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

(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)

<u>Note:</u> 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.)

<u>Note:</u> 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)

<u>Note:</u> 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)

<u>Note:</u> 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:

ETT = Employee Timetable

S&F = Saxby & Farmer

TT = Public Timetable

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

G.O.= General Order

Grand Central Branch (East Side Access) (Dave Keller Info)

Tunnels construction began in 1969 with decades of delays. Branch officially opened 01/25/2023 with first revenue trains. (First non-revenue trains ran 01/11/2023.) Branch leaves the Main Line at "HAROLD" interlocking. There are seven (7) interlockings between "HAROLD" and the new terminal at Grