  
ICE.)

"GARDEN" TOWER           **HEMPSTEAD CROSSING – GARDEN CITY -**  
JCT. OF HEMPSTEAD, CENTRAL AND  
MINEOLA-HEMPSTEAD BRANCHES.  
(FORMERLY "HC" TOWER. NORTHWEST  
QUADRANT OF CROSSING. SAXBY &  
FARMER 40 LEVER MECHANICAL MACH-  
INE. RENAMED: 4/30/37. OUT OF SVC:  
1/27/39.)

"GARDEN" CABIN           **GARDEN CITY – JCT. OF HEMPSTEAD**  
BRANCH. NORTH SIDE OF TRACKS,  
WEST SIDE OF FRANKLIN AVE., 650'  
WEST OF FORMER LOCATION. US&S  
5 LEVER STYLE TC TABLE MACHINE  
IN SVC: 01/27/39. INCREASED TO 7  
LEVERS: 08/17/42. OUT OF SVC:  
11/21/93. RAZED: c. 1999-2000.)

"GARDEN" INTERLOCKING (R.C.)   **GARDEN CITY** (CONTROLLED FROM  
"QUEENS." IN SVC: 11/21/93. OUT OF  
SVC: 01/11/2020)

"GARDEN" INTERLOCKING (R.C.)	<b>GARDEN</b> CITY (CONTROLLED FROM "JCC." IN SVC: 01/11/2020.)
"GCC"	<b>GRAND CENTRAL CONTROL</b> (LOCATED IN THE TRAIN OPERATIONS CENTER "TOC")
"GCT-1" INTERLOCKING (R.C.)	GRAND CENTRAL BRANCH. UPPER LEVEL OF GRAND CENTRAL MADISON TERMINAL W. OF PSGR. PLATFORMS, .23 MILES E. OF END OF TERMINAL TRACKS. IN SVC. PER G.O. #102, EFF: 02/27/2023.
"GCT-2 INTERLOCKING (R.C.)	GRAND CENTRAL BRANCH. LOWER LEVEL OF GRAND CENTRAL MADISON TERMINAL W. OF PSGR. PLATFORMS, .23 MILES E. OF END OF TERMINAL TRACKS. IN SVC. PER G.O. #102, EFF: 02/27/2023.
"GCT-3" INTERLOCKING (R.C.)	GRAND CENTRAL BRANCH. UPPER LEVEL OF GRAND CENTRAL MADISON TERMINAL E. OF PSGR. PLATFORMS, .69 MILES E. OF END OF TERMINAL TRACKS. IN SVC. PER G.O. #102, EFF: 02/27/2023.
"GCT-4" INTERLOCKING (R.C.)	GRAND CENTRAL BRANCH. LOWER LEVEL OF GRAND CENTRAL MADISON TERMINAL E. OF PSGR. PLATFORMS, .69 MILES E. OF END OF TERMINAL TRACKS. IN SVC. PER G.O. #102, EFF: 02/27/2023.
"GCT-5" INTERLOCKING (R.C.)	GRAND CENTRAL BRANCH. 1.09 MILES E. OF END OF TERMINAL TRACKS. IN SVC. PER G.O. #102, EFF: 02/27/2023.
"GCT-6" INTERLOCKING (R.C.)	GRAND CENTRAL BRANCH. 1.72 MILES E. OF END OF TERMINAL TRACKS. IN SVC. PER G.O. #102, EFF: 02/27/2023.\
"GD"	GLEN COVE, GLEN STREET (IN TICKET OFFICE) (ETT #11 EFF. 11/08/1874 AND 1903 CR4)
"GE" CABIN	<b>GLEN COVE</b> , GLEN ST. (S. SIDE OF TRACKS AND E. OF STATION AND ELM AVE. IN SERVICE: 1908 FOR END OF DOUBLE TRACK. OUT OF SVC: 1912



WHEN DOUBLE TRACK EXTENDED TO LOCUST VALLEY.)

“GI” CABIN ON FAR ROCKAWAY BRANCH EAST OF ROOSEVELT AVE, **GIBSON**. (US&S 3 LEVER STYLE TC TABLE MACHINE IN SVC: 8/31/32 ACCOUNT VALLEY STREAM GRADE CROSSING ELIMINATION. RELOCATED ON ELEVATION N. OF FORMER LOCATION: 2/7/33. OUT OF SVC: 4/30/33.)

“GK” **GREAT NECK** (1903 CR4) (IN TICKET OFFICE.)

“GN” **GREAT NECK** (NORTH SHORE DIVISION) (IN TICKET OFFICE) (07/15/1878 BOOK OF RULES)

“GN” **GREEN PORT** (2 WORDS: ETT #11 EFF. 11/08/1874) (ONE WORD: 07/15/1878 BOOK OF RULES AND 1903 CR4) (IN TICKET OFFICE. BLOCK OFFICE IN SVC: 5/28/1918 PER ETT #87. RENAMED “GY” c. 1920s. OUT OF SVC: 19 ?)

“GR” **GREENLAWN** (1903 CR4) (IN TICKET OFFICE. MANUAL BLOCK SIGNALS IN SVC: 9/8/1915 PER ETT #79 (*Art Huneke data*), UNATTENDED BLOCK STATION SIGNAL IN SVC: 5/23/1928. PERMISSIVE BLOCK ASPECT ADDED TO BLOCK SIGNALS: 6/25/1928. BLOCK STATION OUT OF SVC: 12/11/1929. UNATTENDED BLOCK STATION IN SVC. CONTINUOUSLY: 12/11/1929. BLOCK LIMIT STATION SIGNAL RELOCATED 343’ EAST OF FORMER LOCATION: 4/16/45. BLOCK LIMIT STATION OUT OF SVC: 6/12/49.)

“GREAT NECK” **GREAT NECK** (IN TICKET OFFICE. 7-LEVER US&S 7 STYLE TC TABLE MACHINE IN SVC: 2/11/35. REDUCED TO 5-LEVER US&S MODEL 14 TABLE MACHINE: \_?\_. OUT OF SVC: 2/21/63. "TRANS-CONTROL" MINI-LEVER CONTROL PAN-

EL R.C. FROM "HAROLD." CONTROL TRANSFERRED TO JCC AFTER "HAROLD" TAKEN OUT OF SERVICE: 07/03/99 )

- "GREEN" INTERLOCKING (R.C.) EAST OF KINGS PARK (REMOTE FROM "DIVIDE." IN SVC: 12/20/63. NAMED AFTER THE LATE ENGINEER FREDERICK W. GREEN *per the Long Island Railroader*: 10/11/61. OUT OF SVC: 10/3/77. BECAME "FOX 2" LOCATION.)
- "GREENLAWN" **GREENLAWN** (TEMPORARY BLOCK STATION IN SVC: 1/25/63 PER G.O. #928 FOR 2<sup>ND</sup> TRICK ONLY DURING INSTALLATION OF CTC TO ASSIST WITH EVENING RUSH HOUR TRAIN SERVICE (*Dick Makse data*). OUT OF SVC: 5/15/63 PER G.O. #933)
- "GU" **CUTCHOGUE** (1903 CR4) (TRAIN ORDER OFFICE IN TICKET OFFICE. BLOCK OFFICE IN SVC: 5/28/18 PER ETT #87. OUT OF SERVICE: 9/01/1927. BLOCK LIMIT STATION SIGNAL IN SVC: 9/01/1927. OUT OF SVC: 6/12/52.)
- "GV" NASSAU, **GLEN COVE** (1903 CR4) (LATER: GLEN COVE) (IN TICKET OFFICE.)
- "GW" TOWER GLENDALE (S. SIDE OF TRACKS AND E. OF COOPER AVE. IN SVC. c. 1903. FORMERLY TOWER 9. RENAMED "GW": 1907 POSSIBLY DUE TO THE PROXIMITY OF **GLENDALE WELLS**, WHERE THE MONTAUK WATER CO. HAD SOME WELLS, OR, JUST ONE OF THOSE INSTANCES WHERE ONLY ONE LETTER PERTAINED TO LOCATION. CLOSED: 1908)
- "GY" GREENPORT (PREVIOUSLY "GN" (IN TICKET OFFICE. UNATTENDED BLOCK STATION SIGNAL AT ENTRANCE TO **GREENPORT TERMINAL YARD** IN SVC: 5/23/1928. BLOCK STATION OUT OF SVC: BY 6/43. BLOCK LIMIT STATION SIGNALS IN SVC: BY 6/43. RELOCATED

1,080' EAST: 2/19/74. CONTROLLED FROM JCC PER G.O. #702, APPENDIX A-2 EFF: 09/06/2021)

"GY" CABIN

GREENLAWN (IN SERVICE: 1915 – 1916)

"H" TOWER

**H**AROLD AVE., L. I. CITY (S. SIDE OF TRACKS AND WEST OF HAROLD AVE. 47-LEVER U.S. & S. MODEL 14 ELECTRO-PNEUMATIC MACHINE IN SVC: 09/01/1910. RENAMED "HAROLD" PER G.O. #624 EFF: 4/16/37) (SEE "HAROLD") PER ROBT. STURM, INTERLOCKING MACHINE HAD GLASS TOP TO ALLOW VISIBILITY OF THE LOCKING BED.

"HA"

EAST **H**AMPTON (1903 CR4) (IN TICKET OFFICE. BLOCK LIMIT STATION IN SVC: 1927. OUT OF SVC: 9/17/50.)

"HALL" TOWER

JAMAICA (PREVIOUSLY "JE" TOWER) (SOUTH SIDE OF TRACKS, EAST OF STATION. ORIGINAL US&S 71 LEVER MACHINE REPLACED BY 83 LEVER MODEL 14 ELECTRO-PNEUMATIC MACHINE IN SVC: 2/26/1931 AS A RESULT OF THE JAMAICA EAST IMPROVEMENT PROJECT THAT ELIMINATED ROCKAWAY JCT., WHICH HAD BEEN CONTROLLED BY "JE." RENAMED: 4/16/37 ACCOUNT PROXIMITY TO UNION **H**ALL STREET. TRANSCONTROL ALL-RELAY PUSH-BUTTON CONTROL PANEL FOR CONTROL OF "HALL EAST" IN SVC: 02/26/1989. SIGNAL SYSTEM UPGRADED: 11/6-7/2010. TOWER OUT OF SVC: 11/7/2010. REMOTE CONTROLLED FROM "JCC". BLDG. USED BY M of E AND M of W PERSONNEL)

"HALL" INTERLOCKING (R.C.)

CONTROLLED FROM "JCC" WHEN "HALL" TOWER CLOSED ON 11/07/2010.

"HALL EAST" (R.C.)

WEST OF THE ELEVATED TRACKS OF THE MONTAUK BRANCH AS THEY

LEAVE THE MAIN LINE WEST OF HILL-SIDE. CONTROLLED FROM "HALL" TOWER. IN SVC: 02/26/1989. OUT OF SVC. WHEN "HALL" TOWER CLOSED ON 11/07/2010.

“HARE” INTERLOCKING (R.C.) WEST OF SMITHTOWN (REMOTE FROM “DIVIDE.” NAMED AFTER RETIRED CONDUCTOR JAMES HARE *per the Long Island Railroader: 10/11/61*. IN SVC: 12/20/63 TO 8/26/71; 9/14/71 TO 10/3/77. BECAME “POST 1” LOCATION.)

“HAROLD” TOWER: 1 **HAROLD** AVE., L. I. CITY (PREVIOUSLY “H” TOWER) (S. SIDE OF TRACKS AND W. OF HAROLD AVE. 47-LEVER U.S. & S. MODEL 14 ELECTRO-PNEUMATIC MACHINE IN SVC: 1910. RENAMED: 4/16/37. 5 LEVER TRANS-CONTROL MINI-LEVER CONTROL PANEL IN SVC: 2/21/63 FOR CONTROL OF GREAT NECK INTERLOCKING. OUT OF SVC: 7/90. DEMOLISHED: 7/1990.)

“HAROLD” TOWER: 2 **HAROLD** AVE., L. I. CITY (OPENED: 7/90, OUT OF SVC: 07/03/99 WHEN CONTROL TRANSFERRED TO "PSCC.")

“HAROLD” INTERLOCKING (R.C.) **HAROLD** AVE., L. I. CITY (CONTROLLED FROM "PSCC" IN SVC: 07/03/1999)

“HAVEN” TOWER: 1 **WOODHAVEN** JCT. – JCT. OF ATLANTIC AND ROCKWAY BEACH BRANCHES. (PREVIOUSLY “WT”, “WOODHAVEN” TOWERS ON ATLANTIC BRANCH. SOUTH SIDE OF TRACKS WEST OF STATION, EAST OF JCT. 32-LEVER S&F MECHANICAL MACHINE IN SVC: 11/01/1922. RENAMED: 4/15/37. OUT OF SVC: 2/29/40 DURING GRADE ELIMINATION PROJECT.)

“HAVEN” **WOODHAVEN** JCT. (TEMPORARY BLOCK OFFICE RELOCATED 271’ EAST OF FORMER "HAVEN" TOWER LOCATION. US&S 6 LEVER STYLE TC TABLE MACHINE IN

SVC: 2/29/40. OUT OF SVC: 12/28/42  
WITH GRADE ELIMINATION. REPLACED  
BY UNDERGROUND "WOODHAVEN"  
TOWER.)

"HB" CABIN **HOLBAN** YARD ON SPRINGFIELD BRANCH,  
HOLLIS (N. SIDE OF TRACKS AND W. OF  
LINDEN BLVD. ORIGINALLY "ST. AL-  
BANS." RENAMED "HB" IN 1907. RE-  
NAMED "YD": 1909, CLOSED: 1/1929)

"HB" INTERLOCKING (R.C.) **HOWARD BEACH** (CONTROLLED BY  
"BEACH" TOWER DURING AQUEDUCT  
GRADE CROSSING ELIMINATION PROJ-  
ECT IN SVC: 11/13/39. OUT OF SVC:  
9/26/40)

"HC" TOWER **HEMPSTEAD CROSSING**, GARDEN  
CITY – JCT OF HEMPSTEAD BRANCH  
AND N.Y. BAY EXTENSION (PER 1903  
CR4.) (NORTHWEST QUADRANT OF  
CROSSING. ORIGINALLY TOWER #44,  
36-LEVER SAXBY & FARMER MECH-  
ANICAL MACHINE IN SVC: 1/1890.  
WAS RENUMBERED TOWER #105 IN  
1894 WHEN BLOCK SYSTEM WAS EX-  
TENDED EAST. TOWER #44 ASSIGNED  
BRUSHVILLE. RENAMED "HC" IN 1907.  
BECAME TRAIN ORDER OFFICE ON  
10/1/1907 WHEN GARDEN CITY STA-  
TION CEASED BEING A TRAIN ORDER  
OFFICE. INTERLOCKING PLANT IN-  
CREASED TO 40 LEVERS: 1/28/1919.  
RENAMED "GARDEN" PER G.O. # 627  
EFF: 4/30/37. OUT OF SVC: 1/27/39.)

"HD" **HEMPSTEAD** (NORTH SHORE DIVISION)  
(IN TICKET OFFICE) (07/15/1878 BOOK  
OF RULES AND 1903 CR4)

"HEMPSTEAD" INTERLOCKING (R.C.) CONTROLLED FROM "QUEENS": \_?\_.  
CONTROLLED FROM "JCC" WHEN  
"QUEENS" TOWER CLOSED ON  
01/11/2020

"HF" **FLUSHING** (BRIDGE STREET) (IN TICKET

OFFICE) (07/15/1878 BOOK OF RULES AND 1903 CR4). OUT OF SVC: 02/19/1932 WITH BRANCH ABANDONMENT. SIGNAL REMOVED AND DEPOT RAZED.

“HG” CABIN **HIGBIE AVE.**, LAURELTON (N. SIDE OF TRACKS AND W. OF HIGBIE AVE. IN SERVICE: 8/25/1919. OUT OF SVC: 7/6/1923)

“HI” **HOLLIS STATION** (1903 CR4) (IN TICKET OFFICE.)

“HILLSIDE YARD OFFICE” **HILLSIDE** a.k.a. “HOLBAN YARD SWITCHMAN’S CABIN” ON INTERLOCKING DIAGRAMS (US&S 1 LEVER STYLE TC TABLE MACHINE IN SVC: 2/26/1931. OUT OF SVC: 7/6/71)

“HJ” TOWER **HAMMEL** (BEACH CHANNEL) SWING BRIDGE (**HAMMEL JCT.**) (WEST SIDE OF TRACKS AND SOUTH OF CHANNEL. FORMERLY TOWER #101. RENAMED IN 1907. 16-LEVER S&F MECHANICAL MACHINE IN SVC: 1894. RENAMED “DRAW” PER G.O. #627 EFF: 5/1/37.)

“HM” **BERLIN SIDING** (DUNTON) (1903 CR4)

“HM” TOWER **HEMPSTEAD** - EAST SIDE OF TRACKS AND NORTH OF JACKSON ST. 4 LEVER DWARF MACHINE IN SVC: 09/01/1912. OUT OF SVC: 4/3/33.

“HM” **HEMPSTEAD** (IN TICKET OFFICE. UNATTENDED BLOCK STATION AND SIGNAL, LOCATED 370’ WEST OF “HM” INTERLOCKING STATION BETWEEN MAIN TRACK AND NORTH SIDING, IN SVC: 4/3/33. BLOCK LIMIT STATION OUT OF SVC: 8/17/42. CLOSED: 1943 WHEN HEMPSTEAD STATION AND TRACKS CUT BACK TO W. COLUMBIA STREET.)

“HN” TOWER	HICKSVILLE - JCT. OF PORT JEFFERSON BRANCH AND MAIN LINE. (BETWEEN LEGS OF WYE, EAST OF STATION. 48 LEVER S&F MECHANICAL MACHINE. FORMERLY “HX” UNTIL 11/23/1928. RENAMED “DIVIDE” PER G.O. #603/625 EFF: 4/23/37.)
“HO” CABIN	<b>HORTON AVE.</b> , VALLEY STREAM. (US&S 11 LEVER STYLE TC TABLE MACHINE IN SVC: 8/10/32 ACCOUNT VALLEY STREAM GRADE CROSSING ELIMINATION. OUT OF SVC: 6/27/33.)
HOLBAN YARD	HOLLIS. W END OF HOLBAN YARD. (US&S 1 LEVER TC MACHINE IN SVC: 02/26/1931 UNTIL 07/06/1971.)
“HOLLIS” TOWER	<b>HOLLIS</b> (PREVIOUSLY “IS” TOWER) (NORTH SIDE OF TRACKS AT EAST END OF STATION PLATFORM. 32-LEVER JOHNSON MECHANICAL MACHINE IN SVC: 1905. RENAMED: 4/23/37. OUT OF SVC: 12/19/57.)
“HOLLIS” INTERLOCKING (R.C.)	<b>HOLLIS</b> (CONTROLLED FROM “QUEENS.” IN SVC: 12/19/57. CONTROLLED FROM "JCC" WHEN "QUEENS" TOWER CLOSED ON 01/11/2020.)
“HOLTSVILLE”	<b>HOLTSVILLE</b> (W.W.I) (LATER “HV”) (IN TICKET OFFICE.)
"HP"	HUNTER'S POINT (ETT #11 EFF. 11/08/1874)
“HQ” TOWER	<b>HEMPSTEAD TURNPIKE AND TROLLEY CROSSING OF MAIN LINE WEST OF QUEENS</b> (QUEENS VILLAGE). (FORMERLY TOWER #44½. IN SVC: 7/1905. RENAMED: 1907. OUT OF SVC: 1/7/1923 DUE TO GRADE CROSSING ELIMINATION.)
“HQ” CABIN	WEST OF ROCKAWAY JUNCTION – HILLSIDE (GONE BY 1920s)

“HS” HAMMEL STATION (JUNCTION) (1903 CR4)  
(**HAMMELS**) (IN TICKET OFFICE.)

“HT” **HEWLETT** (1903 CR4) (IN TICKET OFFICE.)

“HU” TOWER HAMMEL WYE (**HAMMEL JUNCTION?**) (IN-  
SIDE EAST END OF WYE. REPLACED  
TOWER #102. JOHNSON 44 LEVER STYLE  
A MECHANICAL MACHINE IN SVC:  
8/2/1907. OUT OF SVC: 2/19/32.)

“HUNT 1” INTERLOCKING (R.C.) WEST OF **HUNTINGTON** (REMOTE FROM  
“DIVIDE.” IN SVC: 6/26/72. FORMERLY  
“BURKE.” CONTROLLED FROM "JCC-  
DIVIDE" PER G.N. #6-70 EFF: 05/08/2021

“HUNT 2” INTERLOCKING (R.C.) WEST OF **HUNTINGTON** (REMOTE FROM  
“DIVIDE.” IN SVC: 6/26/72. CONTROLLED  
FROM "JCC-DIVIDE" PER G.N. #6-70 EFF:  
05/08/2021

“HUNT 3” INTERLOCKING (R.C.) EAST OF **HUNTINGTON** (REMOTE FROM  
“DIVIDE.” IN SVC: 6/26/72. FORMERLY  
“COREY.” CONTROLLED FROM "JCC-  
DIVIDE" PER G.N. #6-70 EFF: 05/08/2021

“HV” **HOLTSVILLE** (W.W.I) (BLOCK OFFICE  
IN TICKET OFFICE IN SVC: 05/28/1918  
PER ETT #87. FORM 19 TRAIN ORDER  
IN MY ARCHIVE ISSUED THERE ON  
10/31/1917. (NO IDEA OF REASON  
FOR DISCREPANCY IN DATES). BLOCK  
OFFICE CLOSED IN DEPOT AND BLOCK  
AND UNATTENDED BLOCK STATION  
OUT OF SVC: 5/23/1928)

“HW” CABIN HEMPSTEAD TURNPIKE: LISTED IN  
1924 EDITION OF L.I.R.R. RULES AND  
RATES OF PAY GOVERNING EMPLOYES  
IN THE STATION, TOWER AND TELE-  
GRAPH DEPARTMENTS. OUT OF SVC:  
1924.)

“HW” CABIN WEST OF **HAWTHORNE AVE.**, VALLEY



STREAM. CONTROLLED TEMP. CONNECTION TO W. HEMPSTEAD BRANCH. (US&S 11 LEVER STYLE TC TABLE MACHINE IN SVC: 8/10/32 ACCOUNT VALLEY STREAM GRADE CROSSING ELIMINATION. OUT OF SVC: 6/27/33.)

“HX” HOLLAND (1903 CR4) (IN TICKET OFFICE.)

“HX” CABIN HICKSVILLE (S. SIDE OF TRACKS AND EAST OF JERUSALEM AVE. IN SVC: 1890. OUT OF SVC: 5/27/1909.)

“HX” TOWER HICKSVILLE – JCT. OF PORT JEFFERSON BRANCH AND MAIN LINE. (BETWEEN LEGS OF WYE, EAST OF STATION) (48 LEVER S&F MECHANICAL MACHINE. IN SVC: 5/27/1909. PERMISSIVE BLOCK ASPECT ADDED TO BLOCK SIGNAL: 6/25/1928. RENAMED “HN”: 11/23/1928. RENAMED “DIVIDE” 4/39)

“HY” **HYDE PARK** (1903 CR4) (LATER: NEW HYDE PARK) (IN TICKET OFFICE.)

“ICC” **INCIDENT COMMAND CENTER** – GRAND CENTRAL MADISON TERMINAL – LOCATED N. OF CONCOURSE IN THE 50<sup>TH</sup> ST. VENTILATION PLANT. IN SVC. PER G.O. #102, EFF. 02/27/2023.

“INWOOD” **INWOOD** (TEMPORARY BLOCK STATION IN SVC: 6/4/79 FOR SINGLE TRACKING DURING TRACK REHABILITATION. OUT OF SVC: 10/2/79. AGAIN IN SVC., AT “END OF BLOCK” SIGN EAST OF INWOOD STATION : 5/9/83 FOR SINGLE TRACKING DURING M.O.W. WORK. OUT OF SVC: 6/17/83.)

“IP” **ISLIP** (SOUTHERN DIVISION) (IN TICKET OFFICE) (07/15/1878 BOOK OF RULES AND 1903 CR4.) (UNATTENDED BLOCK STATION SIGNAL IN SVC: 5/23/1928. BLOCK STATION IN DEPOT OUT OF SVC: ?.)

“IS” TOWER **HOLLIS** (NORTH SIDE OF TRACKS AND EAST OF HOLLIS STATION. JOHNSON 32 LEVER MECHANICAL MACHINE. IN SVC: 1905 AS TOWER # 43: 3 (?). RENAMED “IS” IN 1907. WHEN STATION WAS ELEVATED, IT WAS RELOCATED ADJACENT TO WEST SIDE OF TOWER. “IS” RENAMED “HOLLIS” PER G.O. #603/625 EFF: 4/23/37.)

“ISLAND PARK” (TEMPORARY BLOCK STATION AT W. END OF **ISLAND PARK** STATION PLATFORM IN SVC: 8/15/83 FOR SINGLE TRACKING DURING M.O.W. WORK. OUT OF SVC: 8/24/83. AGAIN IN SVC: 4/29/88. OUT OF SVC: 5/2/88. BLOCK OPERATOR ON DUTY: 5/2/88 UNTIL 5/9/88.)

“ISLAND PARK” (TEMPORARY BLOCK STATION AT END OF DOUBLE TRACK EAST OF **ISLAND PARK** STATION IN SVC: 5/9/88. OUT OF SVC: ?)

“J1” CABIN **JAMAICA** (SEE “A1” CABIN) (NORTH SIDE OF TRACKS AND 250’ WEST OF PROSPECT ST. [159<sup>TH</sup> ST.] TEMPORARY CABIN ACCOUNT “JAMAICA IMPROVEMENT EAST” PROJECT. US&S 8 LEVER CIRCUIT CONTROLLER MACHINE. IN SVC: 12/8/1929. OUT OF SVC: 6/21/1930 PER G.O. 112-5 AND NEW CABIN RELOCATED ON ELEVATION: 6/21/1930 PER G.O. 112-5C. US&S 7 LEVER TC MACHINE IN SVC. OUT OF SVC: 3/8/1931 PER G.O. 113-22C)

“J2” CABIN **JAMAICA** (NORTH SIDE OF TRACKS AND 50’ WEST OF BRENTON AVE. [170<sup>TH</sup> ST.] TEMPORARY CABIN ACCOUNT “JAMAICA

IMPROVEMENT EAST" PROJECT. JOB ADVERTISED: 6/26/1929. US&S 7 LEVER CIRCUIT CONTROLLER MACHINE IN SVC: 12/8/1929. OUT OF SVC: 6/21/1930 PER G.O. 112-5.)

"J3" CABIN

**JAMAICA** (SEE "C3" CABIN) (SOUTH OF MONTAUK BRANCH TRACKS AT 177<sup>TH</sup> STREET: 300' WEST OF "RJ" INTER-LOCKING STATION. TEMPORARY CABIN ACCOUNT "JAMAICA IMPROVEMENT EAST" PROJECT. US&S 7 LEVER CIRCUIT CONTROLLER MACHINE IN SVC: 12/8/1929. OUT OF SVC: 6/21/1930 PER G.O. 112-5 AND RELOCATED ON ELEVATION: 6/21/1930 PER G.O. 112-5C. US&S 7 LEVER TC MACHINE IN SVC. OUT OF SVC: 3/8/1931 PER G.O. 113-22C.)

"J4" CABIN

**JAMAICA** (JOB ADVERTISED 6/30/1930. TEMPORARY CABIN ACCOUNT "JAMAICA IMPROVEMENT EAST" PROJECT. SOUTH OF TRACKS AND EAST OF HILLSIDE STATION. US&S 6 LEVER STYLE TC TABLE MACHINE IN SVC: 6/21/1930 PER G.O. 112-5C. OUT OF SVC: 2/26/1931 PER G.O. 113-20C.)

"J"

**JAMAICA** (IN TICKET OFFICE) (ETT #11 EFF. 11/08/1874, 07/15/1878 BOOK OF RULES AND 1903 CR4)

"J" TOWER: 1

**JAMAICA** (WOODEN TOWER AT SOUTH SIDE OF TRACKS AND WEST OF STATION AT UNION HALL STREET LOCATION. IN SVC: 03/27/1905 [?]. OUT OF SVC: 1913 WITH GRADE ELIMINATION.)

"J" TOWER: 2

**JAMAICA** (BRICK TOWER NORTH SIDE OF TRACKS AND WEST OF NEW STATION LOCATION AT SUTPHIN BLVD., AFTER GRADE ELIMINATION. ORIGINAL US&S 107-LEVER MODEL 14 ELECTRO-PNEUMATIC MACHINE IN SVC: 1913. RENAMED "JAY" PER G.O. #624 EFF: 4/16/37.

“JA” CABIN	CORONA (TEMPORARY CABIN ACCOUNT GRADE CROSSING ELIMINATION. US&S 3 LEVER STYLE TC TABLE MACHINE IN SVC: 5/8/1930. OUT OF SVC: 10/17/1930.)
“JA” TOWER	VAN WYCK AVE., JAMAICA (“ <b>JAMAICA</b> BLOCK”) (ORIGINALLY TOWER #40: 1. RE-NUMBERED TOWER #36: 1 IN 1903. RENAMED “JA” IN 1907. RENAMED “V” ( <b>VAN</b> WYCK AVE.): 6/1911. OUT OF SVC: 1913 WITH RELOCATION AND ELEVATION OF JAMAICA TERMINAL.)
“JAMAICA AIR TOWER”	SEE: TOWER #15 AND “JT” TOWER.
“JAY” TOWER	JAMAICA (PREVIOUSLY “J” TOWER) (NORTH SIDE OF TRACKS AND WEST OF STATION. RENAMED: 4/16/37 AS PHONETIC SPELLING OF “J” [ <b>JAY</b> ]. INTERLOCKING REBUILT WITH US&S 123 LEVER, MODEL 14 ELECTRO-PNEUMATIC MACHINE, IN SVC: 2/21/43. SIGNAL SYSTEM UPGRADED: 10/23-24/2010. TOWER OUT OF SVC: 10/24/2010. REMOTE CONTROLLED FROM “JCC”. BLDG. USED BY M of E AND M of W PERSONNEL)
"JAY" INTERLOCKING (R.C.)	CONTROLLED FROM JCC WHEN "JAY" TOWER CLOSED ON 10/24/2010.
“JCC”	<b>JAMAICA CONTROL CENTER</b> (“204”) (IN SVC: 1980s. CONTROLLED INTERLOCKINGS ON PORT WASHINGTON BRANCH AFTER “HAROLD” CLOSED ON 07/03/99 <i>per Jim Minor, LIRR block operator</i> ) IN RECENT YEARS, ALSO CONTROLLED THE FOLLOWING INTERLOCKINGS WHEN THE TOWERS WERE TAKEN OUT OF SERVICE: "DUNTON," "HALL," "JAY," "NASSAU" AND "QUEENS."
"JCC-DIVIDE" (R.C.)	CONTROLLED FROM JCC, PER G.N. #6-70 EFF. 05/08/2021

“JC” TOWER :1

WHITESTONE **JUNCTION** (1878 BOOK OF RULES AND 1903 CR4) EAST OF CORONA. (**CORONA JCT.?**) JCT. OF PORT WASHINGTON AND WHITESTONE BRANCHES. NORTH SIDE OF WHITESTONE BRANCH AND WEST OF THE JUNCTION. FORMERLY TOWER #53. RENAMED IN 1907. OUT OF SVC: 6/30/1914 AND REPLACED BY 2<sup>ND</sup> "JC" TOWER EAST OF JCT.)

“JC” TOWER: 2

WHITESTONE **JUNCTION** - EAST OF CORONA. (**CORONA JCT.?**) JUNCTION OF PORT WASHINGTON AND WHITESTONE BRANCHES. (OPENED 6/30/1914, NORTH SIDE OF PORT WASHINGTON BRANCH TRACKS, EAST OF THE JUNCTION AND WEST OF FLUSHING CREEK. GRS/S&F 24 LEVER MECHANICAL MACHINE WITH US&S 5 LEVER STYLE TC TABLE MACHINE TO OPERATE DRAWBRIDGE (SWING BRIDGE) OVER FLUSHING RIVER. OUT OF SVC: 2/19/32 "ALONG WITH ALL SIGNALS OPERATED THEREFROM," PER G.O. #115-18. BRANCH ABANDONED. TOWER RAZED SHORTLY THEREAFTER. BRIDGE TENDER'S CABIN INSTALLED AT EAST END OF BRIDGE TO OPERATE SWING BRIDGE)

“JD” TOWER

GLENDAL **JCT.** - JCT. OF ROCKAWAY BEACH AND MONTAUK BRANCHES. (LOCATED ON MONTAUK BRANCH: S. SIDE OF TRACKS AND EAST OF JCT. 12 LEVER S&F MECHANICAL MACHINE IN SVC. 08/26/1880. FORMERLY TOWER 10. OUT OF SERVICE: 1910)

“JJD-1” INTERLOCKING (R.C.)

FORMERLY “MS-1” – MASTIC-SHIRLEY. (CONTROLLED FROM “BABYLON”. RENAMED IN HONOR OF FORMER LIRR PRESIDENT **JAMES J. DERMODY**. EFFECTIVE: 5/18/ 2009. WITH CLOSING OF “BABYLON” TOWER, R.C. FROM “JJD-1 R-JCC” PER G.N. #7-54 EFF: 03/26/2022)

“JJD-2” INTERLOCKING (R.C.) FORMERLY “MS-2” – MASTIC-SHIRLEY. (CONTROLLED FROM “BABYLON”.) RE-RENAMED IN HONOR OF FORMER LIRR PRESIDENT **JAMES J. DERMODY**. EFF-ECTIVE: 5/18/ 2009. WITH CLOSING OF “BABYLON” TOWER, R.C. FROM “JJD-2 R-JCC” PER G.N. #7-54 EFF: 03/26/2022)

“JE” TOWER :1 JAMAICA (**JAMAICA EAST**: “EAST END OF JAMAICA”) (SOUTH SIDE OF TRACKS AND EAST SIDE OF “OLD” JAMAICA STATION FORMERLY TOWER #41: 2. RENAMED: 1907. OUT OF SVC: 3/8/1913.)

“JE” TOWER :2 JAMAICA (**JAMAICA EAST**: SOUTH SIDE OF TRACKS AND EAST OF NEW ELEVATED STATION LOCATION AT SUTPHIN BLVD. 71 LEVER MODEL 14 ELECTRO-MECH-ANICAL MACHINE IN SVC: 1913. RE-PLACED BY 83 LEVER MODEL 14 ELEC-TRO-PNEUMATIC MACHINE IN SVC: 2/26/1931 AS A RESULT OF THE JAMAICA EAST IMPROVEMENT PROJECT THAT ELIMINATED ROCKAWAY JCT., WHICH HAD BEEN CONTROLLED BY “JE.” RE-NAMED “HALL” PER G.O. #624 EFF: 4/16/37.)

“JEFF” INTERLOCKING (R.C.) WEST OF PORT **JEFFERSON** (CONTROLLED FROM “DIVIDE.” IN SVC: 1992. CON-TROLLED FROM "JCC-DIVIDE" PER G.N. #6-70 EFF: 05/08/2021

“JF” PORT **JEFFERSON** (1903 CR4) (IN TICKET OFFICE. 2-LEVER TABLE MACHINE. UNATTENDED BLOCK STATION SIGNAL IN SVC: 5/23/1928. PERMISSIVE BLOCK ASPECT ADDED TO BLOCK SIGNALS: 6/25/1928. EASTWARD BLOCK SIGNAL OUT OF SVC. PER G.O. #1006C, EFF: 3/29/39 AND BRANCH EXTENSION ABANDONED. ONE SEMAPHORE ARM REMOVED. BLOCK AND BLOCK LIMIT SIGNALS IN FRONT OF BLOCK STATION

RELOCATED 173' WEST OF FORMER LOCATION: 9/15/47. BLOCK LIMIT STATION OUT OF SVC: 2/12/51. RENAMED "PORT JEFFERSON": 6/61. BLOCK LIMIT STATION BACK IN TEMPORARY SERVICE: 4/18/88 WHEN "PORT JEFFERSON" BLOCK SIGNAL TEMPORARILY PLACED OUT OF SVC. "JF" OUT OF SVC: ?)

"JI" CABIN

**JEKYL ISLAND** (ISLAND PARK) ON LONG BEACH BRANCH (LOCATED AT 1 END OF PASSING SIDING. E. SIDE OF TRACKS AND S. (RAILROAD EAST) OF LONG BEACH ROAD. IN SERVICE: 6/3/1922. 12 LEVER US&S/S&F MECHANICAL MACHINE (*per Henry Wilhelm map*). OUT OF SVC. FOR THE WINTER: 10/10/1922. OUT OF SVC. PERMANENTLY: 1/15/1927 WHEN BRANCH WAS DOUBLE TRACKED TO WRECK LEAD.)

"JM" CABIN

ST. **JAMES** (LISTED IN ETT OF 9/9/1915. NOT LISTED IN ETT OF 6/28/1916. BLOCK OFC. MOVED INTO DEPOT.)

"JN"

STEWART **JUNCTION** (07/15/1878 BK OF RULES) (LATER: FLORAL PARK AND JCT. OF CENTRAL EXTENSION AND CREEDMOOR BRANCH WITH MAIN LINE PER 1903 CR4. STATION CALLS SHARED WITH TOWER 43: 1 [LATER TOWER 47] BUILT INTO DEPOT ROOF ABOVE.)

"JO"

KINGS PARK (ST. **JOHNSLAND**) (1903 CR4) (IN TICKET OFFICE. MANUAL BLOCK SIGNALS IN SVC: 9/8/1915 PER ETT #79 (*Art Huneke data*). UNATTENDED BLOCK STATION SIGNAL IN SVC: 5/1928. PERMISSIVE BLOCK ASPECT ADDED TO BLOCK SIGNALS: 6/25/1928. BLOCK OFFICE CLOSED IN DEPOT: 06/01/1932. SEMAPHORE BLADES REMOVED FROM MAST BY AUGUST/1934. NEW DEPOT IN SVC: 1948. BLOCK LIMIT STATION

OUT OF SVC: 6/12/49.)

TOWER "JO" (PRR) UNDER 7<sup>TH</sup> AVE. & W. 32<sup>ND</sup> ST., EAST OF PENN STATION, NY. IN SVC: 09/1910. OUT OF SVC: 9/30/94 AND CONTROL TRANSFERRED TO "PSCC.")

"JO" INTERLOCKING (R.C.) 0.1 MILE EAST OF PENN STATION (CONTROLLED FROM PSCC. IN SVC: 9/30/94)

"JS" TOWER "OLD" JAMAICA (NORTH SIDE OF TRACKS, AT WEST END OF PLATFORMS. FORMERLY TOWER #40: 2. RENAMED: 1907. PHOTOGRAPHED WITH CALLS AS OF 12/19/1908. REVERTED TO GATE TOWER SHORTLY THEREAFTER AND CALLS REMOVED IN PHOTO TAKEN 12/29/1908.)

"JS" INTERLOCKING (R.C.) WEST OF DEER PARK AT START OF DOUBLE TRACK EASTBOUND (CONTROLLED FROM "DIVIDE." IN SVC: 9/14/87. NAMED AFTER **JIMMY SULLIVAN**, LIRR SR. VICE PRESIDENT-ADMINISTRATION. ALSO REFERRED TO AS "DEER" INTERLOCKING ON LIRR INTERLOCKING DIAGRAM DATED 3/1/88. REMOVED, RECONFIGURED AND RELOCATED 1,841' WEST OF WEST END OF DEER PARK STATION 08/06/2018 WITH DOUBLE TRACKING TO RONKONKOMA PER GN #4-17. IN SERVICE: 09/04/18 PER GN #4-21. CONTROLLED FROM "JCC-DIVIDE" PER G.N. #6-70 EFF: 05/08/2021

"JT" TOWER "JAMAICA AIR TOWER" ON ATLANTIC BR. AT EAST END OF JAMAICA YARD (S. SIDE OF TRACKS, W. OF OLD DEPOT LOCATION AND W. OF ROCKAWAY RD. FORMERLY TOWER 15. RENAMED IN 1907. **1<sup>ST</sup> COMPLETELY PNEUMATIC 47 LEVER INTERLOCKING MACHINE ON THE LIRR**) OUT OF SVC: 1913 WITH GRADE ELIMINATION AND YARD TRACK RELOCATION.)



“K” MATTITUCK (IN TICKET OFFICE) (ETT #11 EFF. 11/08/1874, 07/15/1878 BOOK OF RULES AND 1903 CR4). BLOCK OFFICE IN SVC: 5/28/1918 PER ETT #87. 2-LEVER GRS WALL TYPE MECHANICAL MACHINE IN SVC: ?. UNATTENDED BLOCK STATION SIGNAL IN SVC: 5/23/1928. PERMISSIVE BLOCK ASPECT ADDED TO BLOCK SIGNALS: 6/25/1928. BLOCK OFFICE IN STATION OUT OF SERVICE: 9/2/58. BLOCK LIMIT STATION SIGNALS IN SVC: 9/2/58. CONTROLLED FROM JCC PER G.O. #702, APPENDIX A-2 EFF: 09/06/2021

“KEW” **KEW** GARDENS (TEMPORARY BLOCK STATION IN SVC: 4/23/55. OUT OF SVC: 4/23/55. AGAIN IN SVC: 9/21/63 FOR BRIDGE REPLACEMENT (*Dick Makse data*). OUT OF SVC: 9/21/63

“KF” TOWER KINGS HIGHWAY, BKLYN. - ON MANHATTAN BEACH BRANCH (FORMERLY WOODEN TOWER #77. OUT OF SERVICE: 1924 WITH ABANDONMENT OF BRANCH)

“KH” SHINNECOCK HILLS (SUMMER ONLY PER 1903 CR4) (IN TICKET OFFICE. BLOCK OFFICE CLOSED IN DEPOT AND UNATTENDED BLOCK STATION SIGNALS IN SERVICE: 1927. OUT OF SVC: 9/21/32.)

“KI” MERRICK (1903 CR4) (IN TICKET OFFICE.)

“KN” CABIN LYNBROOK (S. SIDE OF TRACKS AND W. OF ATLANTIC AVE. IN SERVICE: 1910-1913 TO CONTROL SWITCH ON WEST SIDE OF ATLANTIC AVE. AT END OF LONG BEACH BRANCH DOUBLE TRACK. “KN” CABIN AND SWITCH REMOVED: 1913. #2 LONG BEACH TRACK EXTENDED ACROSS ATLANTIC AVE., INTO THE “RUN-AROUND” TRACK WHICH WAS EXTENDED TO “RO” CABIN, BECOMING THE NEW END OF DOUBLE TRACK ON

THE LONG BEACH BRANCH.)

“KN” CABIN: 1                   PITKIN AVE., EAST NEW YORK ON BAY  
RIDGE BRANCH (W. SIDE OF TRACKS  
AND S. OF PITKIN AVE. IN SVC:  
1/17/1918. OUT OF SVC: 1925)

“KN” CABIN: 2                   PITKIN AVE., EAST NEW YORK ON BAY  
RIDGE BRANCH (W. SIDE OF TRACKS  
AND N. OF SUTTER AVE. IN SERVICE:  
1925. OUT OF SVC: 09/01/1927.)

TOWER “KN” (PRR)               UNDER 8<sup>TH</sup> AVE., WEST END OF PENN  
STATION, NY. IN SVC: \_?\_. OUT OF  
SVC: 9/30/94. CONTROL TRANS-  
FERRED TO "PSCC."

“KN” INTERLOCKING (R.C.)      0.1 MILE WEST OF PENN STATION (CON-  
TROLLED FROM PSCC. IN SVC: 9/30/94)

"KO" CABIN                       KINGS PARK (LISTED IN ETT OF 9/9/15.  
GONE FROM ETT OF 6/28/1916. BLOCK  
OFC. MOVED INTO DEPOT.)

“KO”                               RONKONKOMA (TRAIN ORDER OFFICE  
IN TICKET OFFICE.) BLOCK OFFICE  
IN SVC. IN “KO” CABIN EAST OF DEP-  
OT: 1916. BLOCK OFFICE MOVED  
BACK INTO STATION TICKET OFFICE  
WITH CLOSING OF “KO” CABIN: 19 ?  
2-LEVER US&S MODEL 6 ELECTRICAL  
LOCKED SEMAPHORE INDICATORS AND  
CIRCUIT CONTROLLERS IN SVC. IN  
TEMPORARY DEPOT BUILDING:  
10/30/34 (FORMER DEPOT BURNED).  
ALTHOUGH NEW DEPOT OPENED IN  
1937. BLOCK OFFICE REMAINED IN  
USE IN TEMPORARY DEPOT UNTIL  
CIRCA LATE 1940 (PHOTOGRAPHIC  
EVIDENCE). BLOCK OFFICE RELOC-  
ATED TO REPLACEMENT DEPOT  
SOMETIME BETWEEN SUMMER/1940  
AND JANUARY, 1944 (PHOTOGRAPHIC  
EVIDENCE). CONVERTED TO POSITION  
LIGHT SIGNALS: 12/9/54. RENAMED  
“RONKONKOMA” IN 6/61. “KO” BLOCK

LIMIT SIGNAL LOCATED ON BLOCK SIGNAL MAST IN SVC: 7/1/81. REPLACED WITH BLOCK LIMIT STATION SIGNALS AND RELOCATED 5, 628' EAST OF FORMER LOCATION IN SVC: 11/13/87. OUT OF SVC: 12/14/87 WITH ACTIVE ELECTRIFICATION OF THE MAIN LINE TO RONKONKOMA.

"KO" CABIN

RONKON**K**OMA (S. SIDE OF TRACKS AND E. OF STATION. IN SERVICE: 1916. PERMISSIVE BLOCK ASPECT ADDED TO BLOCK SIGNAL: 6/25/1928. BLOCK STATION OUT OF SVC: 10/26/1931. UNATTENDED BLOCK STATION IN SVC. CONTINUOUSLY: 10/26/31. CABIN OUT OF SVC: 10/30/34 WHEN BLOCK OFFICE MOVED TO TEMPORARY DEPOT TICKET OFFICE (PREVIOUS DEPOT BURNED). CABIN REMAINED IN LOCATION AS LATE AS JUNE 5, 1955. (PHOTOGRAPHIC EVIDENCE), OR EVEN LATER. POSSIBLY USED AS A SWITCHTENDER'S SHANTY TO CONTROL THE SWITCHES INTO THE YARD AND THE PASSING SIDING. IT WAS MOVED TO THE END OF THE WYE FOR USE AS A TOOL STORAGE SHED. RAZED: 1988 WITH REMOVAL OF OLD YARD AND WYE, ACCOUNT ELECTRIFICATION PROJECT)

"KO" INTERLOCKING (R.C.)

RONKON**K**OMA (EAST OF RONKONKOMA STATION OPPOSITE TRAIN WASH BLDG. (CONTROLLED FROM "DIVIDE." FORMERLY "KO 2", IN SVC. 12/14/87. RENAMED "KO" 06/25/2018 PER GN #4-9 EFF: 06/23/2018 [ETT #4 EFF: 05/21/2018]. CONTROLLED FROM "JCC-DIVIDE" PER G.N. #6-70 EFF: 05/08/2021.

"KO 1" INTERLOCKING (R.C.)

WEST OF RONKON**K**OMA AVENUE. (CONTROLLED FROM "DIVIDE." IN SVC: 12/14/87. RENAMED "POND" 06/25/2018 PER GN #4-9 EFF: 06/23/2018 [ETT #4 EFF: 05/21/2018].

CONTROLLED FROM "JCC-DIVIDE" PER  
G.N. #6-70 EFF: 05/08/2021

"KO 2" INTERLOCKING (R.C.)  
AND BLOCK STATION

EAST OF RONKONKOMA OPPOSITE  
TRAIN WASH BLDG. (BLOCK STATION  
CONTROLLED FROM "DIVIDE." IN SVC:  
12/14/87. RENAMED "KO 2"  
06/25/2018 PER GN #4-9 EFF:  
06/23/2018 [ETT #4 EFF: 05/21/2018].  
CONTROLLED FROM "JCC-DIVIDE" PER  
G.N. #6-70 EFF: 05/08/2021

"KR" CABIN

STONY BROOK (IN ETT OF 9/9/1915. GONE  
FROM ETT OF 6/28/1916. BLOCK OFC.  
MOVED INTO DEPOT)

"KU" CABIN

KEW STATION (TEMPORARY INTERLOCK-  
ING AT END OF 4-TRACK SYSTEM. IN  
SVC: 1910. OUT OF SVC: 1911. PHON-  
ETIC SPELLING OF KEW [**KU**])

"KW" CABIN

BELMONT PARK RACE TRACK JCT. (1,200'  
EAST OF "QU", QUEENS VILLAGE. USED  
IN CONJUNCTION WITH "BM" CABIN, LO-  
CATED 1,650' EAST OF "KW." IN SVC.  
DURING RACING EVENTS. PARTIAL  
DATES AS FOLLOWS:  
IN SVC: 9/02/29. O.O.S: 9/16/29  
IN SVC: 11/02/29. O.O.S: 11/05/29  
IN SVC: 5/15/30. O.O.S: 6/10/30  
IN SVC: 9/01/30. O.O.S: 9/17/30  
IN SVC: 5/15/31. O.O.S: 6/13/31  
IN SVC: 9/07/31. O.O.S: 9/19/31  
IN SVC: 9/05/32. O.O.S: 9/17/32  
IN SVC: 5/27/33. O.O.S: 6/16/33  
IN SVC: 9/04/33. O.O.S: 9/16/33  
IN SVC: 5/19/34. O.O.S: 6/09/34  
IN SVC: 9/03/34. O.O.S: 9/15/34  
IN SVC: 5/15/35. O.O.S: 6/08/35  
IN SVC: 9/ ? /35 O.O.S: 10/12/35  
IN SVC: 5/16/36. O.O.S: 6/06/36  
IN SVC: 9/19/36. O.O.S: 10/03/36  
IN SVC: 5/15/37. O.O.S: 6/05/37

"L" CABIN

JAMAICA PLANK ROAD (JAMAICA AVE.)  
TROLLEY CROSSING. WEST OF L~~E~~F-

	FERTS AVE., RICHMOND HILL, ON MON- TAUK BRANCH (S. SIDE OF TRACKS AND W. OF CROSSING OF JAMAICA AND LEFFERTS AVES. FOUR-LEVER MACHINE TO OPERATE TROLLEY DE- RAILS. NOT A SIGNAL STATION; NO TELEGRAPH, NO TELEPHONE ( <i>Per Art Huneke</i> ). PRE-1907 PHOTO SHOWS LEVERS POSITIONED OUTSIDE THE CABIN.FORMERLY CABIN #11½. RE- NAMED IN 1907. REBUILT: 1909. OUT OF SVC: 1924 WITH JAMAICA AVE. GRADE ELIMINATION PROJECT.)
“LA” TOWER	E. OF <b>LOCUST AVENUE</b> , LOCUST MANOR (S. SIDE OF TRACKS AND W. END OF STATION PLATFORM. LISTED IN ETTs OF 1911-1919)
"LAWN" INTERLOCKING (R.C.)	1 <sup>ST</sup> INTERLOCKING EAST OF "PW" INTER- LOCKING, 1 <sup>ST</sup> INTERLOCKING WEST OF PINELAWN STATION. (CONTROLLED FROM "DIVIDE." IN SVC: 09/10/2018 PER GN #4-23. CONTROLLED FROM "JCC-DIVIDE" PER G.N. #6-70 EFF: 05/08/2021
“LD”	BLOCK LIMIT SIGNAL - RIVERHEAD (S. OF MAIN TRACK, 100’ E. OF GRIFFING AVE. NAMED IN HONOR OF FORMER SUPT. OF TRANSPORTATION <b>LARRY DIXON</b> . IN SVC: 7/1/81. CONTROLLED FROM JCC PER G.O. #702, APPENDIX A-2 EFF: 09/06/2021)
“LEAD” CABIN	EAST SIDE OF SWING BRIDGE AT REYN- OLD’S CHANNEL - LONG BEACH (PREV- IOUSLY “WL” [WRECK <b>LEAD</b> ] CABIN AND ORIGINALLY THE BRIDGE TENDER'S CABIN. RENAMED: 5/1/37. US&S 7 LEV- ER MODEL TC TABLE MACHINE OUT OF SVC: 4/29/88. SWING BRIDGE OUT OF SVC: 5/2/88. REPLACED BY "LEAD" TOWER AND BASCULE DRAWBRIDGE.)
“LEAD” TOWER	DRAWBRIDGE – LONG BEACH AT REY-

	NOLD'S CHANNEL (DRAWBRIDGE LOCATED 400' EAST OF FORMER LOCATION IN SVC: 5/2/88. INTERLOCKING STATION RELOCATED 450' EAST OF FORMER LOCATION ON S. SIDE OF TRESTLE ADJACENT TO DRAWBRIDGE IN SVC: 5/9/88)
"LH" TOWER	HABERMAN ( <b>LAUREL HILL</b> ) (S. SIDE OF TRACKS, E. OF HABERMAN STATION – FORMERLY TOWER 5: 2)
"LK" INTERLOCKING	SOUTH OF OZONE PARK STA. (OUT OF SVC: 1931)
"LM" TOWER	EAST NEW YORK ON MANHATTAN BEACH BRANCH (W. OF TRACKS AND S. OF LIBERTY AVE. 12 LEVER MECHANICAL MACHINE IN SVC: 12/12/ 1895. FORMERLY TOWER #72. RENAMED: 1907. OUT OF SERVICE: c. 1914. WHEN EAST NEW YORK TUNNEL WAS BUILT.)
"LOCUST" TOWER	<b>LOCUST</b> VALLEY (BUILT: 1912 ON N. SIDE OF TRACKS AT EAST END OF STATION PLATFORM TO CONTROL END/ START OF DOUBLE TRACK. FORMERLY "OY". RENAMED: 4/30/37. 8 LEVER STD. SIGNAL CO. STYLE A MECHANICAL MACHINE. REPLACED WITH US&S 3 LEVER STYLE B-30 CONTROL PANEL: 11/11/65. RELOCATED FROM TOWER TO HUT : 11/17/75 AND TOWER ABANDONED. CONTROL TRANSFERRED TO "NASSAU" TOWER IN MINEOLA. OLD BUILDING IN USE AS NASSAU COUNTY POLICE PRECINCT ANNEX. EXTERIOR COSMETICALLY RESTORED TO ORIGINAL CONDITION FOR USE BY NASSAU COUNTY POLICE AND DEDICATED AT CEREMONY: 08/8/2006 )
"LOCUST" INTERLOCKING (R.C.)	<b>LOCUST</b> VALLEY (BLOCK STATION REMOTE FROM "NASSAU." IN SVC: 11/17/75. REMOTE FROM "JCC" WHEN "NASSAU" CLOSED ON 07/11/2020.)

“LONG BEACH” (TEMPORARY BLOCK STATION LOCATED AT E. END OF “LEAD” TRESTLE, **LONG BEACH**. IN SVC: 5/9/88. OUT OF SVC: ?)

“LONG ISLAND CITY” TOWER **LONG ISLAND CITY** (GONE BY 1920s)

“LR” TOWER **LIBERTY AVE.** (ROCKAWAY BEACH BR.) (ON SIGNAL BRIDGE SOUTH OF LIBERTY AVE. IN SVC: 1904. FORMERLY TOWER #92. JOHNSON STYLE "A" 12 LEVER MECHANICAL MACHINE IN SVC: 1904. OUT OF SVC: 1/30/1925.)

“LYNN” CABIN **LYNBROOK STATION PLAZA** (TEMPORARY CABIN DURING GRADE ELIMINATION AT THE JCT. OF MONTAUK AND LONG BEACH BRANCHES. US&S 17 LEVER STYLE TC TABLE MACHINE IN SVC: 5/12/38. OUT OF SVC: 10/18/38.)

“M” LINDENHURST (IN TICKET OFFICE.)

“M” CABIN FREIGHT DRAWBRIDGE (LIFT BRIDGE) OVER DUTCH KILLS CREEK, L. I. CITY (CONTROLLED **MONTAUK** CUT-OFF, BLISS – YARD A SECONDARY TRACKS. S. SIDE OF TRACKS AND EAST END OF BRIDGE. IN SVC: 8/1910. SAXBY & FARMER 10 LEVER MECHANICAL MACHINE. OUT OF SVC: ?)

“MA” **MANOR** (IN TICKET OFFICE) (ETT #11 EFF. 11/08/1874, 07/15/1878 BOOK OF RULES AND 1903 CR4) (LATER: MANORVILLE)

“MA” **MASSAPEQUA** (IN TICKET OFFICE.)

“MAIN STREET DRAWBRIDGE” FLUSHING CREEK (TWO SETS OF MACHINES, ONE ON EITHER END OF BRIDGE. WEST END: 2 LEVER DWARF MACHINE. EAST END: 3 LEVER DWARF MACHINE. BOTH IN SVC: c. 1914. OUT OF SVC: 10/15/1929 [?]. SINGLE S&F 4 LEVER DWARF MACHINE REPLACED

BOTH MACHINES: 10/15/1929 [?]. 4  
LEVER US&S STYLE TC TABLE MACHINE  
REPLACED S&F MACHINE: 5/24/34 [?]  
UNATTENDED: 2/28/37. OUT OF SVC:  
2/9/38.)

- "MANORVILLE" TRAIN ORDER OFFICE IN DEPOT. (LISTED  
IN ETT OF 9/9/1915. MOVED TO "MR"  
CABIN AS BLOCK OFFICE PER ETT OF  
5/14/1916.)
- "MASSAPEQUA" INTERLKG (R.C.) IN SVC. 03/02/2020. REMOTE FROM  
"BABYLON." WITH CLOSING OF "BABY-  
LON" TOWER, R.C. FROM "MASSAPEQUA  
R-JCC" PER G.N. #7-54 EFF: 03/26/2022)
- "MB" **MANHATTAN BEACH** (1903 CR4) (IN TICKET  
OFFICE.)
- "MB": 1 EAST OF **MEADOWBROOK** (CENTRAL EX-  
TENSION) (11,170' EAST OF "HC" INTER-  
LOCKING STATION. TEMPORARY BLOCK  
STATION IN SVC: 9/6/1930. OUT OF  
SVC: 9/13/1930.)
- "MB": 2 **MEADOWBROOK** (1,500' WEST OF MEAD-  
OWBROOK STATION, IN SVC: 9/19/36  
FOR ONE DAY ONLY (REASON ?). AGAIN  
IN SVC: 10/12/36 FOR ONE DAY ONLY  
ACCOUNT VANDERBILT CUP RACE HELD  
AT ROOSEVELT RACEWAY. AGAIN IN SVC:  
7/3/37 ACCOUNT SAME EVENT. EVENT  
POSTPONED 2 DAYS ACCOUNT RAIN. AS-  
SUMED BLOCK STATION ACTUALLY OP-  
ENED ON ACTUAL DATE OF EVENT:  
7/5/37.  
(see: *The Vanderbilt Cup* by Dennis David:  
<http://www.ddavid.com/formula1/vand2.htm>)
- "MC" MINEOLA (JUNCTION AND CROSSING OF  
HEMPSTEAD AND OYSTER BAY BRANCH-  
ES) (IN TICKET OFFICE) (ETT #11 EFF.  
11/08/1874) AND 1903 CR4. POSSIBLY  
NAMED FOR **MINEOLA CROSSING**?)
- "MD" **MEDFORD** (IN TICKET OFFICE) (ETT #11



EFF. 11/08/1874 AND 07/15/1878  
BOOK OF RULES). BLOCK STATION IN  
SVC: 5/28/1918. 2-LEVER GRS WALL  
TYPE MECHANICAL MACHINE IN SVC:  
?. UNATTENDED BLOCK SIGNAL IN  
SVC: 5/23/1928. PERMISSIVE BLOCK  
ASPECT ADDED TO BLOCK SIGNALS:  
6/25/1928. BLOCK STATION OUT OF  
SVC: ?. BLOCK STATION AGAIN IN  
SVC: 6/23/35, POSSIBLY FOR SUM-  
MER ONLY. BLOCK STATION AND "MD"  
BLOCK SEMAPHORE SIGNAL OUT OF  
SVC: 9/1935 (*Robt. Emery data*) AND  
MAST EITHER TRUNCATED OR RE-  
PLACED BY SHORTER MAST. UNAT-  
TENDED BLOCK STATION SIGNAL  
ONLY. PERMANENTLY OUT OF SVC:  
6/7/40 ACCOUNT GRADE CROSSING  
ELIMINATION OF STATE ROUTE 112.)

"MERILLON AVE."

TEMPORARY BLOCK STATION AT WEST  
END OF STATION PLATFORM (IN SVC:  
10/24/87. OUT OF SVC: 10/25/87)

"METROPLITAN AVE. TROLLEY  
XING"

METROPOLITAN AVE., MASPETH - BUSH-  
WICK BRANCH (3-LEVER DWARF MECH-  
ANICAL MACHINE IN SVC: 1902. IN  
USE AS LATE AS 1937-38 PER LIRR IN-  
TERLOCKING BLUEPRINT. OUT OF SVC:  
11/04/41.

"MF" CABIN

FLUSHING (**M**AIN STREET, **F**LUSHING ?)  
WEST OF BROADWAY, EAST OF "JC" - IN  
SVC: 1913)

"MI"

**M**INEOLA (IN TICKET OFFICE.)

"MI"

**M**ILLER'S PLACE (SUMMER ONLY PER  
1903 CR4) (IN TICKET OFFICE OF 2nd  
DEPOT, WHICH REPLACED 1st DEPOT  
THAT BURNED IN 1902. MANUAL  
BLOCK INSTALLED: ?? UNATTENDED  
BLOCK STATION SIGNAL AND LIGHTS  
IN SVC: 12/15/1928. 2<sup>ND</sup> DEPOT  
BURNED: 10/1934 (*Robt. Emery data*)  
BUILDING WAS NOT REPLACED. BLOCK

LIMIT STATION SIGNAL OUT OF SVC. AND  
BRANCH ABANDONED PER G.O.  
#1006C EFF: 3/29/39.)

“MI” CABIN

**MURRAY HILL** (N. SIDE OF TRACKS IN  
CUT AND E. OF 147<sup>TH</sup> ST. OVERPASS.  
IN SVC: 1919 - OCT/1926)

“MJ” TOWER

**MANHATTAN BEACH JCT. EAST** (RAIL-  
ROAD WEST) OF STATION - OCEAN  
AVE., BKLYN. (JCT. OF BAY RIDGE AND  
MANHATTAN BEACH BRANCHES.  
(BRICK TOWER ON BAY RIDGE BRANCH.  
BUILT INTO EMBANKMENT ON N. SIDE  
OF TRACKS. 24 LEVER GRS TYPE B  
ELECTRO-MECHANICAL MACHINE: 16  
ELECTRIC LEVERS, 8 MECHANICAL  
LEVERS IN SVC: 1917-1918. INTER-  
LOCKING GREATLY REBUILT: 1927. RE-  
NAMED “BEDFORD” PER G.O. #603/625  
EFF: 4/22/37.)

“MK”

**MONTAUK** (1903 CR4) (TRAIN ORDER OF-  
FICE IN DEPOT. OUT OF SVC: 6/1/1927  
WITH OPENING OF NEW STATION. MAY  
HAVE REOPENED FOR TEMPORARY  
SUMMER SERVICE ONLY [?])

“MN” CABIN

**MANHASSET SIDING** (N. SIDE OF TRACKS  
AND E. OF PLANDOME ROAD. IN SVC:  
12/26/1919. PASSING SIDING OUT OF  
SVC: 5/26/1928. WESTWARD BLOCK  
SIGNAL RELOCATED 600’ EAST OF FOR-  
MER LOCATION, OPPOSITE WESTWARD  
BLOCK SIGNAL: 6/27/1928. CABIN OUT  
OF SVC: 12/31/1929 WHEN AUTOMATIC  
BLOCK SIGNALS INSTALLED)

“MO”

**MINEOLA** (1878 BOOK OF RULES) (IN TICK-  
ET OFFICE.)

“MO”

CENTRE **MORICHES** (1903 CR4) (IN TICK-  
ET OFFICE. UNATTENDED BLOCK STA-  
TION SIGNAL IN SVC: 5/23/1928. BLOCK  
STATION OUT OF SVC: BY 6/43. BLOCK  
LIMIT STATION SIGNALS IN SVC: BY 6/43.

BLOCK LIMIT SIGNAL RELOCATED 1,132'  
WEST OF FORMER LOCATION: 8/10/45.  
OUT OF SVC: 5/6/2006)

“MONTAUK”

**MONTAUK** (ORIGINALLY IN TICKET OFF-  
ICE OF NEW, RELOCATED 1942 DEPOT.  
DEPOT LEASED TO PRIVATE PARTY AND  
RELOCATED TO CONDUCTOR & ENGIN-  
EER [“TRAINMEN'S”] TRAILER ACROSS  
FROM OLD DEPOT BUILDING - OPEN  
SUNDAYS AND HOLIDAYS, SUMMERS  
ONLY. IN SVC: c. LATE 1980s UNTIL  
END OF SUMMER/2005. IN SVC:  
5/28/2006 THRU 10/22/2006. IN SVC:  
5/30/2010 THRU 10/10/2010. IN SVC:  
5/29/17 THRU 10/9/17) (NO DATA IN  
MY ARCHIVE FOR INTERVENING YEARS  
BETWEEN 2010 AND 2017.)

"MONTAUK"

REMOTE FROM "BABYLON" PER ETT #6  
EFF: 05/18/2020. WITH CLOSING  
OF “BABYLON” TOWER, R.C. FROM  
“MONTAUK R-JCC” PER G.N. #7-54 EFF:  
03/26/2022)

“MP” TOWER: 1

**MORRIS PARK SHOPS** (MAURE AVE.)  
(SOUTH SIDE OF TRACKS AND EAST OF  
MORRIS PARK SHOPS AND MONTAUK  
BRANCH CONNECTION. FORMERLY TOW-  
ER #67. RENAMED IN 1907. DOES NOT  
APPEAR ON ETT #59, EFF: 11/1910.  
APPEARS ON ETT #69, EFF: 05/25/1913.  
REPLACED BY NEW TOWER: 01/20/1914

“MP” TOWER: 2

**MORRIS PARK SHOPS** AT MAURE AVE./  
130<sup>TH</sup> STREET (BRICK TOWER ON N.  
SIDE OF TRACKS AND WEST OF MON-  
TAUK BRANCH UNDERJUMP. 35-LEVER  
US&S MODEL 14 ELECTRO-PNEUMATIC  
MACHINE. IN SVC: 1/20/1914. RE-  
NAMED “DUNTON” PER G.O. #603/625  
EFF: 4/23/37.)

“MR”

**MORRIS PARK STATION** (1903 CR4)  
(IN TICKET OFFICE.)

“MR” CABIN

**MANORVILLE** – JCT. OF MANORVILLE BR. WITH MAIN LINE (LISTED IN ETT OF 5/14/1916. 6-LEVER MECHANICAL MACHINE IN SVC: 8/5/1916 SOUTH SIDE OF MAIN LINE TRACKS AND WEST OF EAST LEG OF JCT. WYE. UNATTENDED BLOCK STATION SIGNAL IN SVC: 5/23/1928. PERMISSIVE BLOCK ASPECT ADDED TO BLOCK SIGNALS: 6/25/1928. BLOCK STATION OUT OF SVC: 10/26/1931. UNATTENDED BLOCK STATION IN SVC. CONTINUOUSLY: 10/26/31. BLOCK STATION MANNED “SUMMERS ONLY” AFTER 1/19/33. PARTIAL DATES AVAILABLE AS FOLLOWS:  
IN SVC: 6/25/33. O.O.S: 9/ ? /33  
IN SVC: 6/23/35. O.O.S: 9/15/35  
IN SVC: 6/21/36. O.O.S: 9/20/36  
IN SVC: 6/20/37. O.O.S: 9/19/37  
IN SVC: 6/19/38. O.O.S: 9/18/38  
IN SVC: 6/ ?/39. O.O.S: 9/17/39  
IN SVC: 6/ ?/40. O.O.S: 9/08/40  
IN SVC: 6/ ?/42. O.O.S: 9/09/42  
UNATTENDED BLOCK STATION IN SVC. AT ALL OTHER TIMES. CABIN PERMANENTLY O.O.S: 9/09/42 AND SIGNAL MASTS ALL CUT OFF AT 10' ABOVE GROUND. BLOCK LIMIT SIGNAL PERMANENTLY OUT OF SVC PER G.O. #1404 EFF: 6/25/48. JUNCTION AND MAIN TRACK TO EASTPORT OUT OF SVC PER G.O. #1710 EFF: 12/27/49.)

“MR”

BLOCK LIMIT SIGNAL - **MANORVILLE** (RELOCATED 865' EAST OF FORMER LOCATION ON S. SIDE OF MAIN TRACK: 4/3/50. CONTROLLED FROM JCC PER G.O. #702, APPENDIX A-2 EFF: 09/06/2021)

“MS”

FLUSHING, **MAIN STREET** (NORTH SHORE DIVISION) (IN TICKET OFFICE) (07/15/ 1878 BOOK OF RULES AND 1903 CR4)



TOWER DESTROYED IN FREIGHT TRAIN  
DERAILMENT: 12/31/1922.) (*Robt. Emery  
data: SUNY @ Stony Brook map*)

“MT” TOWER: 2

MINEOLA (WOODEN TOWER IN SERVICE:  
4/25/1923 AT SAME LOCATION AS  
“MT (1<sup>ST</sup>). NEW TOWER BUILT AROUND  
THE ORIGINAL 1890 52 LEVER MECHAN-  
ICAL MACHINE. RENAMED “FAIR” PER  
G.O. #603/625 EFF: 4/23/37. RENAMED  
“NASSAU” PER G.O. #1001 EFF:  
9/18/38) (*EAST LEG OF WYE OUT OF  
SVC: 5/18/1927*)

“MU”

**MURRAY HILL** (1903 CR4) (IN TICKET OFF-  
ICE.)

“MV” TOWER

FLUSHING AVE., MASPETH (**MT.OLIVET**)  
(SOUTH SIDE OF MONTAUK BRANCH  
TRACKS AND WEST OF FLUSHING AVE.  
IN SVC; 8/1/1895 OR 10/1895 OR  
11/20/1895 (?). FORMERLY TOWER #6.  
JOHNSON 8 LEVER STYLE A MECHANI-  
CAL MACHINE. RENAMED “MV”: 1907.  
RENAMED “OLIVET” PER G.O. #603/625  
EFF: 4/22/37.)

“MX” TOWER

METROPOLITAN AVENUE, QUEENS (S. SIDE  
OF TRACKS AND E. OF METROPOLITAN  
AVE. AT FRESH POND STATION. FORM-  
ERLY TOWER 6 ½. PROTECTED THE  
BRT TROLLEY CROSSING. 16 LEVER  
MECHANICAL MACHINE. RENAMED IN  
1907. GONE BY 1928)

“MY” TOWER

**MYRTLE AVE.** TROLLEY CROSSING ON BAY  
RIDGE/MANHATTAN BEACH BRANCH.  
(12 LEVER MECHANICAL MACHINE. FOR-  
MERLY TOWER #70. RENAMED: 1907.  
OUT OF SVC: 1914 ACCOUNT GRADE  
CROSSING ELIMINATION.)

“MY”

MONTAUK (IN TICKET OFFICE. UNAT-  
TENDED BLOCK STATION SIGNAL IN  
SVC: 5/1928 AT ENTRANCE TO **MON-**  
TAUK TERMINAL **Y**ARD. OUT OF SVC:



MACHINE REMOVED c. 1997 AND REPLACED WITH ELECTRONIC CONTROL PANEL. TOWER OUT OF SVC: 07/11/20 PER GN #6-13 (G.O. #601) EFF: 07/09/20). BLOCK OPERATOR RELOCATED TO JAMAICA CONTROL CENTER [JCC]. RCC FROM "JCC-NASSAU." OLD TOWER IN PATH OF NEW THIRD TRACK BEING INSTALLED AS PART OF MAIN LINE GRADE CROSSING ELIMINATION PROJECT. TOWER DEMOLISHED 09/18/2021.

- “NASSAU - 1” INTERLKG (R.C.)      WEST OF MERILLON AVE. STATION (S. SIDE OF TRACKS AND W. OF DENTON AVE. UNDERGRADE CROSSING. CONTROLLED FROM “NASSAU” TOWER. IN SVC: 2/10/98)
- “NASSAU - 2” INTERLKG (R.C.)      JUNCTION OF OYSTER BAY BRANCH AND MAIN LINE. (CONTROLLED FROM “NASSAU” TOWER. IN SVC: 2/10/98)
- “NASSAU - 3” INTERLKG (R.C.)      WEST OF CARLE PLACE STATION (SOUTH SIDE OF TRACKS, EAST OF MEADOWBROOK PKY. UNDERGRADE CROSSING. CONTROLLED FROM “NASSAU” TOWER. IN SVC: 2/10/98)
- “NASSAU - 4” INTERLKG (R.C.)      WEST OF EAST WILLISTON STATION (EAST SIDE OF TRACKS, NORTH OF JERICHO TPKE UNDERGRADE CROSSING. CONTROLLED FROM “NASSAU” TOWER. IN SVC: 2/10/98)
- “NC” (PRR)      PENNSYLVANIA STATION (IN TICKET OFFICE.)
- “NC”      PECONIC (1903 CR4) (TRAIN ORDER OFC. IN TICKET OFFICE. BLOCK OFFICE IN SVC: 5/28/1918 PER ETT #87. OUT OF SERVICE: 1927(?). UNATTENDED BLOCK STATION IN SVC: 1927 (?). OUT OF SVC: 9/8/40.)
- “ND”      FAR ROCKAWAY – END OF DOUBLE TRACK (SOUTHERN DIVISION) (07/15/1878)



BOOK OF RULES)

"ND"	HAMPTON BAYS (GOOD GROUND) (1903 CR4) (IN TICKET OFFICE. 2-LEVER US&S MODEL 6 ELECTRICAL LOCKED SEMAPHORE INDICATOR AND CIRCUIT CONTROLLER IN SVC: 1920. UNATTENDED BLOCK STATION SIGNAL IN SVC: 5/23/1928. BLOCK LIMIT STATION OUT OF SVC: 6/22/52. BLOCK OFFICE IN STATION OUT OF SVC: 9/2/58. BLOCK LIMIT STATION IN SVC: 9/2/58. OUT OF SVC: <u>?</u> . RELOCATED 918' EAST OF MP 81. IN SVC: 6/4/79. R. C. FROM BABYLON: 5/6/2006. TO BE CHANGED TO AUTOMATIC INTERLOCKING AND RENAMED "RPK": NOVEMBER/ 2017 IN HONOR OF RAYMOND P. KENNY WHO HAD A 44-YEAR CAREER ON THE LIRR STARTING AS AN ACCOUNTANT AND MOVING TO TRAINMAN, BLOCK OPERATOR, SUPT. OF TRANSPORTATION AND EVENTUALLY ACTING PRESIDENT)
"NECK" INTERLOCKING (R.C.)	EAST OF GREAT <b>NECK</b> (CONTROLLED FROM "HAROLD." IN SVC: 03/21/88. OUT OF SVC: 07/03/99 WHEN "HAROLD" CLOSED.)
"NECK-1" INTERLOCKING (R.C.)	EAST OF GREAT NECK STATION, S. SIDE OF TRACKS (CONTROLLED FROM JAMAICA CONTROL CTR. IN SVC: 07/03/99)
"NECK-2" INTERLOCKING (R.C.)	EAST OF GREAT NECK STATION AT E. END OF "POCKET" TRACK, N. SIDE OF TRACKS (CONTROLLED FROM JAMAICA CONTROL CTR. IN SVC: 07/03/99)
"NECK-3" INTERLOCKING (R.C.)	EAST OF MANHASSET VIADUCT, N. SIDE OF TRACKS (CONTROLLED FROM JAMAICA CONTROL CTR. IN SVC: 07/03/99)
"NH"	<b>NEPTUNE HOUSE</b> (BEACH 116 <sup>TH</sup> ST.,

ROCKAWAY BEACH) (TELEGRAPH AND TICKET OFFICE IN HOTEL) (SOUTHERN DIVISION IN 07/15/1878 BOOK OF RULES).

“NI”

ST. ALBANS (1903 CR4) (IN TICKET OFFICE.)

“NI” CABIN

EAST WILLISTON (S. SIDE OF TRACKS AND 3,820’ W. OF STATION, EAST END OF TEMPORARY TRACKS. POSSIBLY NAMED THUS DUE TO PROXIMITY OF NATIONAL BISCUIT CO’S. NEW SIDING (INSTALLED 1936). TEMPORARY BLOCK STATION IN SVC: 3/25/36 ACCOUNT JERICHO TPKE. (ROUTE 25) GRADE CROSSING ELIMINATION. USED IN CONJUNCTION WITH “WA” CABIN AT WEST END OF TEMPORARY TRACKS. OUT OF SVC: 8/31/36 WITH COMPLETION OF GRADE CROSSING ELIMINATION.

“NO” CABIN: 1

**NEW LOTS AVE., EAST NEW YORK ON BAY RIDGE BRANCH (S. SIDE OF TRACKS AND S. OF NEW LOTS AVE. IN SERVICE: 1/17/1918. OUT OF SVC: 1925 WITH CONSTRUCTION OF NEW LOTS CLASSIFICATION YARD. CABIN MOVED TO E. 92<sup>ND</sup> ST.)**

“NO” CABIN: 2

**NEW LOTS AVE., EAST NEW YORK ON BAY RIDGE BRANCH (N. SIDE OF TRACKS AT E 92<sup>ND</sup> ST. IN SERVICE: 1925. OUT OF SVC: BY OCTOBER/1927)**

“NO” TOWER: 1

EAST NEW YORK ON ATLANTIC BRANCH CONTROLLING THE AT-GRADE CROSSING OF THE LIRR BY THE NY & MANHATTAN BEACH RY. TRACKS (LATER THE LIRR’S MANHATTAN BEACH / BAY RIDGE BRANCH). (BUILT ON SIGNAL BRIDGE ON WEST SIDE OF THE CROSSING. FORMERLY TOWER 63. RENAMED IN 1907. OUT OF SVC: 2/1916 WITH REMOVAL OF AT-GRADE TRACK CROSSING, AND REPLACED BY TUNNELS UNDER THE ATLANTIC BRANCH TRACKS. RAZED BY

04/21/1916 (per official BRT photo provenance.) TO ALLOW CONSTRUCTION OF BRT CANARSIE EL STRUCTURE WHICH RAN THROUGH THE TOWER SITE.

“NO” TOWER: 2

**NEW LOTS AVE.**, EAST NEW YORK ON BAY RIDGE BRANCH (N. SIDE OF TRACKS AT E. 93<sup>RD</sup> ST. US&S 23 LEVER MODEL 14 ELECTRO-PNEUMATIC MACHINE. IN SVC: PER ETT. EFFECTIVE: 10/19/1927. OUT OF SVC: 1/21/33.)

"NP"

**NORTHPORT** (IN TICKET OFFICE) (ETT #11 EFF. 11/08/1874)

“NP”

“**NEW NORTHPORT**” (IN TICKET OFFICE) (07/15/1878 BOOK OF RULES) NORTHPORT (PER 1903 CR4) MANUAL BLOCK SIGNALS IN SVC: 9/8/1915 PER ETT #79 (*Art Huneke data*). UNATTENDED BLOCK STATION SIGNAL IN SVC: 5/23/1928. PERMISSIVE BLOCK ASPECT ADDED TO BLOCK SIGNALS: 6/25/1928. BLOCK SIGNALS RELOCATED 634’ WEST OF FORMER LOCATION: 3/15/37. BLOCK STATION AND BLOCK LIMIT STATION SIGNALS OUT OF SVC: 5/15/63.)

“NS”

OYSTER BAY (IN TICKET OFFICE) (PER 1903 CR4 AND ETTs OF 1916 AND 05/28/1918.

“NT” CABIN

**NORTHPORT** (IN SERVICE: 1915 – 1916)

“NU” CABIN

**NEW UTRECHT AVE.**, BAY RIDGE ON BAY RIDGE BRANCH (S. SIDE OF TRACKS AND W. OF NEW UTRECHT AVE. IN SVC: 1/17/1918. OUT OF SVC: 9/30/1927 DUE TO OPENING OF 14<sup>TH</sup> AVE. BRIDGE AND ELECTRIFICATION OF BRANCH AND OPENING OF “NU” TOWER.)

“NU” TOWER

**NEW UTRECHT AVE.**, BAY RIDGE ON BAY RIDGE BRANCH (S. SIDE OF TRACKS BETWEEN NEW UTRECHT AND 14<sup>TH</sup> AVENUES AT EAST END OF BAY RIDGE

YARD. SAXBY & FARMER 24 LEVER MECHANICAL MACHINE. IN SVC: 9/30/1927 WITH ELECTRIFICATION OF BRANCH. OUT OF SVC: 8/1/32. STILL STANDING AS LATE AS 1938, BUT HEAVILY VANDALIZED. RAZED: 19\_\_?)

“NU” BLOCK LIMIT STATION **NEW UTRECHT AVE.**, BAY RIDGE, BKLYN. (LOCATED ON BAY RIDGE BRANCH. UNATTENDED BLOCK STATION IN SVC: 8/1/32. MOVED WEST: 3/2/66. OUT OF SVC: 4/4/66. RENAMED “BAY” BLOCK LIMIT STATION.)

“OA” CABIN **OAKDALE** (S. SIDE OF OLD TRACK ALIGNMENT AND EAST OF STATION AT END OF DOUBLE TRACK. IN SVC: 5/19/1906. OUT OF SVC: 11/27/1917 WHEN DOUBLE TRACK EXTENDED TO EAST OF SAYVILLE AND “Y” CABIN PLACED IN SVC.)

“OB” **LONG BEACH** (1903 CR4) (IN TICKET OFFICE.)

"OCEAN" INTERLOCKING (R.C.) **WEST OF RONKONKOMA BETWEEN OCEAN AVE. AND POND ROAD** (CONTROLLED FROM "DIVIDE". IN SVC: 06/25/2018 PER GN #4-9 EFF: 06/23/2018 [ETT #4 EFF: 05/21/2018]. CONTROLLED FROM "JCC-DIVIDE" PER G.N. #6-70 EFF: 05/08/2021.

“OD” **OAKDALE** (SOUTHERN DIVISION) (IN TICKET OFFICE) (07/15/1878 BOOK OF RULES AND 1903 CR4)

“OLIVET” TOWER **FLUSHING AVE.**, MASPETH (MT. **OLIVET**) (S. SIDE OF MONTAUK BRANCH TRACKS AND W. OF FLUSHING AVE. 8-LEVER JOHNSON STYLE A MECHANICAL MACHINE. FORMERLY TOWER #6 AND “MV” IN 1907. RENAMED: 4/22/37. OUT OF SVC: 6/24/49.)

“ON” **OCEAN POINT** (SOUTHERN DIVISION) (IN TICKET OFFICE) (07/15/1878 BOOK

	OF RULES)
“OP”	CEDARHURST ( <b>O</b> CEAN <b>P</b> POINT) (1903 CR4) (IN TICKET OFFICE.)
“OY” TOWER	<b>L</b> OCUST VALLEY (N. SIDE OF TRACKS AT E. END OF STATION PLATFORM. 8-LEV- ER STD. SIGNAL CO. STYLE A MECH- ANICAL MACHINE IN SVC: 6/01/1912. RENAMED “LOCUST” PER G.O. #627 EFF: 4/30/37.)
"OYSTER BAY"	TRAIN ORDER OFFICE IN DEPOT (PER ETT OF 06/28/1916. BECAME "NS" IN ETT OF 05/28/1918.
“OYSTER BAY” INTLKG. (R.C.)	<b>OYSTER BAY</b> (BLOCK STATION CON- TROLLED FROM “NASSAU.” IN SVC: 11/17/75. CONTROLLED FROM "JCC" WHEN "NASSAU" CLOSED ON 07/11/2020)
“OZ”	<b>O</b> ZONE PARK STATION (1903 CR4) (IN TICKET OFFICE.)
“OZONE” TOWER	WOODHAVEN JCT. ON ROCKAWAY BEACH BRANCH – JCT. OF ATLANTIC AND ROCK- AWAY BEACH BRANCHES (W. SIDE OF TRACKS AND S. OF STATION. FORMERLY “RK”. 23-LEVER US&S MODEL 14 ELEC- TRO-PNEUMATIC MACHINE. RENAMED: 4/15/37 ALTHOUGH AN ENTIRE STATION STOP NORTH OF <b>OZONE</b> PARK. OUT OF SERVICE: 10/3/55 PER G.O. #216. ABAND- ONED STRUCTURE STILL STANDING IN 1964. GONE BY 1970.)
“P”	<b>P</b> ATCHOGUE (SOUTHERN DIVISION) (IN TICKET OFFICE) (07/15/1878 BOOK OF RULES) ("PG" IN 1903 CR4)
"P"	<b>P</b> INELAWN (IN DEPOT) PER ETT OF 06/28/1916. BLOCK OFFICE IN SVC: 5/28/1918 PER ETT #87.
“PA”	<b>P</b> ARKVILLE (1903 CR4) (JUNCTION OF PROSPECT PARK AND CONEY ISLAND

RAIL ROAD WITH THE LONG ISLAND RAIL ROAD) (BUILT S. SIDE OF BAY RIDGE BRANCH TRACKS AND WEST SIDE OF B.R.T. TRACKS AT GRAVESEND AVENUE) (IN TICKET OFFICE.)

“PARK” TOWER

FLORAL **PARK** – JCT. OF HEMPSTEAD AND CREEDMOOR BRANCHES WITH MAIN LINE. (PREVIOUSLY 2nd “FK” TOWER. SOUTH SIDE OF MAIN LINE TRACKS AND EAST OF TULIP AVE. AND THE JUNCTION WITH THE HEMPSTEAD BRANCH, WHEN MAIN LINE WAS WIDENED TO 4 TRACKS AS FAR AS FLORAL PARK. 27-LEVER US&S MODEL 14 ELECTRO-PNEUMATIC MACHINE IN SVC: 1924. RENAMED: 4/23/37. OUT OF SVC: 12/15/60 DUE TO GRADE ELIMINATION.)

“PARK 1” INTERLOCKING (R.C.)

FLORAL **PARK** – AT JCT. OF MAIN LINE AND HEMPSTEAD BRANCH. RC FROM JCC PER GN #1-8 EFF: 07/17/2022

“PARK 2” INTERLOCKING (R.C.)

FLORAL **PARK** – ½ MILE EAST OF FLORAL PARK ON HEMPSTEAD BRANCH. RC FROM JCC PER GN #1-8 EFF: 07/17/22

“PC”

**PEARSALL’S CORNER** (SOUTHERN DIVISION) (IN TICKET OFFICE) (07/15/1878 BOOK OF RULES) (BECAME LYNBROOK, JCT WITH LONG BEACH BRANCH PER 1903 CR4)

“PD” TOWER

PATCHOGUE (SOUTH SIDE OF TRACKS AT EAST END OF STATION PLATFORM AND WEST SIDE OF SOUTH OCEAN AVE. CROSSING FOR PROTECTION OF LIRR TRACKS CROSSED BY THE SUFFOLK TRACTION CO., BOUND FOR PATCHOGUE DOCK. CALL LETTERS POSSIBLY REFER TO **PATCHOGUE DOCK** OR, POSSIBLY, **PATCHOGUE DERAIL**, AS A DERAIL WAS AN INTEGRAL PART OF A TROLLEY CROSSING INTERLOCKING, AND, ALTHOUGH THIS WAS A STORAGE BATTERY CAR LINE, DERAILS WERE STILL

REQUIRED WHEN CROSSING LIRR TRACKS AT GRADE. PERHAPS THIS WAS JUST ONE OF THOSE INSTANCES WHERE LOCATION WAS INDICATED BY ONE LETTER ONLY. IT'S BEEN BANDIED ABOUT THAT THE CALL LETTERS REFER TO **PATCHOGUE DEPOT** WHICH REALLY DOESN'T WORK AS THE CALLS FOR PATCHOGUE DEPOT WERE ALWAYS "PG," BOTH BEFORE THE TOWER'S CONSTRUCTION AND AFTERWARDS. (WHY WOULD THE LIRR REFER TO A TOWER AS A DEPOT?)

SAXBY & FARMER 20 LEVER MECHANICAL MACHINE IN SVC: 5/29/1912. 2-LEVER US&S MODEL 6 ELECTRICAL LOCKED SEMAPHORE INDICATOR AND CIRCUIT CONTROLLER IN SVC: 1913. INTERLOCKING REBUILT AND TWO TC STYLE 1-LEVER TABLE MACHINES ADDED, DESIGNATED "L" AND "R" TO CONTROL TRAIN MOVEMENTS OVER HAND OPERATED SWITCHES INSTALLED IN RAISED LOCATIONS IN SE AND SW CORNERS OF TOWER, IN SVC: 9/28/1917. TRACTION CO. OUT OF SVC: 1919. TOWER RETAINED FOR LIRR USE. TC MACHINES OUT OF SVC: c. MID-1930s (?). ALL-RELAY PUSH-BUTTON CONTROL PANEL FOR CONTROL OF "MS" INTERLOCKING IN SVC: 02/05/1980. 20 LEVER S&F MACHINE REPLACED BY ALL-RELAY PUSH-BUTTON CONTROL PANEL IN SVC: 05/01/1992. (*Data re: signals per photos and interlocking blueprints kindly provided by Art Huneke.*) TOWER OUT OF SVC: 05/06/2006. RAZED: 08/22/2006.)

"PD 1" INTERLOCKING (R.C.)

PATCHOGUE (NORTH OF TRACKS AND EAST OF WEST AVENUE. CONTROLLED FROM "PD 2." IN SVC: 05/06/2006. WITH CLOSING OF "BABYLON" TOWER, R.C. FROM "PD-1 R-JCC" PER G.N. #7-54 EFF: 03/26/2022)

"PD 2" INTERLOCKING (R.C.)

PATCHOGUE (SOUTH OF TRACKS AND

	EAST OF SOUTH OCEAN AVE. CONTROLLED FROM "BABYLON". IN SVC: 05/06/2006. WITH CLOSING OF "BABYLON" TOWER, R.C. FROM "PD-2 R-JCC" PER G.N. #7-54 EFF: 03/26/2022)
"PD 3" INTERLOCKING (R.C.)	PATCHOGUE (SOUTH OF TRACKS AND WEST OF RIDER AVE. CONTROLLED FROM "PD 2." IN SVC: 05/06/2006. WITH CLOSING OF "BABYLON" TOWER, R.C. FROM "PD-3 R-JCC" PER G.N. #7-54 EFF: 03/26/2022)
"PENN" TOWER	EAST NEW YORK (NAMED ACCOUNT PROXIMITY TO <b>PENNSYLVANIA</b> AVE. IN SVC: 12/27/39 IN TICKET OFFICE AT UNDER-TRACK PASSAGE-WAY CONNECTING STREET STAIRWAYS. US&S 4 LEVER STYLE TC TABLE MACHINE IN SVC: 12/27/39 FOR GRADE X-ING ELIMINATION PROJECT. OUT OF SVC: 12/28/42)
"PG"	<b>PATCHOGUE</b> (1903 CR4) (FORMERLY "P". USED AS TRAIN ORDER CALL LETTERS UNTIL CONSTRUCTION OF "PD" TOWER. REMAINED IN USE AS STATION CALL LETTERS.)
"PILGRIM" INTERLOCKING (R.C.)	1 <sup>ST</sup> INTERLOCKING EAST OF DEER PARK STATION, 1 <sup>ST</sup> INTERLOCKING WEST OF PINEAIRE INTERLOCKING. (CONTROLLED FROM "DIVIDE." IN SVC: 08/06/2018 WITH DOUBLE TRACKING TO RONKONKOMA PER GN #4-17. CONTROLLED FROM "JCC-DIVIDE" PER G.N. #6-70 EFF: 05/08/2021
"PINEAIRE" INTERLOCKING (R.C.)	1 <sup>ST</sup> INTERLOCKING EAST OF PILGRIM INTERLOCKING, 1 <sup>ST</sup> INTERLOCKING WEST OF BRENTWOOD STATION. (CONTROLLED FROM "DIVIDE." IN SVC: 08/06/2018 WITH DOUBLE TRACKING TO RONKONKOMA PER GN #4-17. CONTROLLED FROM "JCC-DIVIDE" PER G.N. #6-70 EFF: 05/08/2021



“PK” CENTRAL **PARK** (1903 CR4) LATER:  
 BETHPAGE (TRAIN ORDER OFFICE IN  
 TICKET OFFICE BEFORE 1914. BLOCK  
 OFFICE IN SVC: 5/28/1918 PER ETT.  
 #87. RENAMED “CP”. OUT OF SERVICE:  
 8/21/1925 WITH OPENING OF “B” TOWER)

“PLAZA” INTERLOCKING (R.C.) GRAND CENTRAL BRANCH. 3.23 MILES  
 E. OF END OF TERMINAL TRACKS. IN  
 SVC. PER G.O. #102, EFF: 02/27/2023.

“PN” **PORT WASHINGTON** (1903 CR4) (IN TICKET  
 OFFICE.)

“PO” **PORT JEFFERSON** (SIGNAL ON N. SIDE OF  
 TRACKS AT EASTERMOST END OF STA-  
 TION PLATFORM) (IN TICKET OFFICE.  
 UNNATTENDED BLOCK STATION IN SVC:  
 9/28/1929. BLOCK LIMIT STATION SIG-  
 NAL OUT OF SVC. AND BRANCH ABAN-  
 DONED PER G.O. #1006C EFF: 3/29/39.)

“POND” TOWER FRESH **POND** JUNCTION - EAST OF STA-  
 TION, FRESH POND (PREVIOUSLY “DF”  
 TOWER) (NORTH SIDE OF TRACKS AND  
 WEST OF N.Y. INTERCONNECTING R.R.  
 TRESTLE. RENAMED: 4/22/37. 36  
 LEVER GRS/S& F IMPROVED MECHAN-  
 ICAL MACHINE. TOWER REMODELED:  
 1967. INTERLOCKING AND INTERLOCK-  
 ING PLANT TAKEN OUT OF SVC:  
 10/14/85 PER G.O. #409 AND \*\*UPPER  
 LEVEL BECAME CAR CONTROL AND  
 TRAINMASTER'S OFFICE. LOWER LEV-  
 EL AND/OR ATTACHED ADJACENT  
 FORMER CREW LOCKER ROOM  
 HOUSED CAR INSPECTORS.\*\* TOWER  
 ABANDONED BY JUNE, 1986 AND VAN-  
 DALIZED (*photographic provenance*).  
 \*\*TRANSFER OF OWNERSHIP AND OPER-  
 ATION TO NY & ATLANTIC RAILWAY:  
 MAY 11, 1997 WHEN THAT RAILROAD  
 TOOK OVER LIRR FREIGHT OPERA-  
 TIONS\*\* WITH A 20-YEAR LEASE.  
*(Data between asterisks courtesy of*

*retired LIRR conductor Ben Jankowski*  
\*ABANDONED BY NYAR. BROKEN INTO  
AND TRASHED BY VAGRANTS AND  
OTHERS.\* *(Data between asterisks per*  
*Yardmaster John Whalen)* DESTROYED  
BY FIRE: 11/09/2022 *(Jeff Erlitz data)*

"POND" INTERLOCKING (R.C.)

BETWEEN **POND** ROAD AND RONKONKOMA AVE., RONKONKOMA (CONTROLLED FROM "DIVIDE." FORMERLY "KO 1", IN SVC. 12/14/87. RENAMED "POND" 06/25/2018 PER GN #4-9 EFF: 06/23/2018 [ETT #4 EFF: 05/21/2018]. CONTROLLED FROM "JCC-DIVIDE" PER G.N. #6-70 EFF: 05/08/2021

"PORT" TOWER: 1

**FREEPORT** (S. SIDE OF TRACKS, .3 MILES E. OF STATION. FORMERLY "FY". SAXBY & FARMER 24 LEVER MECHANICAL MACHINE IN SVC: 1926. RENAMED: 4/30/37. OUT OF SVC: 5/5/59 WHEN TEMPORARY TRACKS PLACED IN SERVICE ACCOUNT GRADE CROSSING ELIMINATION.)

"PORT" CABIN

**FREEPORT** (TEMPORARY BLOCK STATION RELOCATED TO SHOO-FLY NEAR MEADOWBROOK PKY. OVERPASS: 3,500' EAST OF FORMER TOWER LOCATION: 5/5/59 ACCOUNT GRADE CROSSING ELIMINATION PROJECT. US&S 15 LEVER MODEL 14 ELECTROMECHANICAL MACHINE. OUT OF SVC: 10/11/60 PER G.O. #709 WHEN ELLEVATED TRACKS AND 2<sup>ND</sup> "PORT" TOWER PLACED IN SVC.)

"PORT TOWER: 2

**FREEPORT** (RELOCATED 2,765' WEST OF PREVIOUS TOWER, N. SIDE OF TRACKS AND EAST OF STATION. US&S STYLE UR CONTROL PANEL IN SVC: 10/11/60 PER G.O. #709. OUT OF SVC: 5/16/83. STILL STANDING AS OF 9/2013 FOR MANNED USE IN THE EVENT OF AN EMERGENCY. *(Robert Myers data)*

"PORT" INTERLOCKING (R.C.)

EAST OF **FREEPORT** (WAS REMOTE FROM

“VALLEY” OR “BABYLON.” IN SVC:  
5/16/83. NOW REMOTE FROM “VALLEY”)

“PORT JEFFERSON”      **PORT JEFFERSON** (FORMERLY “JF.” RE-  
NAMED: 6/61. BLOCK SIGNAL TEMP-  
ORARILY OUT OF SVC: 4/18/88. “JF”  
BLOCK LIMIT STATION IN SVC: 4/18/88.  
“PORT JEFFERSON” AGAIN IN SVC: ?)

“POST” INTERLOCKING (R.C.)      EAST OF SMITHTOWN (REMOTE FROM  
“DIVIDE”. IN SVC: 12/20/63. NAMED  
AFTER RETIRED SIGNAL DEPARTMENT  
CIRCUIT ENGINEER HOWELL B. POST *per*  
*The Long Island Railroader: 10/11/61.*  
OUT OF SVC: 10/3/77. BECAME “POST  
2” LOCATION.)

“POST 1” INTERLOCKING (R.C.)      WEST OF SMITHTOWN (REMOTE FROM  
“DIVIDE.” IN SVC: 10/3/77. FORMERLY  
“HARE.” CONTROLLED FROM "JCC-  
DIVIDE" PER G.N. #6-70 EFF: 05/08/2021

“POST 2” INTERLOCKING (R.C.)      EAST OF SMITHTOWN (REMOTE FROM  
“DIVIDE.” IN SVC: 10/3/77. FORMERLY  
“POST.” CONTROLLED FROM "JCC-  
DIVIDE" PER G.N. #6-70 EFF: 05/08/2021

“POWELL’S CREEK DRAWBRIDGE”      POWELL’S CREEK NEAR LONG BEACH  
(1 LEVER DWARF MACHINE IN SVC:  
1902. REPLACED WITH 4-LEVER S&F  
MECHANICAL MACHINE IN SVC:  
c. 1927. OUT OF SVC: 07/20/51.)

“PR” CABIN      PENNSYLVANIA AVENUE, EAST NEW YORK,  
(S. SIDE OF TRACKS AND EAST OF PENN-  
SYLVANIA AVE. SAXBY & FARMER 8 LEV-  
ER MECHANICAL MACHINE IN SVC:  
6/01/1916. OUT OF SVC: 9/5/1928.)

“PSCC”      **PENN STATION CENTRAL CONTROL**  
(.3 MILES EAST OF PENN STATION)  
(IN SVC: LATE 1994)

“PT” TOWER      LYNBROOK - (**PEARSALL’S TOWER**: JCT.  
OF LONG BEACH AND MONTAUK  
BRANCHES. (WOODEN TOWER LOCAT-

ED ON MONTAUK BRANCH S. SIDE OF TRACKS AND E. OF ATLANTIC AVE. AT STATION PLATFORM. 14 LEVER S&F MECHANICAL MACHINE IN SVC: BY 1884. FORMERLY TOWER 21. RENAMED IN 1907. OUT OF SVC: SOMETIME AFTER 09/08/1910)

“PT” CABIN

WEST OF EASTPORT – JCT. OF MONTAUK BRANCH AND MANORVILLE-EASTPORT CONNECTION (IN SVC: 06/28/1916 PER ETT #82. SOUTH SIDE OF MONTAUK BRANCH TRACKS, EAST OF EAST LEG OF JUNCTION WYE AND WEST OF STATION. 4-LEVER DWARF MACHINE AND 1-LEVER US&S MODEL 6 ELECTRICAL LOCKED SEMAPHORE INDICATOR & CIRCUIT CONTROLLER IN SVC: 1923. UNATTENDED BLOCK STATION SIGNAL IN SVC: 5/23/1928. PERMISSIVE BLOCK ASPECT ADDED TO BLOCK SIGNAL: 6/25/1928. FULL TIME BLOCK OFFICE PERMANENTLY OUT OF SVC: 1/19/33. UNATTENDED BLOCK STATION AND SIGNAL RELOCATED 550’ WEST OF FORMER LOCATION AND IN SVC. CONTINUOUSLY: 1/19/33. BLOCK STATION MANNED “SUMMERS ONLY” AFTER 1/19/33. PARTIAL DATES AVAILABLE AS FOLLOWS:  
IN SVC: 6/25/33. O.O.S: 9/ ?/33  
IN SVC: 6/23/35. O.O.S: 9/15/35  
IN SVC: 6/21/36. O.O.S: 9/20/36  
IN SVC: 6/20/37. O.O.S: 9/19/37  
IN SVC: 6/19/38. O.O.S: 9/18/38  
IN SVC: 6/ ?/39. O.O.S: 9/17/39  
IN SVC: 6/ ?/40. O.O.S: 9/08/40  
IN SVC: 6/ ?/42. O.O.S: 9/09/42  
UNATTENDED BLOCK STATION IN SVC. AT ALL OTHER TIMES. BLOCK LIMIT SIGNAL PERMANENTLY OUT OF SVC PER G.O. #1404 EFF: 6/25/48. JUNCTION AND MAIN TRACK TO EASTPORT OUT OF SVC. PER G.O. #1710 EFF: 12/27/49.)

“PT”

BLOCK LIMIT SIGNAL - WEST OF EAST-

**PORT** - IN SERVICE: 9/9/42. RELOCATED 570' EAST OF FORMER LOCATION ON N. SIDE OF MAIN TRACK: 4/25/49. OUT OF SVC: 5/6/2006)

"PW" CABIN

WEST OF **PINELAWN** (END OF DOUBLE TRACK) (NORTH SIDE OF TRACKS. IN SERVICE: 8/1918. APPEARS IN ETT #88 EFF: 10/18/1918. MOVED TO S. SIDE OF TRACKS. UNATTENDED BLOCK STATION SIGNAL IN SVC: 5/23/1928 [?]. PERMISSIVE BLOCK ASPECT ADDED TO BLOCK SIGNALS: 6/25/1928. BLOCK AND UNATTENDED BLOCK STATION OUT OF SVC: 7/29/1930. AUTOMATIC BLOCK CONTROLLED BY "B" INTERLOCKING STATION IN SVC: 7/29/1930. UNATTENDED BLOCK SIGNAL AGAIN IN SVC: 11/1/37. AGAIN MANNED 1943 - 1946 TO HANDLE TROOP TRAIN MOVEMENTS DURING WW II.) AFTER TAKEN OUT OF SERVICE, IT WAS REPLACED BY A SWITCHTENDER'S SHANTY AND AN IDENTIFYING SIGN ON A POST WITH THE CALLS "PW."

"PW"

WEST OF **PINELAWN** (END OF DOUBLE TRACK) TEMPORARY BLOCK STATION USED DURING ELECTRIFICATION EXTENSION TO RONKONKOMA. IN SVC: ?. OUT OF SVC: 9/14/87. INTERLOCKING REDESIGNATED "FARM 2."

"PW" INTERLOCKING (R.C.)

WEST OF **PINELAWN** (END OF DOUBLE TRACK) (NORTH SIDE OF TRACKS. 8/21/1925 - 1942, 1946 - 1970s)

"PW" INTERLOCKING (R.C.)

FORMERLY "FARM 2." EAST OF **FARMINGDALE** (CONTROLLED FROM "DIVIDE.") RENAMED: 09/04/2018 PER GN #4-21. CONTROLLED FROM "JCC-DIVIDE" PER G.N. #6-70 EFF: 05/08/2021

"PY" TOWER

**PENNY BRIDGE** (c. 1903 ON S. SIDE OF TRACKS AND E. OF LAUREL HILL BLVD. CROSSING. FORMERLY TOWER 4. RENAMED IN 1907)

“Q” TOWER (PRR) LONG ISLAND CITY (N. SIDE OF TRACKS AND E. OF **Q**UEENS BLVD. 83 LEVER US&S MODEL 14 ELECTRO-PNEUMATIC MACHINE. IN SVC: 11/1910)

“Q” **Q**UOGUE (1903 CR4) (IN TICKET OFFICE. BLOCK LIMIT STATION IN SVC: 1927. OUT OF SVC: 9/17/50.)

“QN” **Q**UEENS (IN TICKET OFFICE. LATER QUEENS VILLAGE) (07/15/1878 BOOK OF RULES)

“QS” TOWER **Q**UEEN **S**TREET – L. I. CITY (FORMERLY TOWER #31. RENAMED IN 1907)

“QU” TOWER: 1 **Q**UEENS VILLAGE (N. SIDE OF TRACKS AND EAST OF SPRINGFIELD BLVD. AND STATION. JOHNSON 16 LEVER MECHANICAL MACHINE. PREVIOUSLY TOWER #45. RENAMED “QU” IN 1907. OUT OF SVC: 1924.)

“QU” TOWER: 2 **Q**UEENS VILLAGE (BRICK TOWER N. SIDE OF TRACKS AND EAST OF QUEENS VILLAGE STATION AND WEST OF BELMONT PARK JUNCTION. 15-LEVER US&S MODEL 14 ELECTRO-PNEUMATIC MACHINE IN SVC: 1924. RENAMED “QUEENS” PER G.O. #603/625 EFF: 4/23/37.)

“QUEENS” TOWER **Q**UEENS VILLAGE (FORMERLY “QU” TOWER:2. RENAMED: 4/23/37. 15-LEVER US&S MODEL 14 ELECTRO-MECHANICAL MACHINE IN SVC: 1924. OUT OF SVC: 10/17/57. REPLACED BY 35-LEVER US&S MODEL 14 ELECTRO-MECHANICAL MACHINE IN SVC: 10/17/57. INTERLOCKING THROUGH BELLEROSE AND FLORAL PARK REWORKED WITH ELEVATION OF TRACKS. "PARK" AND "HOLLIS" TOWERS TAKEN OUT OF SERVICE AND INTERLOCKING CONTROLLED BY "QUEENS." 8 LEVERS ADDED ONTO THE "QUEENS" INTERLOCKING MACHINE

FOR THIS PURPOSE: 12/12/60. QUINDAR ELECTRONICS ALL-RELAY CONTROL PANEL IN SVC: 11/5/76 TO CONTROL SIGNALS AND SWITCHES AT BELLEROSE.) OUT OF SVC: 01/11/2020 AND R.C. FROM "JCC-QUEENS" PER G.N. 5-42. BLOCK OPERATOR IN "JCC-QUEENS" TEMPORARILY RELOCATED TO "QUEENS" TOWER PER GN #6-38, EFF: 11/30/2020

- "QUEENS" INTERLOCKING (R.C.) CONTROLLED FROM "JCC" WHEN "QUEENS" TOWER CLOSED ON 01/11/2020. BLOCK OPR. IN "JCC-QUEENS" TEMPORARILY RELOCATED TO "QUEENS" TOWER PER GN #6-38, EFF: 11/30/2020.
- "QY" CABIN JCT. OF BELMONT PARK RACE TRACK WITH MAIN LINE EAST OF QUEENS VILLAGE. (BUILT 1905 S. SIDE OF TRACKS, EAST OF MADISON AVE. AT W. LEG OF WYE. USED ONLY DURING RACING EVENTS AT BELMONT PARK. POSSIBLY NAMED FOR **QUEENS WYE?** CLOSED: 1924)
- "R" JAMESPORT (1903 CR4) (TRAIN ORDER OFFICE IN TICKET OFFICE. BLOCK OFFICE IN SVC: 5/28/1918 PER ETT #87. OUT OF SVC: 1927. BLOCK LIMIT STATION SIGNALS IN SVC: BY 6/43. CONTROLLED FROM JCC PER G.O. #702, APPENDIX A-2 EFF: 09/06/2021)
- "R" TOWER (PRR) SUNNYSIDE, LONG ISLAND CITY (WEST OF HAROLD AVE., NORTH OF THE MAIN IN THE CLASSIFICATION YARD. 71 LEVER, US&S MODEL 14 ELECTRO-PNEUMATIC MACHINE. IN SVC: 11/1910.)
- "R" INTERLOCKING (R.C.) L. I. CITY, NY 3.0 MILES EAST OF PENN STATION (CONTROLLED BY PSCC. IN SVC: c. 1995 ?)
- "R" TOWER **RICHMOND HILL STORAGE YARD - EAST**

OF RICHMOND HILL STATION AND MORRIS PARK SHOPS (SOUTH SIDE OF MONTAUK BRANCH TRACKS, NORTH OF MORRIS PARK SHOPS. US&S 23 LEVER MODEL 14 ELECTRO-MECHANICAL MACHINE IN SVC: 1913. OUT OF SVC: 8/16/1928.)

“RA” FAR **ROCKAWAY** (SOUTHERN DIVISION)  
(IN TICKET OFFICE) (07/15/1878  
BOOK OF RULES AND 1903 CR4)

“RACE” CABIN AQUEDUCT **RACEWAY** (TEMPORARY  
BLOCK STATION WITH NO FIXED SIGNALS IN SERVICE DURING RACING SEASON ONLY. EAST SIDE OF TRACKS AND 380' SOUTH [RAILROAD EAST] OF EAST END OF AQUEDUCT STATION.  
IN SVC: 6/14/54 PER G.O. #2228;  
OUT OF SVC: 7/10/54 PER G.O. #102;  
8/30/54 TO 9/21/54 PER G.O. #105;  
6/13/55 TO 7/9/55 PER G.O. #204;  
8/29/55 TO 9/20/55 PER G.O. #212.)

“RC” TOWER **RICHMOND HILL** (FORMERLY TOWER 12)  
OUT OF SVC: \_?\_

“RD” **RICHMOND HILL STATION** (1903 CR4)  
(IN TICKET OFFICE.)

“RH” **RIVERHEAD** (IN TICKET OFFICE) (ETT #11  
EFF. 11/08/1874, 07/15/1878 BOOK OF RULES AND 1903 CR4). BLOCK OFFICE  
IN SVC: 5/28/1918 PER ETT #87. UNATTENDED BLOCK STATION SIGNAL IN SVC:  
5/23/1928. PERMISSIVE BLOCK ASPECT  
ADDED TO BLOCK SIGNALS: 6/25/1928.  
BLOCK STATION OUT OF SVC: 7/22/57.)

“RI” WANTAGH (1903 CR4) (IN TICKET OFFICE.)

“RJ” **ROCKWAY JUNCTION STATION** (1878  
BOOK OF RULES). (N. OF TRACKS  
AND EAST OF JCT. CALLS TRANSFERRED TO “RJ” TOWER: 1 ON  
7/31/1880.)



“RJ” TOWER: 1

**ROCKAWAY JUNCTION** (NORTH OF TRACKS AND EAST OF JUNCTION. 12 LEVER SAXBY & FARMER MECHANICAL MACHINE IN SVC: 7/31/1880. OUT OF SVC: 1895. REPLACED BY TOWER #42.)

“RJ” TOWER: 2

**HILLSIDE (ROCKAWAY JCT.)**– JCT. OF MAIN LINE AND MONTAUK / SPRINGFIELD BRANCH (PREVIOUSLY TOWER #42. NORTH SIDE OF MAIN LINE TRACKS IN FRONT OF HILLSIDE DEPOT AND EAST OF JUNCTION. 12 LEVER MECHANICAL MACHINE IN SVC: 1895. REPLACED WITH US&S 23 LEVER STYLE F ALL-ELECTRIC MACHINE IN SVC: 1906. TOWER RENAMED “RJ” IN 1907. US&S 3-LEVER CIRCUIT CONTROLLER TABLE MACHINE IN SVC: 1926 (*per Henry Wilhelm interlocking diagram*) FOR 4-TRACKING OF MAIN LINE EAST OF JUNCTION TO FLORAL PARK. 1<sup>ST</sup> & 2<sup>ND</sup> TRICKS ABOLISHED: 3/12/30. TOWER AND BOTH INTERLOCKING MACHINES OUT OF SVC: BETWEEN 6/21/1930 AND 6/22/1930 PER G.O. 112-5 AS RESULT OF JAMAICA EAST IMPROVEMENT PROJECT WHICH ELIMINATED GRADE CROSSINGS AND WIDENED AND IMPROVED STATION FACILITIES.)

“RK” TOWER: 1

**OZONE PARK** - JCT. OF ATLANTIC AND ROCKAWAY BEACH BRANCHES. (FORMERLY TOWER #91. ABOVE STATION BUILDING AT GRADE ON W. SIDE OF TRACKS. TAYLOR 28 LEVER MECHANICAL MACHINE IN SVC: 12/1906. OUT OF SVC: 5/8/1930 AND RAZED WITH OZONE PARK GRADE CROSSING ELIMINATION.)

“RK” TOWER: 2

**WOODHAVEN JCT.** (ON ROCKAWAY BEACH BR.) JCT. OF ATLANTIC AND ROCKAWAY BEACH BRANCHES (W. SIDE OF TRACKS

AND S. OF STATION. 23-LEVER US&S MODEL 14 ELECTRO-PNEUMATIC MACHINE IN SVC: 3/25/1931. RETAINED TOWER NAME FROM "RK": 1 ALTHOUGH NEW TOWER LOCATED AT WOODHAVEN JCT. STATION 1 STOP N. OF OZONE **PARK**. RENAMED "OZONE" PER G.O. #624 EFF: 4/15/37.)

"RM" TOWER WEST **RICHMOND** HILL (FOREST PARK) ON MONTAUK BRANCH (S. SIDE OF TRACKS AND W. OF FOREST PARK ROAD. IN SERVICE: 1892. FORMERLY TOWER #11. RENAMED IN 1907. OUT OF SVC: 12/16/1907)

"RM" CABIN RICHMOND HILL (TEMPORARY INTERLOCKING ACCOUNT RICHMOND HILL GRADE CROSSING ELIMINATION PROJECT. IN SVC: 1923. OUT OF SVC: 1924.)

"RN" **ROCKVILLE CENTER** (SOUTHERN DIVISION) (07/15/1878 BOOK OF RULES AND 1903 CR4)

"RO" CABIN EAST **ROCKAWAY** (W. SIDE OF TRACKS AND S. OF OCEAN AVE. 2 LEVER DWARF GROUND FRAME MACHINE IN SERVICE: 1913 AT END OF DOUBLE TRACK ON LONG BEACH BRANCH. OUT OF SVC: 01/15/27)

"RO" CABIN WEST OF **ROOSEVELT AVE.**, VALLEY STREAM, ON FAR ROCKAWAY BRANCH (US&S 3 LEVER STYLE TC TABLE MACHINE IN SVC: 8/31/32 ACCOUNT VALLEY STREAM GRADE CROSSING ELIMINATION. RELOCATED ON ELEVATION N. OF FORMER LOCATION: 2/7/33. OUT OF SVC: 4/30/33.)

"ROCK" TOWER: 1 FAR **ROCKAWAY** (PREVIOUSLY "FW" TOWER) (SOUTH SIDE OF TRACKS AND EAST OF STATION. 32-LEVER GRS-S&F MECHANICAL MACHINE IN SVC: 1907. RENAMED: 5/11/37. OUT OF SVC:

	7/8/41.)
"ROCK" TOWER: 2	FAR <b>ROCKAWAY</b> (LOCATED EAST OF NAMEOKE AVENUE, 576' EAST OF FORMER LOCATION, ON SOUTH SIDE OF TRACKS ACROSS FROM THE FUTURE SITE OF THE FAR ROCKAWAY /NAMEOKE AVE. STATION. US&S19 LEVER MODEL 14 ELECTRO-MECHANICAL MACHINE. IN SVC: 7/8/41. OUT OF SVC: 11/20/50. STILL STANDING, ALTHOUGH ABANDONED AND BOARD-ED-UP, AS LATE AS 05/10/58 [ <i>photo-graphic provenance</i> ])
"ROCK"	<b>ROCKVILLE CENTRE</b> (TEMPORARY BLOCK STATION FOR SINGLE TRACKING DURING TRACK REHABILITATION. IN SVC: 11/19/79 TO 1/7/80; 6/11/80 TO 8/29/80; 9/4/80 TO 10/6/80; IN SVC. AGAIN: 2/10/81 TO 6/9/81.)
"ROCKY"	ROCKVILLE CENTRE (TEMPORARY BLOCK STATION LOCATED AT CROSSOVER SWITCHES E. OF ROCKVILLE CENTRE STATION. IN SVC: 4/30/83 FOR ONE DAY ONLY.)
"ROCKY" INTERLOCKING (R.C.)	2,750' EAST OF ROCKVILLE CENTRE (RE-MOTE FROM "VALLEY" OR "BABYLON." IN SVC: 4/30/83.)
"RONKONKOMA"	<b>RONKONKOMA</b> (IN TICKET OFFICE. PREVIOUSLY "KO." RENAMED: 6/61. ? LEVER TABLE MACHINE. OUT OF SVC: 12/14/87 WITH STATION RELOCATION DUE TO ELECTRIFICATION PROJECT)
"ROSLYN"	<b>ROSLYN</b> (TEMPORARY BLOCK STATION FOR ROSLYN ROAD BRIDGE REBUILD-ING. US&S 4 LEVER STYLE TC TABLE MACHINE. IN SVC: 9/30/40. OUT OF SVC: 2/19/41.)
"ROSLYN"	<b>ROSLYN</b> (TEMPORARY BLOCK STATION FOR SINGLE TRACKING DURING TRACK

REHABILITATION. IN SVC: 12/18/78.  
OUT OF SVC: 1/4/79.)

- “RP” **ROCKY POINT** (SUMMER ONLY PER 1903 CR4) (IN TICKET OFFICE.)
- "RPK 1" INTERLOCKING (R.C.)  
"RPK 2" INTERLOCKING (R.C.)  
"RPK 3" INTERLOCKING (R.C.)
- FORMERLY "ND" BLOCK LIMIT SIGNAL-HAMPTON BAYS. (AUTOMATIC INTERLOCKING R.C. FROM "BABYLON" IN SVC: 11/13/2017 PER G.O. #303. RENAMED IN HONOR OF RAYMOND P. KENNY WHO HAD A 44-YEAR CAREER ON THE LIRR STARTING AS AN ACCOUNTANT AND BECOMING TRAINMAN, BLOCK OPERATOR, SUPT. OF TRANSPORTATION AND EVENTUALLY ACTING PRESIDENT. WITH CLOSING OF "BABYLON" TOWER, R.C. FROM "RPK 1 R-JCC," "RPK 2 R-JCC", "RPK 3 R-JCC" PER G.N. #7-54 EFF: 03/26/2022)
- “RT” SHEEPSHEAD BAY **RACE TRACK** (IN USE DURING RACING SEASON) (1903 CR4) (IN TICKET OFFICE.)
- “RT” LOCUST AVENUE, LOCUST MANOR (1903 CR4) (JAMAICA **RACE TRACK**. IN SVC: DURING RACES ONLY.) (IN TICKET OFFICE.)
- “RT” GRAVESEND **RACE TRACK** (ON PROSPECT PARK & CONEY ISLAND RAILROAD) (IN USE DURING RACING SEASON) (1903 CR4) (IN TICKET OFFICE.)
- “RU” WESTBURY (1903 CR4) (IN TICKET OFFICE.)
- “RY” **ROSLYN** (1903 CR4) (IN TICKET OFFICE.)
- “S” CABIN: 1 **SYOSSET** (S. SIDE OF TRACKS AND E. OF STATION. IN SERVICE: 1911 – 1914)
- “S” CABIN: 2 **SYOSSET** (N. SIDE OF TRACKS AT END OF DBL. TRACK. 2 LEVER DWARF GROUND

FRAME IN SVC: 1914. MANUAL BLOCK SIGNALS IN SVC: 9/8/1915 PER ETT #79 (*Art Huneke data*), OUT OF SVC: 4/1/38. UNATTENDED BLOCK STATION IN SVC: 4/1/38 WHEN SPRING SWITCH INSTALLED. US&S STYLE TC TABLE MACHINE IN SVC. PART-TIME: 6/12/49. BLOCK STATION OUT OF SVC. PER G.O. #811 EFF: 10/07/61 AND CABIN LATER REMOVED.

“S” BLOCK LIMIT STATION

**SYOSSET** (END OF DBL. TRACK) (UNATTENDED BLOCK STATION IN SVC: 4/1/38 WHEN SPRING SWITCH INSTALLED. UNATTENDED BLOCK SIGNAL RELOCATED 121’ WEST OF FORMER LOCATION: 11/27/39. OUT OF SVC: 6/12/49 WHEN CABIN PLACED IN SVC. PART-TIME.)

“SA”

**SAYVILLE** (SOUTHERN DIVISION) (IN TICKET OFFICE) (07/15/1878 BOOK OF RULES AND 1903 CR4)

“SB”

**SAG HARBOR** (IN TICKET OFFICE) (ETT #11 EFF. 11/08/1874, 1878 BOOK OF RULES AND 1903 CR4) RENAMED “SH” SOMETIME AFTER 1918.)

“SD”

**SOUTHOLD** (IN TICKET OFFICE) (ETT #11 EFF. 11/08/1874, 1878 BOOK OF RULES AND 1903 CR4). BLOCK OFFICE IN SVC: 5/28/1918 PER ETT #87. UNATTENDED BLOCK STATION SIGNAL IN SVC: 5/23/1928. BLOCK STATION OUT OF SVC: BY 6/43. BLOCK LIMIT STATION SIGNALS IN SVC: BY 6/43. CONTROLLED FROM JCC PER G.O. #702, APPENDIX A-2 EFF: 09/06/2021)

“SE” CABIN

**SEASIDE** (N. SIDE OF TRACKS AND W. OF THE STATION AND REMSEN AVE. WHERE FOUR TRACKS REDUCED TO TWO. 6 LEVER DWARF MECHANICAL MACHINE IN SVC: 1913. NOT LISTED IN ETT OF 06/28/1916.)

“SF” **SPRINGFIELD** (IN TICKET OFFICE)  
(07/15/1878 BOOIK OF RULES AND  
1903 CR4)

“SF” **SEAFORD** (IN TICKET OFFICE.)

“SF” CABIN **PORT JEFFERSON** (S. SIDE OF TRACKS,  
WEST END OF WEST YARD AND E. OF  
BAYLIS AVE. IN SERVICE: 9/8/1915  
WITH INSTALLATION OF MANUAL BLOCK  
SIGNALS PER ETT #79 (*Art Huneke data*)  
OUT OF SVC. BY ETT OF 6/28/1916.  
BLOCK OFC. MOVED TO DEPOT.)

“SG” CABIN: 1 **THOMPSON’S SIDING:** W. OF BRENTWOOD  
(N. SIDE OF TRACKS AND W. OF 2<sup>ND</sup> ST.  
BLOCK OFFICE WITH US&S 4 LEVER  
STYLE TC TABLE MACHINE IN SERVICE:  
06/28/1916 PER ETT #82. PERMISSIVE  
BLOCK ASPECT ADDED TO BLOCK SIG-  
NALS: 6/25/1928. OUT OF SVC:  
10/26/1931. UNATTENDED BLOCK STA-  
TION IN SVC. CONTINUOUSLY:  
10/26/31. BLOCK STATION MANNED  
“SUMMERS ONLY.” PARTIAL DATES  
AVAILABLE AS FOLLOWS:  
IN SVC: 6/23/35, O.O.S: 9/15/35  
IN SVC: 6/21/36, O.O.S: 9/ ?/36  
IN SVC: 6/20/37, O.O.S: 9/ ?/37  
CABIN CLOSED: 9/37 – 1943. PER G.O.  
#601, BLOCK AND BLOCK LIMIT STATION  
RELOCATED TO E. END OF PINEAIRE  
SIDING, N. OF MAIN TRACK. IN SVC:  
6/11/44. OUT OF SVC: 10/4/66. PER  
G.O. #112.)

“SG” CABIN: 2 **W. OF BRENTWOOD** (EARLY SITE OF  
THOMPSON'S STATION, 2,292' WEST  
OF FORMER CABIN LOCATION, N. SIDE  
OF TRACKS AND W. OF FIFTH AVENUE.  
2 LEVER TABLE MACHINE. IN SVC:  
10/4/66. BLOCK AND BLOCK LIMIT STA-  
TION OUT OF SVC: 9/14/87 WITH ELEC-  
TRIFICATION PROJECT)

“SH” OLD NORTHPORT (IN TICKET OFFICE)  
(07/15/1878 BOOK OF RULES)

“SH” **SEA SIDE HOUSE AT BEACH 103<sup>RD</sup> ST.,  
ROCKAWAY BEACH (TELEGRAPH &  
TICKET OFFICE IN HOTEL) (SOUTH-  
ERN DIVISION IN 07/15/1878 BOOK  
OF RULES)**

“SH” **SAG HARBOR (PREVIOUSLY “SB”. IN  
TICKET OFFICE. UNATTENDED BLOCK  
STATION SIGNAL IN SVC: 5/23/1928.  
BLOCK OFFICE IN DEPOT CLOSED:  
1/8/1929. BLOCK LIMIT STATION SIG-  
NAL ERECTED ON W. SIDE OF GLOVER  
ST., WEST OF THE STATION AREA:  
01/08/1929. OUT OF SVC: 05/03/39  
WITH BRANCH ABANDONMENT.)**

"SH 1" INTERLOCKING (R.C.)  
"SH 2" INTERLOCKING (R.C.)  
"SH 3" INTERLOCKING (R.C.)

FORMERLY "SN" BLOCK LIMIT SIGNAL -  
**SOUTHAMPTON (AUTOMATIC INTER-  
LOCKING R.C. FROM "BABYLON" IN  
SVC AND RENAMED: 11/13/2017 PER  
G.O. #303. WITH CLOSING OF “BABY-  
LON” TOWER, R.C. FROM “SH 1 R-JCC,”  
“SH 2 R-JCC,” “SH3 R-JCC” PER G.N.  
#7-54 EFF: 03/26/2022)**

“SHEA” **SHEA STADIUM (TEMPORARY BLOCK STA-  
TION FOR SINGLE TRACKING DURING  
TRACK REHABILITATION. BOUNCING  
BACK AND FORTH BETWEEN 1<sup>ST</sup> AND 2<sup>ND</sup>  
CROSSOVER SWITCHES EAST OF ELM-  
HURST STATION.  
IN SVC: 4/05/78. O.O.S: 5/07/78  
IN SVC: 6/23/78. O.O.S: 8/09/78  
IN SVC: 11/01/78.  
RELOCATED AND IN SVC: 12/13/78.  
RELOCATED AND IN SVC: 2/05/79.  
RELOCATED AND IN SVC: 4/23/79.  
RELOCATED AND IN SVC: 5/28/79.  
O.O.S: 6/25/79  
IN SVC: 8/13/79. O.O.S: 8/17/79  
IN SVC: 10/03/79 FOR ONE DAY ONLY  
IN SVC: 12/10/79.  
RELOCATED AND IN SVC: 5/14/80.**

O.O.S: 6/03/80  
 IN SVC: 10/02/82 FOR ONE DAY ONLY  
 IN SVC: 8/15/87 FOR ONE DAY ONLY  
 IN SVC: 8/22/87 FOR ONE DAY ONLY

“SHEA” INTERLOCKING (R.C.)      **SHEA** STADIUM (CONTROLLED FROM “HAROLD” IN SVC: 3/21/88. CONTROLLED FROM JAMAICA: 07/03/1999 WHEN "HAROLD" CONTROLLED FROM "PSCC" )

"SI"      **SHELTER ISLAND** (TELEGRAPH AND TICKET OFFICE IN HOTEL OR FERRY OFFICE ON ISLAND [*Art Huneke data*] LISTED IN ETT. #11, EFF: 11/08/1874. OUT OF SVC: \_?\_)

“SI” CABIN      **SMITHTOWN** (LISTED IN ETT OF 9/9/1915. GONE FROM ETT OF 6/28/1916. BLOCK OFC. MOVED INTO DEPOT.)

“SJ” TOWER      JAMAICA – SOUTH STREET - OLD SOUTHERN ROAD S. OF BEAVER ST. STATION (**SOUTH JAMAICA**) (E. SIDE OF TRACKS AND S. OF L.I. ELECTRIC RY. TROLLEY CROSSING. FORMERLY TOWER 17 [?]. CLOSED: 1913 WITH GRADE ELIMINATION PROJECT.)

"SJ"      **SAINT JAMES** (1903 CR4) (IN TICKET OFFICE. MANUAL BLOCK SIGNALS IN SVC: 9/8/1915 PER ETT #79 (*Art Huneke data*). UNATTENDED BLOCK SIGNS AND LIGHTS INSTALLED: 5/1928. PEMISSIVE BLOCK ASPECT ADDED TO BLOCK SIGNALS: 6/25/1928. BLOCK OFFICE CLOSED IN DEPOT AND BLOCK LIMIT STATION IN SVC: 6/1932. OUT OF SVC: 6/12/49.)

“SK” CABIN      **SPEONK** (GONE BY 1920s)

“SK”      **SPEONK** (1903 CR4) (IN TICKET OFFICE. 2-LEVER US&S MODEL 6 ELECTRICAL LOCKED SEMAPHORE INDICATOR AND



CIRCUIT CONTROLLER IN SVC:  
7/18/1923. UNATTENDED BLOCK STA-  
TION SIGNAL IN SVC: 5/23/1928.  
BLOCK AND BLOCK LIMIT SIGNALS RE-  
LOCATED NORTH OF TRACKS AND 114'  
EAST OF FORMER LOCATION. BLOCK  
OFFICE IN STATION OUT OF SVC: 9/2/58.  
BLOCK LIMIT STATION SIGNALS IN SVC:  
9/2/58. OUT OF SVC: 5/6/2006)

“SK 1” INTERLOCKING (R.C.)      SPEONK (NORTH OF TRACKS AND EAST  
OF PHILLIPS AVE. MANUAL ALL-RELAY  
PUSH-BUTTON CONTROL PANEL CON-  
TROLLED FROM “BABYLON.” IN SVC:  
5/6/2006. WITH CLOSING OF “BABY-  
LON” TOWER, R.C. FROM “SK 1 R-JCC”  
PER G.N. #7-54 EFF: 03/26/2022)

“SK 2” INTERLOCKING (R.C.)      SPEONK (SOUTH OF TRACKS AND ADJA-  
CENT TO SOUTH SIDING. MANUAL ALL-  
RELAY PUSH-BUTTON CONTROL PANEL  
CONTROLLED FROM “BABYLON.” IN  
SVC: 5/6/2006. WITH CLOSING OF  
“BABYLON” TOWER, R.C. FROM  
“SK 2 R-JCC” PER G.N. #7-54 EFF:  
03/26/2022)

“SM” CABIN      LAURELTON ON OLD SOUTHERN ROAD  
EAST OF STATION AT END OF DOUBLE  
TRACK (IN SVC: 5/17/1906 PER G.O. #24  
DURING INSTALLATION OF 3<sup>RD</sup> ELECTRI-  
FIED TRACK BETWEEN SPRINGFIELD  
JCT. AND VALLEY STREAM. STILL AP-  
PEARS IN 1911 EMPLOYEE TIMETABLE.  
OUT OF SVC: ?.)

“SMITH ST. BRIDGE”      ON SIGNAL **BRIDGE** EAST OF **SMITH ST.**  
(166<sup>TH</sup> ST.), JAMAICA. IN SVC: 1906.  
BLOCKED WITH “RJ” AND “JE” TOWERS  
AND CABIN 1 [BELMONT PARK])

“SN”      **SOUTHAMPTON** (IN TICKET OFFICE) (ETT  
#11 EFF. 11/08/1874, 07/15/1878  
BOOK OF RULES AND 1903 CR4). 2-LEV-  
ER S&F MECHANICAL MACHINE AND

1-LEVER ELECTRICAL LOCKED SEMA-  
PHORE INDICATOR AND CIRCUIT CON-  
TROLLER IN SVC: 1920. UNATTENDED  
BLOCK STATION SIGNAL IN SVC:  
5/23/1928. BLOCK STATION IN DEPOT  
OUT OF SVC: 1/18/32. UNATTENDED  
BLOCK STATION IN SVC. CONTINUOUSLY:  
1/18/32. UNATTENDED BLOCK STATION  
SIGNAL RELOCATED 890' EAST OF FOR-  
MER LOCATION: 7/19/34. UNATTENDED  
BLOCK SIGNAL RELOCATED 890' WEST  
OF FORMER LOCATION: ?. BLOCK  
STATION IN DEPOT AGAIN IN SVC: ?.  
OUT OF SVC: 7/22/57. BLOCK LIMIT  
STATION SIGNALS IN SVC: 7/22/57.  
TEMPORARY BLOCK STATION FOR SUN-  
DAYS AND HOLIDAYS IN SVC: 5/24/87.  
OUT OF SVC: 9/27/87. AGAIN IN  
SVC: 5/27/88. OUT OF SVC: 9/88 (?)  
BLOCK LIMIT STATION SIGNALS R.C.  
FROM BABYLON: 5/6/2006. BLOCK  
LIMIT SIGNAL REPLACED WITH AUTO-  
MATIC INTERLOCK ING AND RENAMED  
"SH": 11/13/2017)

"SO"

**SOUTH OYSTER BAY** (SOUTHERN DIVISION)  
(IN TICKET OFFICE) (07/15/1878 BOOK  
OF RULES) BECAME MASSAPEQUA  
(PER 1903 CR4)

"SP"

**SPRINGFIELD STATION** (1878 BK OF RULES)  
(IN TICKET OFFICE.)

"SP" TOWER: 1

EAST OF **SPRINGFIELD JCT.** ON OLD  
SOUTHERN ROAD (S. SIDE OF TRACKS  
AND E. OF SPRINGFIELD JCT. FORMER-  
LY TOWER #19. IN SVC: 1880. OUT OF  
SVC: 5/11/1906. REPLACED BY "SP"  
TOWER: 2.)

"SP" TOWER: 2

**SPRINGFIELD JCT.** - JCT. WITH OLD  
SOUTHERN ROAD (S.S.R.R. OF L.I.) -  
ROSEDALE (IN SVC: 5/12/1906 ON SIG-  
NAL BRIDGE WEST OF FOSTER'S MEAD-  
OW RD. AND APPROX 1,000' EAST OF  
EARLIER TOWER #19 PER G.O. #12:

5/10/1906. 16 LEVER JOHNSON STYLE  
"A" MECHANICAL MACHINE. OUT OF  
SVC: 9/10/1923)

"SQ" TOWER

SHEEPSHEAD BAY JCT. - EMMONS AVE.  
(LATER NEPTUNE AVE.) TROLLEY  
CROSSING NORTH OF MANHATTAN  
BEACH STATION ON W. SIDE OF MAN-  
HATTAN BEACH BRANCH TRACKS  
AND N. SIDE OF EMMONS (NEPTUNE)  
AVE. FORMERLY TOWER #79 ½. (16  
LEVER MECHANICAL MACHINE RE-  
PLACED BY 20 LEVER MECHANICAL  
MACHINE IN SVC: 06/11/1906. RE-  
NAMED IN 1907. OUT OF SVC. SOME-  
TIME AFTER APRIL 6, 1908 WHEN EM-  
MONS [NEPTUNE] AVE. WAS BRIDGED,  
ELIMINATING THE GRADE CROSSING. )

"SR"

SEASIDE (1903 CR4) (IN TICKET OFFICE.)

"SR" CABIN

W. OF LAURELTON (S. SIDE OF TRACKS  
AND E. OF **SPRINGFIELD** BLVD. IN SER-  
VICE: 1912 - 1923)

"ST" CABIN

**SMITHTOWN** - IN SVC: 1915. OUT OF SVC:  
1915 (SAME YEAR).

"ST"

**SMITHTOWN** (1903 CR4) (IN TICKET OFF-  
ICE. MANUAL BLOCK SIGNALS IN SVC:  
9/8/1915 PER ETT #79 (*Art Huneke data*).  
UNATTENDED BLOCK STATION SIGNAL  
IN SVC: 5/23/1928. PERMISSIVE BLOCK  
ASPECT ADDED TO BLOCK SIGNALS:  
6/25/1928. BLOCK STATION OUT OF SVC:  
?. BLOCK STATION AGAIN IN SVC:  
6/23/35. BLOCK STATION RELOCATED  
55' SOUTH OF FORMER LOCATION AC-  
COUNT GRADE CROSSING ELIMINATION  
OF ROUTES 25 AND 25A. IN SVC:  
11/6/36. BLOCK STATION RELOCATED  
55' NORTH OF FORMER LOCATION:  
2/18/37 WITH COMPLETION OF GRADE  
CROSSING ELIMINATION. BLOCK SIG-  
NALS RELOCATED SAME DAY 2,264'  
WEST OF FORMER LOCATION. BLOCK

STATION AND BLOCK LIMIT STATION  
SIGNALS OUT OF SVC: 12/20/63.)

“ST. ALBANS” CABIN HOLBAN YARD ON SPRINGFIELD BR. (N. SIDE OF TRACKS AND W. OF LINDEN BLVD., **ST. ALBANS**. IN SERVICE: 1906. RENAMED “HB” IN 1907. LATER RENAMED “YD”)

“STONY 1” INTERLOCKING (R.C.) WEST OF **STONY** BROOK (CONTROLLED FROM “DIVIDE.” IN SVC: 09/30/91) (*Jeff Erlitz data*). CONTROLLED FROM "JCC-DIVIDE" PER G.N. #6-70 EFF: 05/08/2021

“STONY 2” INTERLOCKING (R.C.) EAST OF **STONY** BROOK (CONTROLLED FROM “DIVIDE.” IN SVC: 09/30/91) (*Jeff Erlitz data*) CONTROLLED FROM "JCC-DIVIDE" PER G.N. #6-70 EFF: 05/08/2021

“SW” **STEWART** MANOR (IN TICKET OFFICE. 2-LEVER US&S MODEL TC TABLE MACHINE IN SVC: 10/8/34. OUT OF SVC: 12/19/46.)

“SW” CABIN NEW HYDE PARK ROAD, **STEWART** MANOR (SOUTH SIDE OF TRACKS AT E. END OF STATION PLATFORM AND W. SIDE OF NEW HYDE PARK RD. BLOCK STATION IN SVC: 7/30/32. OUT OF SVC: 10/8/34 WHEN BLOCK STATION RELOCATED TO STATION TICKET OFFICE.)

“SX” TOWER SKILLMAN AVE., L. I. CITY (PREVIOUSLY TOWER #32. RENAMED IN 1907)

“SY” LONG ISLAND CROSSOVER (07/15/1878 BOOK OF RULES)

“SY” **SYOSSET** (1903 CR4) (IN TICKET OFFICE.)

“SY” CABIN **SAYVILLE** (IN SVC: 1915, OUT OF SVC: 11/27/1917.

“THOMPSONS SIDING” AT **SIDING – THOMPSONS** (FORMER NAME

OF BRENTWOOD AND HOME OF THE THOMPSON FAMILY. WEST OF PRESENT DAY BRENTWOOD. LATER “SG” CABIN LOCATED EAST OF FIFTH AVE., IN BRENTWOOD)

“TMC” **TERMINAL MANAGEMENT CENTER- GRAND CENTRAL MADISON (LOCATED ON CONCOURSE. IN SVC. PER G.O. #102 EFF: 02/27/2023).**

“TOC” **TRAIN OPERATIONS CENTER- GRAND CENTRAL MADISON (LOCATED ON MEZZANINE. CONTROLS BRANCH ONLY UP TO “PLAZA” INTERLOCKING.)**

“U” **LINDENHURST (1903 CR4) (IN TICKET OFFICE. TRAIN ORDER OFFICE AND BLOCK SIGNALS GONE SOMETIME BETWEEN 1907 AND ETT #61 EFF. 06/28/1911.)**

“U” **CAMP UPTON PASSENGER YARD – (SHOWS ON LIRR VALUATION MAP OF 1916. NOT INDICATED IN ETT EFF. 1919.)**

"UK" CABIN **SETAUKET (LISTED IN ETT OF 9/9/1915. GONE FROM ETT OF 6/28/1916. BLOCK OFC. MOVED INTO DEPOT.)**

“UN” **HUNTINGTON (IN TICKET OFFICE) (ETT #11 EFF. 11/08/1874, 1878 BOOK OF RULES AND 1903 CR4). MANUAL BLOCK SIGNALS IN SVC: 9/8/1915 PER ETT #79 (*Art Huneke data*). UNATTENDED BLOCK STATION SIGNAL IN SVC: 5/23/1928. PERMISSIVE BLOCK ASPECT ADDED TO BLOCK SIGNALS: 6/25/1928. BLOCK SIGNALS RELOCATED 260’ WEST OF FORMER LOCATION AND CONVERTED TO POSITION LIGHT: 2/16/59. BLOCK STATION AND BLOCK LIMIT STATION SIGNALS OUT OF SVC: 5/22/62)**

“V” TOWER **W. OF VAN WYCK BLVD. – JAMAICA (END OF 4-TRACK SYSTEM. FORMERLY “JA”**

TOWER. RENAMED: 6/1911. OUT OF SVC: BY 1913.)

“VA” TOWER: 1

**VALLEY STREAM** - JCT. OF FAR ROCK-AWAY AND WEST HEMPSTEAD BRANCHES WITH MONTAUK BRANCH. (LOCATED ON S. SIDE OF MONTAUK BRANCH TRACKS AT W. END OF STATION PLATFORM. 56 LEVER JOHNSON STYLE "A" MECHANICAL MACHINE IN SVC: 4/24/1907, REPLACING 1886 TOWER #20. REBUILT: 1910. INTERLOCKING REBUILT: 12/17/1923. OUT OF SVC: 8/10/32. RAZED: 1933 WITH GRADE ELIMINATION.)

“VA” TOWER: 2

**VALLEY STREAM** - JCT. OF FAR ROCK-AWAY AND WEST HEMPSTEAD BRANCHES WITH MONTAUK BRANCH. BUILT EAST OF STATION AND JUNCTION. US&S 35 LEVER MODEL 14 ELECTRO-PNEUMATIC MACHINE. IN SVC: 6/27/33. RENAMED “VALLEY” PER G.O. #627 EFF: 4/30/37.)

“VALLEY” TOWER

**VALLEY STREAM** – JCT. OF FAR ROCKAWAY AND WEST HEMPSTEAD BRANCHES WITH MONTAUK BRANCH. (FORMERLY “VA”. US&S 35 LEVER MODEL 14 ELECTRO-PNEUMATIC MACHINE. RENAMED: 4/30/37. QUINDAR ELECTRONICS ALL RELAY CONTROL PANEL CONTROLLING SIGNALS AND SWITCHES AT “ROCKY” AND “PORT” IN SVC: 4/30/83. ALSTOM PTM OFFICE CONTROL SYSTEM FOR CONTROL OF W. HEMPSTEAD INTERLOCKING IN SVC: 12/31/2004.

“VAN” TOWER

**VANDERBILT AVE., BKLYN.** (“VD” YARD) (PREVIOUSLY “VD” TOWER. 11-LEVER US&S MODEL 14 ELECTRO-MECHANICAL MACHINE IN SVC: 8/3/1906. MACHINE INCREASED TO 19 LEVERS: ? . RENAMED: 4/15/37. UNDERGROUND LOCATION. CLOSED: SUMMER/1999)

“VD” TOWER **VANDERBILT AVE., BKLYN. (S. SIDE OF TRACKS AND W. OF VANDERBILT AVE. AND ENTRANCE TO VANDERBILT AVE. YARD [“VD” YARD]. 11-LEVER US&S MODEL 14 ELECTRO-MECHANICAL MACHINE IN SVC: 8/3/06. MACHINE INCREASED TO 19 LEVERS: ?. RE-NAMED “VAN” PER G.O. #624 EFF: 4/15/37.)**

“VI” TOWER **INTERSTATE PARK (ALSO KNOWN AS TOWER #44 AND “BRUSHVILLE TOWER”, LAST LISTED: 1897)**

“VK” **VANDERVEER PARK (1903 CR4) (IN TICKET OFFICE.)**

“VN” **BROOKHAVEN (1903 CR4) (IN TICKET OFFICE. BLOCK OFFICE CLOSED IN STATION AND UNATTENDED BLOCK STATION SIGNAL IN SVC: 1927. OUT OF SVC: BY 6/43. IN SVC AGAIN: ?. OUT OF SVC: 9/17/50.)**

“VN” CABIN **VALLEY STREAM ON FAR ROCKAWAY BR. (LOCATED AT W. END OF WYE. IN SERVICE: 5/17/1906 PER G.O. #24 DURING INSTALLATION OF 3<sup>RD</sup> ELECTRIFIED TRACK BETWEEN SPRINGFIELD JCT. AND VALLEY STREAM. OUT OF SVC: c. 1910.)**

“VR” **ARVERNE (1903 CR4) (IN TICKET OFFICE.)**

“VS” **VALLEY STREAM (SOUTHERN DIVISION) (IN TICKET OFFICE) (07/15/1878 BOOK OF RULES AND 1903 CR4)**

“VY” **LOCUST VALLEY STATION (1903 CR4) (IN TICKET OFFICE.)**

“W-75” CABIN **LOCATION? IN SVC. c. 1906**

“W” **HICKSVILLE (IN TICKET OFFICE) (ETT #11 EFF. 11/08/1874, 1878 BOOK OF RULES AND 1903 CR4)**

“WA” TOWER	<b>WEST FLORAL PARK</b> (FORMERLY TOWER #46. S. SIDE OF TRACKS AT W. SIDE OF REMSEN LANE, 1,168’ E. OF BELLEROSE STATION AND 1,437’ W. OF CARNATION AVE. [FLORAL PARK]. IN SVC: 10/1/1905. RENAMED IN 1907. OUT OF SVC. AND REPLACED BY “BE” CABIN PER ETT #49 EFF. 9/1908 ( <i>Data per Art Huneke</i> )
“WA” CABIN	EAST WILLISTON (S. SIDE OF TRACKS AND 1,270 W. OF STATION. TEMPORARY BLOCK STATION IN SVC: 3/25/36 ACCOUNT JERICHO TPKE. (ROUTE 25) GRADE CROSSING ELIMINATION. USED IN CONJUNCTION WITH “NI” CABIN. OUT OF SVC: 8/31/36 WITH COMPLETION OF GRADE CROSSING ELIMINATION.
“WANTAGH” INTERLKG. (R.C.)	<b>WANTAGH</b> (REMOTE FROM “PORT” OR “BABYLON”. IN SVC: 6/7/71. REMOTE FROM “VALLEY” OR BABYLON: 5/16/83. WITH CLOSING OF “BABYLON” TOWER, R.C. FROM “WANTAGH 1 R-JCC” PER G.N. #7-54 EFF: 03/26/2022)
“WC”	<b>WARDENCLYFFE</b> (1903 CR4) LATER: SHOREHAM (IN TICKET OFFICE.)
“WC” CABIN	CAMP UPTON JCT.- JCT. OF CAMP UPTON SPUR AND MAIN LINE. (W.W.I) S. SIDE OF MAIN LINE TRACK ACROSS FROM WEST LEG OF WYE ( <i>per 1916 LIRR Valuation Map.</i> ) FORMERLY THE UNUSED “CP” CABIN ERECTED AT CENTRAL ISLIP. LOADED ON FLATCAR AND RELOCATED HERE FOR START OF MANUAL BLOCK SVC: 1916 ( <i>per George G. Ayling, block opr. at “CI”: 1910-1923, agent/opr: at “CI”: 1923-1954.</i> OUT OF SVC PER ETT #94 EFF: 1921 )
“WD”	<b>WOODHAVEN</b> (ATLANTIC DIVISION) (IN TICKET OFFICE) (07/15/ 1878 BOOK OF RULES)



“WD” **WOODSIDE** (NORTH SHORE DIVISION) (IN TICKET OFFICE) (07/15/1878 BOOK OF RULES)

“WD” TOWER **“WEST END TRESTLE”** (HAMILTON BEACH) (E. SIDE OF TRACKS AND S. OF STATION. FORMERLY TOWER #93. 16-LEVER S&F MECHANICAL MACHINE IN SVC: 1904. RENAMED “WD” IN 1907. RENAMED “BEACH” PER G.O. #627 EFF: 5/1/37.)

“WE” **WHITESTONE** LANDING (1903 CR4) (TRAIN ORDER OFFICE IN DEPOT. US&S STYLE TC TABLE MACHINE IN SVC: ?. OUT OF SVC: 2/19/32 WITH BRANCH ABANDONMENT.)

“WEST HEMPSTEAD” INTERLKG. (R.C.) **WEST HEMPSTEAD** (INTERLOCKING AND BLOCK STATION REMOTE FROM “VALLEY.” IN SVC: 1/1/2005)

WEST SIDE YARD MANHATTAN, NY (ALL-RELAY PUSH BUTTON CONTROL PANEL INTERLOCKING MACHINE IN SVC: 07/15/87) (*Jeff Erlitz Data*)

“WG” **WADING** RIVER (1903 CR4) (IN TICKET OFFICE. MANUAL BLOCK INSTALLED TO "END OF BLOCK" SIGN: 5/23/28 PER ETT #108 (*Art Huneke data*) UNATTENDED BLOCK STATION SIGNAL IN SERVICE: 5/23/1928. BLOCK OFFICE CLOSED IN DEPOT: ?. BLOCK LIMIT STATION SIGNAL IN SVC: ?. RENAMED “WY”: 6/21/36.)

“WH” **WESTHAMPTON** (IN TICKET OFFICE) (ETT #11 EFF. 11/08/1874, 07/15/1878 BOOK OF RULES AND 1903 CR4). UNATTENDED BLOCK STATION SIGNAL IN SVC: 5/23/28. BLOCK STATION OUT OF SVC: BY 6/43. BLOCK LIMIT STATION SIGNAL IN SVC: PRIOR TO 6/43. BLOCK LIMIT STATION SIGNAL MOVED 1,500’ WEST OF FORMER LOCATION ON

SOUTH SIDE OF MAIN TRACK:  
10/30/53. R. C. FROM BABYLON:  
5/6/2006. OUT OF SERVICE:  
11/13/2017.)

“WHITE POT” CABIN ON MAIN LINE EAST OF PRESENT DAY  
REGO PARK (S. SIDE OF TRACKS AND  
W. OF **WHITE POT** ROAD. IN SERVICE  
PRIOR TO 1903)

“WI” **WOODSIDE** STATION (1903 CR4) (IN TICKET  
OFFICE.)

“WIN” TOWER **WINFIELD**, QUEENS – JCT. OF MAIN LINE  
AND PORT WASHINGTON BRANCH (N.  
SIDE DIVISION) (WINFIELD JCT.) (PREVI-  
OUSLY “WJ” TOWER, TOWER #35. RE-  
NAMED: 4/16/37. 40 LEVER G.R.S.  
ELECTRO-MECHANICAL MACHINE.  
US&S 5 LEVER STYLE TC TABLE MA-  
CHINE TO CONTROL ROCKAWAY BEACH  
TRACKS TO WHITE POT JUNCTION IN  
SVC: 8/12/54. DESTROYED BY FIRE  
AND PLACED OUT OF SVC: 3/28/77.  
*(per N. Y. Times: 3/29/77)* NORMAL-DI-  
RECTION HOME SIGNALS MODIFIED TO  
AUTOMATICALLY FLEET, AS AUTOMATIC  
BLOCK SIGNALS. PLANS DRAWN UP EFF.  
05/02/77 TO REBUILD THE INTERLOCK-  
ING AND MOVE THE TABLE-TOP MA-  
CHINE INTO THE OLD SUB-STATION  
BUILDING BUT THIS WAS NEVER AC-  
COMPLISHED. *(Jeff Erlitz data post fire)*

“WIN” **WINFIELD** JCT., QUEENS (TEMPORARY  
BLOCK STATION FOR SINGLE TRACKING  
DURING TRACK REHABILITATION. IN SVC:  
6/25/79 TO 7/13/79; 11/19/79 TO  
12/10/79.)

“WI” **WINFIELD** (IN TICKET OFFICE) (ETT #11 EFF.  
11/08/1874. BECAME “WN” IN 1878)

“WJ” TOWER: 1 **WOODSIDE JUNCTION** (1903 CR4) (.2 MILES  
WEST OF WOODSIDE. PREVIOUSLY TOW-  
ER #34. STILL IN SVC. AS OF ETT #32 EFF:

05/16/1909. OUT OF SVC: ?)

“WJ” TOWER: 2

**WINFIELD JUNCTION.**, QUEENS - JCT. OF MAIN LINE AND PORT WASHINGTON BRANCH (NORTH SIDE DIVISION). NORTH SIDE OF PORT WASHINGTON BRANCH [NORTH SIDE DIVISION] E. OF JUNCTION AND SOUTHEAST OF INTERSECTION OF THOMPSON AND GREENPOINT AVES., S. SIDE OF TRACKS. FORMERLY TOWER #35. S&F MECHANICAL MACHINE IN SVC: 1884. REBUILT: 3/1/1898. MOVED: 12/1915, SOUTH SIDE OF TRACKS, .7 MILES EAST OF WOODSIDE. 40-LEVER GRS MODEL 2 UNIT LEVER TYPE ELECTRO-MECHANICAL MACHINE IN SVC: 1908. RENAMED “WIN” PER G.O. #624 EFF: 4/16/37.)

“WJ” CABIN

WINFIELD, QUEENS (TEMPORARY CABIN IN SVC: 12/1915 DURING GRADE ELIMINATION AND MOVING OF “WJ” TOWER.)

“WK”

**WEST DEER PARK** (1878 BOOK OF RULES) RENAMED WYANDANCH (1903 CR4) TRAIN ORDER OFFICE IN TICKET OFFICE. BLOCK STATION IN SVC: 5/28/1918 PER ETT #87. UNATTENDED BLOCK STATION SIGNAL IN SVC: 5/23/1928. WESTWARD BLOCK SIGNAL RELOCATED TO N. SIDE OF MAIN TRACK OPPOSITE EASTWARD BLOCK SIGNAL: 6/25/1928. PERMISSIVE BLOCK ASPECT ADDED TO BLOCK SIGNALS: 6/25/1928. BLOCK STATION OUT OF SVC: 10/17/1928. BLOCK STATION IN SVC. (SUMMERS ONLY?): ?. BLOCK STATION OUT OF SVC: 10/21/1929. UNATTENDED BLOCK STATION IN SVC. CONTINUOUSLY: 10/21/1929. BLOCK STATION AGAIN IN SVC: 5/29/1931. OUT OF SVC: 9/1934. BLOCK LIMIT STATION SIGNAL IN SVC: 9/1934. OUT OF SVC: 4/25/49.)

“WL” TOWER

REYNOLDS CHANNEL ON LONG BEACH BRANCH. (**WRECK LEAD**: W. SIDE OF

TRACKS AND N. OF CHANNEL. 12 LEVER S&F MECHANICAL INTERLOCKING MACHINE (per Henry Wilhelm map) IN SVC: 1/15/1927. OUT OF SVC: 7/10/1931 PER G.O. #114-4. BLOCK OFFICE MOVED TO THE BRIDGE-TENDER'S CABIN 675' SOUTH (RAILROAD EAST) OF THE TOWER LOCATION AND WHICH BECAME "WL" CABIN:1)

"WL" CABIN: 1

ORIGINALLY REYNOLD'S CHANNEL SWING BRIDGE BRIDGE-TENDER'S CABIN ON LONG BEACH BR. (**WRECK LEAD**: EAST SIDE OF TRACKS ON N. SIDE OF BRIDGE, 675' SOUTH (RAILROAD EAST) OF FORMER "WL" TOWER. 4-LEVER DWARF MACHINE (per Henry Wilhelm map) IN SVC: 7/10/1931 PER G.O. #114-4. OUT OF SVC: 1934.)

"WL" CABIN: 2

REYNOLD'S CHANNEL SWING BRIDGE - LONG BEACH (24' EAST OF 1<sup>ST</sup> "WL" CABIN. 7-LEVER US&S MODEL TC TABLE MACHINE IN SVC: 1934. RENAMED "LEAD" PER G.O. #627 EFF: 5/1/37.)

"WM"

**WEST HEMPSTEAD** (IN TICKET OFFICE. UNATTENDED BLOCK STATION IN SVC: 9/15/35 AFTER STATION RELOCATED SOUTH OF HEMPSTEAD AVENUE.)

"WM"

BLOCK LIMIT SIGNAL - **WEST HEMPSTEAD** (RELOCATED 900' WEST OF FORMER LOCATION: 8/31/56. BLOCK LIMIT SIGNAL RELOCATED 900' EAST OF FORMER LOCATION: 5/20/60. OUT OF SVC: 12/31/2004. REPLACED BY "WEST HEMPSTEAD" INTERLOCKING/BLOCK STATION.)

"WN"

**WINFIELD** (IN TICKET OFFICE) (07/15/1878 BOOK OF RULES AND 1903 CR4)

"WN"

**WAINSCOTT** (IN TICKET OFFICE.)

“WO” **WOODMERE** (1903 CR4) (IN TICKET OFFICE.)

“WOOD” INTERLOCKING (R.C.) EAST OF **WOODSIDE** (CONTROLLED FROM “HAROLD” IN SVC: 3/21/88) OUT OF SVC: 1995 WHEN “HAROLD” REMOTELY CONTROLLED FROM "PSCC." CONTROLLED FROM "JCC": \_?\_.

“WOODHAVEN” TOWER **WOODHAVEN** JCT. (BELOW ATLANTIC AVE.) JCT. OF ATLANTIC AND ROCKAWAY BEACH BRANCHES (ON SOUTH SIDE OF TRACKS AND EAST OF ORIGINAL STATION SITE REPLACING “HAVEN”: 2. US&S 15 LEVER MODEL 14 ELECTROMECHANICAL MACHINE IN SVC: 12/28/42. OUT OF SVC: 2/4/56.)

“WP” ISLIP (TEMPORARY BLOCK STATION ACCOUNT GRADE CROSSING ELIMINATION OF CARLETON AVE. [ROUTE 111]. S. SIDE OF TRACKS AT W. END OF SINGLE TRACK. IN SVC: 11/30/1931. USED IN CONJUNCTION WITH “EP” TEMPORARY BLOCK STATION. OUT OF SVC: 4/26/32.)

“WR” **WATERMILL** (1903 CR4) (IN TICKET OFFICE. BLOCK STATION IN DEPOT OUT OF SVC: 1927 (*Richard Makse data*). BLOCK LIMIT STATION SIGNAL IN SVC: 1927. OUT OF SVC: 9/8/40).

“WRECK LEAD” CABIN SWING BRIDGE – LONG BEACH (PREVIOUSLY “WL” CABIN, LATER “LEAD” CABIN. (WEST SIDE OF TRACKS AT REYNOLD’S CHANNEL, FORMERLY **WRECK LEAD** CHANNEL.)

“WS” **WHITESTONE** (NORTH SHORE DIVISION) (IN TICKET OFFICE) (07/15/1878 BOOK OF RULES AND 1903 CR4.)

“WS” BLOCK STATION LONG ISLAND CITY (NEAR **WHEELSPUR** YARD) (UNATTENDED BLOCK STATION 1,875’ WEST OF DUTCH KILLS DRAW-BRIDGE IN SVC: 4/6/39. APPEARS ON ETT AS LATE AS 1941.)

“WS” BLOCK LIMIT STATION LONG ISLAND CITY (NEAR **WHEELSPUR** YARD) (OPENED: 6/39. OUT OF SVC: BY 1943. IN SVC; AGAIN: ?. MOVED 100’ EAST OF FORMER LOCATION: 6/22/53. OUT OF SVC: 8/12/58)

“WT” TOWER WOODHAVEN JCT (1903 CR4). – JCT. OF ATLANTIC AND ROCKAWAY BEACH BRANCHES. (ON ATLANTIC BRANCH, SOUTH SIDE OF TRACKS, WEST OF STATION AND EAST OF JCT. FORMERLY TOWER #66. 12 LEVER SAXBY & FARMER MECHANICAL MACHINE INSTALLED BY 1884. RENAMED “WT” IN 1907 POSSIBLY FOR **WOODHAVEN TOWER?** SAXBY & FARMER 32 LEVER MECHANICAL MACHINE IN SVC: 11/01/1922. RENAMED “HAVEN” (1<sup>ST</sup>) PER G.O. #624 EFF: 4/15/37.)

“WU” TOWER WEST GOOSE CREEK (THE RAUNT) (ON JAMAICA BAY TRESTLE, 2,800’ EAST OF TOWER #94. FORMERLY TOWER #95. IN SVC: BY 1906. RENAMED “WU” IN 1907. OUT OF SVC: 1916 ?)

“WY” **WADING RIVER TERMINAL YARD** (UNATTENDED BLOCK STATION SIGNAL. FORMERLY “WG”. RENAMED: 6/21/36. RELOCATED ONE MILE WEST OF FORMER LOCATION WITH RELOCATION OF STATION FACILITIES AND TRACK CUT-BACK: 1/18/38. UNATTENDED BLOCK STATION SIGNAL OUT OF SVC. AND BRANCH ABANDONED PER G.O. #1006C EFF: 3/29/39.)

“X” L.I. CITY DISPATCHER’S OFFICE (1878 BOOK OF RULES AND 1903 CR4) (CLOSED c. 1913 WITH TRANSFER OF L.I.R.R. OFFICES TO NEW JAMAICA

TERMINAL)

“Y” CABIN

EAST OF SAYVILLE (SAXBY & FARMER 4 LEVER MECHANICAL MACHINE. IN SERVICE: 11/27/1917 ON N. SIDE OF TRACKS AT END OF DBL. TRACK. TEMPORARILY OUT OF SERVICE: 1/8/1930. NEW, TEMPORARY CABIN LOCATED ON N. SIDE OF TRACKS AND WEST SIDE OF LINCOLN AVE., 3,000' WEST OF FORMER LOCATION, IN SVC: 1/8/1930 ALONG WITH CUTBACK OF END OF DOUBLE TRACK WEST OF CROSSING, ACCOUNT MONTAUK HWY (ROUTE 27) GRADE CROSSING ELIMINATION. TEMPORARY CABIN OUT OF SVC: 6/30/1930. END OF DOUBLE TRACK MOVED BACK TO ORIGINAL LOCATION AFTER COMPLETION OF PROJECT, FORMER CABIN RELOCATED TO SOUTH SIDE OF TRACKS, PLACED BACK IN SERVICE: 6/30/1930. PERMANENTLY OUT OF SVC: 6/7/39. SPRING SWITCH INSTALLED. PROTECTED BY “PD” SIGNAL #16 CONTROLLED FROM “PD” TOWER: 6/7/39.)

“Y”

BLOCK LIMIT SIGNAL - EAST OF SAYVILLE (END OF DBL. TRACK)

“Y” INTERLOCKING (R.C.)

EAST OF SAYVILLE (BLOCK STATION CONTROLLED FROM “PD.” IN SVC: 06/07/39. OUT OF SVC: 05/06/2006 WITH CLOSING OF "PD" TOWER. CONTROL TRANSFERRED TO “BABYLON.” WITH CLOSING OF “BABYLON” TOWER, R.C. FROM “Y R-JCC” PER G.N. #7-54 EFF: 03/26/2022)

“YA”

YAPHANK (1878 BOOK OF RULES AND 1903 CR4) (TRAIN ORDER OFFICE IN TICKET OFFICE. BLOCK OFFICE IN SVC: 5/28/1918. UNATTENDED BLOCK STATION SIGNAL IN SVC: 5/23/1928. PERMISSIVE BLOCK ASPECT ADDED TO BLOCK SIGNALS: 6/25/1928. BLOCK OFFICE IN STA-

TION OUT OF SVC: 9/2/58. BLOCK  
LIMIT STATION SIGNAL IN SVC:  
9/2/58. CONTROLLED FROM JCC  
PER G.O. #702, APPENDIX A-2 EFF:  
09/06/2021)

“YD” CABIN

NORTH SHORE JCT. (L. I. CROSSOVERS)  
BETWEEN 5<sup>TH</sup> AND 6<sup>TH</sup> STREETS.  
(PREVIOUSLY TOWER #30. IN SVC:  
7/1884. RENAMED “YD” IN 1907.)

“YD” CABIN

HOLBAN **YARD** (FORMERLY “HB” PRIOR  
TO 1909. ORIGINALLY “ST. ALBANS.”  
CLOSED: 1/1929)

“Z” CABIN

BUSHWICK AVE. ON BAY RIDGE BRANCH  
ON W. SIDE OF TRACKS AND S. OF  
BUSHWICK AVE. CROSSING. IN SVC:  
5/15/1914)

"Z" CABIN

EAST NEW YORK (*Art Huneke data*)

**MISCELLANEOUS ITEMS:**

**GENERAL ORDER No. 47 EFF. 07/03/1879:**

BEGINNING AT 5 A.M. JULY 3<sup>RD</sup>, THE LINE BETWEEN LONG ISLAND CITY AND  
WINFIELD WILL BE OPERATED UNDER THE BLOCK SYSTEM, WITH THE  
FOLLOWING BLOCK STATIONS:

STATION No. 1 - DUTCH KILLS

STATION No. 2 - THE TOWER WEST OF WOODSIDE STATION

STATION No. 3 - THE TOWER BETWEEN WOODSIDE AND WINFIELD

STATION No. 4 - WINFIELD DEPOT

THOS. R. SHARP, RECEIVER - LONG ISLAND CITY, JULY 2, 1879

(*Art Huneke archive*)

(*Thomas R. Sharp was a general in the Confederate Army during the American Civil War and  
later became president /receiver of the LIRR in the 1870s. D. Keller info.*)



**VARIOUS GENERAL ORDERS: 1907** NUMBERED TOWERS IN EXISTENCE RENAMED TO MATCH ALREADY-IN-USE LETTER TELEGRAPHIC CALLS IN USE AT THOSE TOWERS.

**ETT #82 EFF: 06/28/16:**

MANUAL BLOCK SYSTEM GOES INTO EFFECT HX TOWER (HICKSVILLE) TO PT CABIN (EASTPORT), WITH SIGNAL STATIONS AT B CABIN (BETHPAGE), SG CABIN (BRENTWOOD), KO CABIN (RONKONKOMA) AND MR CABIN (MANORVILLE) (*Art Huneke data*) (*This is via the Manorville-Eastport branch: D. Keller*)

**ETT #87 EFF: 05/28/18:**

MANUAL BLOCK SYSTEM GOES INTO EFFECT HX TOWER (HICKSVILLE) TO GREENPORT WITH TRAIN ORDER AND BLOCK OFFICES AT HX, PK (CENTRAL PARK), B (FARMINGDALE), P (PINELAWN STATION), WK (WYANDANCH), DK (DEERPARK), SG CABIN (BRENTWOOD), CI STATION (CENTRAL ISLIP), KO CABIN (RONKONKOMA), HV (HOLTSMVILLE), MD (MEDFORD), YA (YAPHANK), WC CABIN (CAMP UPTON), MR CABIN (MANORVILLE), AH (CALVERTON), RH (RIVERHEAD), AQ (AQUEBOGUE), R (JAMESPORT), K (MATITUCK), GU (CUTCHOQUE), NC (PECONIC), SD (SOUTHOLD) AND GN (GREENPORT) (*Art Huneke data*)

**GENERAL ORDER DATED 11/23/28:**

*"THE LETTER 'X' IS TO BE ELIMINATED FROM ALL TELEGRAPHIC CALL SIGNS"*

**VARIOUS GENERAL ORDERS: DATED 4/15/37 THROUGH 5/15/37:**

TELEGRAPHIC CALL LETTERS CHANGED TO NAMES IN AUTOMATIC BLOCK TERRITORY.

\*\*\*WHEN CALL LETTERS WERE CHANGED TO NAME FORMAT IN 1937, BLOCK STATIONS AND BLOCK LIMIT STATIONS IN MANUAL BLOCK TERRITORY WERE NOT RENAMED BUT RETAINED THEIR INITIALS TO IDENTIFY THEM AS BEING IN MANUAL BLOCK TERRITORY (*Per Richard Makse: 12/2005*)\*\*\*

**GENERAL ORDER #101B, C, DATED 9/14/41:**

*"UNATTENDED BLOCK STATIONS REDESIGNATED BLOCK-LIMIT STATIONS EFF: 9/28/41"*

**GENERAL ORDER #105C, DATED 9/14/41**

**“BUSHWICK BRANCH:** TROLLEY GRADE CROSSING CABIN AND ALL SIGNALS AT FLUSHING AVENUE, OUT OF SERVICE: 11/4/41”

**“BUSHWICK BRANCH:** TROLLEY GRADE CROSSING CABIN AND ALL SIGNALS AT METROPOLITAN AVENUE, OUT OF SERVICE: 11/4/41”

**GENERAL ORDER #1201, DATED 06/08/47:**

**TORPEDO PLACING MACHINE**

MONTAUK BRANCH  
Y

Torpedo-placing machine located 500 feet west of the home signal at Y governing eastward movements on No. 2 track, in service.

Torpedo-placing machine is marked by a sign showing the letter T illuminated when the home signal with which it is connected is in Stop position. The torpedo-placing machine places a torpedo in position to be exploded by a train or engine passing over it when the home signal with which it is connected is in Stop position. Trains or engines approaching a home signal governing movements on a track equipped with a torpedo-placing machine must stop clear of the illuminated sign when the home signal indicates Stop.

When a train or engine is stopped at the location of the torpedo-placing machine due to the sign showing letter T illuminated, the crew must promptly report to the signalman for instructions.

When the home signal indicates Stop, and a train or engine passes the sign and explodes a torpedo, the train or engine must stop at once and report the occurrence to the signalman.

**“STAFF” CABINS**

(USED FOR CONTROLLING TRAIN MOVEMENTS ON WHITESTONE BRANCH AFTER HEAD-ON COLLISION OF MU TRAINS EAST OF COLLEGE POINT, NY: 9/22/13. IN USE 10/21/1913 – 10/15/1926 INCLUSIVE, AFTER WHICH MANUAL BLOCK SIGNALS WERE INSTALLED.)

- CABIN B ON PLATFORM JUST EAST OF FLUSHING BRIDGE ST. PSGR. STATION
- CABIN C ON PLATFORM AT ENTRANCE TO MAIN WAITING ROOM AT COLLEGE POINT STATION
- CABIN W ON WEST END OF STATION PLATFORM – WHITESTONE LANDING

CABIN X

ON PLATFORM JUST WEST OF FLUSHING  
BRIDGE ST. FREIGHT STATION

**CROSS REFERENCE OF LIRR CALL LETTERS BY LOCATION**

<b><u>Station/Location:</u></b>	<b><u>Calls:</u></b>
A&P WAREHOUSE	AP
AMAGANSETT	AG
AMITYVILLE	A; AMITYVILLE INTERLKG.
AQUEBOGUE	AQ
AQUEDUCT	AQ
AQUEDUCT RACE TRACK	ADAMS CABIN; AQUEDUCT; RACE CABIN
ARVERNE	AN; AV; VR
ATLANTIC PARK	AP
AUBURNDALE	AD
AUTUMN AVENUE	AUTUMN TOWER
BABYLON	BABYLON EAST, BABYLON TOWER: 1, 2; BABYLON R-JCC; BABYLON WEST, BF CABIN; BJ TOWER; BN CABIN; BN
BALDWIN	BW
BAYPORT	BA CABIN; BP; BR CABIN

BAY RIDGE	BAY; BD; NU; NU CABIN; NU TOWER
BAYSHORE	BY
BAYSIDE	B1, B2 CABINS; BAY; BAY INTERLKG; BI, BS CABIN
BEDFORD	BD; BEDFORD JCT; BEDFORD TOWER
BELLAIRE	BW CABIN
BELLEROSE	BE CABIN; WA TOWER; TOWER 46
BELLMORE	BV
BELLPORT	BO; BQ
BELMONT PARK JCT.	BE CABIN; BM CABIN; CABIN 1; KW CABIN; QY CABIN
BETHPAGE	(SEE: "CENTRAL PARK")
BETHPAGE JCT.	B TOWER: 1, 2; BE CABIN; BETH INTERLKG; BG CABIN; TOWER 46:1; TOWER 49
BLISSVILLE	BLISS CABIN; BLISS TOWER; BS TOWER; BX TOWER; TOWER 3: 2
BLUEPOINT	BT
BRENTWOOD	BR; BRENT INTERLKG; F, SG CABIN: 1, 2; THOMPSON'S SIDING
BRIDGEHAMPTON	BA; BG, BH
BROAD CHANNEL	BC CABIN
BROADWAY	B CABIN
BROOKHAVEN	VN
BROOKLYN MANOR	BR
BRUSHVILLE	SAEE: "INTERSTATE PARK"
BUSHWICK	BJ TOWER; BU; Z CABIN

BUSHWICK JCT.	BJ CABIN; D; TOWER 7
CAMP UPTON JCT.	CU CABIN; WC CABIN
CAMP UPTON	"U" CABIN
CARLTON AVE. YARD	CT TOWER
CALVERTON	AH
CEDARHURST	OP
CEDAR MANOR	NA TOWER; TOWER 18 (?)
CENTER MORICHES	CM CABIN; MO
CENTRAL ISLIP	CI; CI1, 2 INTERLKG; CP CABIN
CENTRAL PARK (BETHPAGE)	A CABIN: 1, 2; CD CABIN; CP; PK
CHESTNUT ST. JCT.	CN TOWER
COLD SPRING (COLD SPG HBR.)	CS
COLLEGE POINT	C; STAFF CABIN C
CONEY ISLAND	CH
CORONA	CO; CO CABIN; FU; JA CABIN; TOWER 52
CREEDMOOR	CM
CUTCHOGUE	GU
CYPRESS AVENUE	CY TOWER; TOWER 71
DEER PARK	DK; JS INTERLKG.
DOUGLASTON	D CABIN: 1, 2; DU

DUNTON	DUNTON TOWER; HM; MP TOWER: 1, 2; TOWER 36: 1; TOWER 40: 1; TOWER 67
DUTCH KILLS	DB CABIN; TOWER 1: 1; TOWER 2: 2
EAST HAMPTON	HA
EAST HINSDALE (FLORAL PARK)	TOWER 43: 1
EAST MORICHES	EM
EAST NEW YORK	AX; EAST NEW YORK TOWER; EAST NEW YORK INTERLKG; EN; KN CABIN: 1, 2; LM TOWER; NO CABIN: 1, 2; NO TOWER: 1, 2; PENN TOWER; PR CABIN, TOWER 63; TOWER 64; TOWER 65; TOWER 72
EAST NEW YORK (END OF DBL TRACK)	AD
EASTPORT	EA; PT; PT CABIN
EAST ROCKAWAY	AW; RO CABIN
EAST WILLISTON	EW; NI CABIN; WA CABIN
EDGEMERE	EG
ELDERT'S GROVE	EG
ELMHURST	N; N1, N2 CABINS; TOWER 51
EMMONS AVE. (NEPTUNE AVE.) MANHATTAN BCH	SQ TOWER; TOWER 79½
FARMINGDALE	A CABIN; B CABIN; FARM INTERLKG; FARM 1, 2 INTERLKG; FB CABIN; FD CABIN; FR CABIN
FAR ROCKAWAY	FW TOWER; RA; ROCK TOWER: 1, 2

FAR ROCKAWAY (END OF DBL TRACK)	ND
FLATBUSH AVE.	AF; BROOK TOWER: 1, 2; BROOK 1, 2 INTERLKG; EX TOWER; FH; FT TOWER; TOWER 74
FLORAL PARK	FK TOWER: 1, 2; FP; JN; PARK TOWER; TOWER 43: 1; TOWER 47
FLUSHING	FD
FLUSHING: CENTRAL DEPOT	CD
FLUSHING, MAIN ST.	A CABIN; MF CABIN; MS
FLUSHING MEADOWS	CANAL; FAIR; FAIR TOWER
FLUSHING, BRIDGE STREET	HF; STAFF CABIN B; STAFF CABIN X
FOREST HILLS	FOREST
FREEPORT	FR; FY CABIN; FY TOWER; PORT CABIN, PORT TOWER: 1, 2; PORT INTERLKG.
FRESH POND	B CABIN; BJ TOWER; D; DF TOWER: 1, 2; FN CABIN; FN TOWER; FREMONT TOWER; POND TOWER; TOWER 8
GARDEN CITY	B CABIN; CR; G; TOWER 44:1; TOWER 105; HC TOW- ER; GARDEN CABIN; GARDEN INTERLKG; GARDEN TOWER
GIBSON	GI CABIN
GLEN COVE, (GLEN ST.)	GD; GE CABIN
GLEN COVE (NASSAU)	GV
GLENDALE	GW TOWER; TOWER 9
GLENDALE JCT.	JD TOWER; TOWER 10

GLEN HEAD	GA
GOOD GROUND (HAMPTON BAYS)	ND
GOOSE CREEK	EC TOWER; TOWER 94; TOWER 95
GRAND CENTRAL BRANCH	GCT 1 THROUGH 6 INTERLOCKINGS, PLAZA INTER- LOCKING. ICC, TMC & TOC
GRAVESEND RACE TRACK	RT
GREAT NECK	G; G CABIN: 1, 2; G TOWER; GK; GN; GREAT NECK; NECK INTERLKG.
GREENLAWN	GR; GREENLAWN; GY CABIN
GREENPORT	GN; GY
HABERMAN	LH TOWER; TOWER 5: 1, 2
HAMILTON BEACH	BEACH TOWER; TOWER 93; WD TOWER
HAMPTON BAYS	ND, RPK1, RPK2, RPK3 INTERLKGS.
HAMMEL	DRAW CABIN:1, 2; DRAW TOWER; FX TOWER; HJ TOWER; HS; HU TOWER; N CABIN; TOWER 101; TOWER 102
HEMPSTEAD	HD; HM; HM TOWER; HQ TOWER; HW CABIN
HEMPSTEAD X-ING	SEE: "GARDEN CITY"
HEWLETT	HT
HICKSVILLE	DIVIDE TOWER: 1, 2; HN TOWER, HX CABIN; HX TOWER; W
HILLSIDE (ROCKAWAY JCT.)	HQ CABIN; RJ; RH TOWER; CABIN 10; TOWER 42



HOLBAN YARD	HB CABIN; ST. ALBAN'S CABIN
HOLLAND	HX
HOLLIS	HI; HOLLIS TOWER; IS TOWER; TOWER 43: 2, TOWER 43: 3 (?)
HOLTSVILLE	HOLTSVILLE; HV
HOWARD BEACH	HB INTERLKG.
HUNTER'S POINT	HP
HUNTINGTON	BURKE INTERLKG.; COREY INTERLKG.; HUNT 1, 2, 3 INTERLKG; UN
HYDE PARK (NEW HYDE PARK)	HY
INTERSTATE PARK	VI TOWER; TOWER 44
INWOOD	INWOOD
ISLAND PARK	ISLAND PARK
ISLIP	EP; IP; WP
JAMAICA	A1 CABIN; AC TOWER; C CABIN; C3 CABIN; HALL TOWER; J1, J2, J3, J4 CABINS; J; J TOWER: 1, 2; JA TOWER, JAMAICA AIR TOWER; JAY TOWER; JAMAICA CONTROL CENTER (JCC); JE TOWER: 1, 2; JS TOWER; JT TOWER; L CABIN; SJ TOWER; SMITH ST. BRIDGE; V TOWER; CABIN 7; CABIN 11½; TOWER 14; TOWER 15; TOWER 17; TOWER 40: 2; TOWER 41: 1, 2
JAMESPORT	R
JEKYL ISLAND	JI CABIN

KEW GARDENS	KEW; KU CABIN
KINGS HIGHWAY	KF TOWER; TOWER 77
KINGS PARK	FOX INTERLKG.; FOX 1, 2 INTERLKG.; GREEN INTERLKG.; JO; KO CABIN
LAKELAND	AK
LAUREL HILL	LM TOWER
LAURELTON	HG CABIN; SM CABIN; SR CABIN
LAWRENCE	CE
LIBERTY AVE. (OZONE PARK)	LR TOWER; TOWER 92
LONG ISLAND CROSSOVER	SY
LINDENHURST	M; U
LITTLE NECK	CK
LOCUST MANOR	LA TOWER; RT
LOCUST VALLEY	LOCUST INTERLKG.; LOCUST TOWER; OY TOWER; VY
LONG BEACH	LONG BEACH; OB
LYNBROOK	KN CABIN; LYNN CABIN; PT TOWER; TOWER 21
MANHASSET	MN CABIN
MANHATTAN BEACH	MB, SQ TOWER, TOWER 79 ½
MANHATTAN BCH JCT.	MJ TOWER; TOWER 74½; TOWER 75:1, 2

MANOR	MA
MANORVILLE	MR; MR CABIN
MASPETH	MV TOWER; OLIVET TOWER; TOWER 6
MASTIC	F; MS: 1
MASTIC-SHIRLEY	MS: 2; MS1, 2 INTERLKG; JJD1, 2 INTERLKGS
MATTITUCK	K
MEADOWBROOK	MB: 1, 2
MEDFORD	MD
MERILLON AVE.	MERILLON AVE.
MERRICK	KI
METROPOLITAN AVE.	MX TOWER; TOWER 6½
MILLER'S PLACE	MI
MINEOLA	FAIR TOWER; MC; MI; MO; MT TOWER: 1, 2; NASSAU INTERLKG.; NASSAU TOWER; TOWER 45:1; TOWER 48
MONTAUK	MK; MONTAUK; MONTAUK R-JCC; MY
MORRIS PARK	MR
MORRIS PARK SHOPS	CA; DUNTON TOWER; MP TOWER: 1, 2; TOWER 67
MURRAY HILL	MI CABIN; MU
MYRTLE AVENUE.	MY TOWER; TOWER 70
NEPTUNE AVE.	SQ TOWER; TOWER 79½
NEPTUNE HOUSE	NH
NEWTOWN	EW

NORTHPORT (NEW)	DUKE INTERLKG.; DUKE 1, 2 INTERLKG.; EVANS INTERLKG.; NP, NT CABIN
NORTHPORT (OLD)	NP, SH
OAKDALE	OA CABIN; OD
OCEAN POINT	ON
OYSTER BAY	NS; OYSTER BAY
OZONE PARK	BA CABIN; CV CABIN; LK INTERLKG.; OZ; RK TOWER: 1, 2; TOWER 91
PARKVILLE	PA
PATCHOGUE	P; PD TOWER; PD 1, 2, 3 INTERLKG.; PG
PEARSALL'S CORNER	PC
PECONIC	NC
PENN STATION	(ALL PRR) A TOWER; A INTERLKG.; C TOWER; C INTERLKG.; D TOWER; JO TOWER; JO INTERLKG.; KN TOWER; KN INTERLKG.; NC; PSCC
PENNY BRIDGE	PY TOWER; TOWER 4: 2
PILGRIM	PILGRIM INTERLKG.
PINEAIRE	PINEAIRE INTERLKG.
PINELAWN	PW; PW CABIN; PW INTERLKG.; LAWN INTRLKG.
PORT JEFFERSON	JF; JEFF INTERLKG.; PO; PORT JEFFERSON; SF CABIN
PORT WASHINGTON	PN

QUEENS VILLAGE (HEMP. TPKE X-ING)	CABIN 44½; HQ CABIN
QUEENS (VILLAGE)	QN; QU TOWER: 1, 2; QUEENS TOWER; TOWER 45: 2
QUOGUE	Q
RAUNT, THE	ER TOWER; TOWER 96
REGO PARK	WHITE POT CABIN
REYNOLDS CHANNEL	LEAD CABIN; LEAD TOWER; WL CABINS: 1, 2; WL TOWER
RICHMOND HILL	R TOWER; RC TOWER; RD; RM CABIN; RM TOWER; TOWER 11; TOWER 12
RIVERHEAD	LD; RH
ROCKAWAY AVENUE	AY TOWER; TOWER 73
ROCKAWAY JCT. (HILLSIDE)	RJ, RJ TOWER:1, 2; TOWER 42
ROCKAWAY PARK	AY; E CABIN
ROCKY POINT	RP
ROCKVILLE CENTRE	CENTRE; RN; ROCK; ROCKY; ROCKY INTERLKG.
RONKONKOMA	KO; KO CABIN; KO, KO 1, 2 INTERLKG.; OCEAN INTERLKG, POND INTERLKG, RONKONKOMA
ROSEDALE	FM
ROSLYN	ROSLYN; RY
SAG HARBOR	SB; SH
SAYVILLE	SA; SY CABIN; Y; Y CABIN; Y INTERLKG; Y R-JCC

SEA CLIFF	CF
SEAFORD	SF
SEASIDE	SE CABIN; SR
SEA SIDE HOUSE	SH
SETAUKET	AU; UK CABIN
SHEA STADIUM	SHEA; SHEA INTERLKG.
SHEEPSHEAD BAY	DY; RT; TOWER 79
SHINNECOCK HILLS	KH
SHOREHAM (WARDENCLYFFE)	WC
SMITHTOWN	HARE INTERLKG.; POST INTERLKG.; POST 1, 2 INTERLKG.; SI CABIN; ST; ST CABIN
SOUTH GREENFIELD	TOWER 76
SOUTH OYSTER BAY	SO
SOUTHAMPTON	SN, SH1, SH2, SH3 INTERLKGS.
SOUTHOLD	SD
SPEONK	SK; SK CABIN; SK 1, 2 INTERLKG.
SPRINGFIELD	SF; SP; SP TOWER; TOWER 19
ST. ALBANS	NI
ST. JAMES	JM CABIN; SJ
STEWART JCT.	JN
STEWART MANOR	SW; SW CABIN
STONY BROOK	BK; STONY 1, 2 INTERLKG.; KR CABIN
SYOSSET	AMOTT INTERLKG.; S; S CABIN: 1, 2; SY

UPTON JCT.	SEE: "CAMP UPTON JCT."
VALLEY STREAM	CA CABIN; HO CABIN; HW CABIN; RO CABIN; VA TOWER: 1, 2; VALLEY TOWER; VN CABIN; VS; TOWER 20
VANDERBILT AVE.	VAN TOWER; VD TOWER
VANDERVEER PARK	VK
WADING RIVER	WG; WY
WAINSCOTT	WN
WANTAGH	RI; WANTAGH INTERLKG.
WARDENCLYFFE (SHOREHAM)	WC
WATERMILL	WR
WESTBURY	RU
WEST DEER PARK (WYANDANCH)	WK
WEST FLORAL PARK	SEE "BELLEROSE"
WEST GOOSE CREEK	WU TOWER; TOWER 95
WESTHAMPTON	WH
WEST HEMPSTEAD	WM; WEST HEMPSTEAD INTERLKG.
WEST WOODSIDE	CU; DW TOWER; TOWER 2: 1; TOWER 33
WHITE POT JCT.	WHITE POT CABIN; TOWER 36: 2
WHITESTONE	WS
WHITESTONE JCT;	JC TOWER: 1, 2; TOWER 53

WHITESTONE LDG.	WE; STAFF CABIN W
WINFIELD	WI, WN; TOWER 4: 1, TOWER 50
WINFIELD JCT.	WJ CABIN; WJ TOWER; WIN; WIN TOWER; TOWER 35
WOODHAVEN	WD
WOODHAVEN JCT.	HAVEN TOWER: 1, 2; OZONE TOWER; WOODHAVEN TOWER; WT TOWER; TOWER 66
WOODMERE	WO
WOODSIDE	WD; WI; WOOD INTERLKG.; TOWER 3:1
WOODSIDE JCT.	WJ TOWER; TOWER 34
WYANDANCH	WK; DANCH INTERLKG.
YAPHANK	YA

### **LIRR Signal Designations**

Signal bridges were usually numbered west to east. Automatic block signals (and distant signals) were USUALLY numbered to the nearest milepost and all originally had a prefix letter for the branch, as follows:

- A-Atlantic
- B-Bay Ridge
- C-Central
- E-West Hempstead (NY Bay Extension RR), no automatic signals but a few distant signals.
- F-Far Rockaway
- G-Main Line (later, no prefix letter)
- H-Hempstead
- M-Montauk Cut-Off



N-Port Washington (North Side)  
O-Oyster Bay  
P-Port Jefferson  
R-Rockaway Beach  
S-Montauk (South Side RR)

For example, signal S243 would be nearest to milepost 24.3. Also, even numbered signals are usually eastbound and odd numbered westbound.

Amityville-Copiague-Lindenhurst was the "test site" for no wayside automatic block signals. It was probably designed in 1968 or before since the shoo-fly tracks for this section were placed in service in October 1968. I'm guessing that the railroad did not know for sure that the FRA, or whoever, was going to approve the use of no wayside automatics so they designed the new elevated with the provision for them. This was the first section of railroad to operate under Rule 410.

The following year, in May 1974, the automatics came out of service from Queens to Divide and in November 1974 from Hall to Queens.

Oyster Bay Branch, Montauk Branch from Babylon to Y and west of Jamaica are the last bastions of automatic block signals, Rule 251. Of course, the Main Line west of Jamaica also but that's not 251 territory.

The Central branch still has its automatic block signals, such as C229 distant signal to Beth. It's your basic Rule 261 automatic block signal system with out speed control.

The automatic block signals for the Atlantic branch between Hall and Valley were replaced in the late 1990's, about the same time Hempstead branch automatic block signals were replaced.

Far Rockaway Branch lost its automatics 2/4/1984.  
Long Beach Branch lost its automatics 12/2/1982.  
Hempstead Branch lost its after 1990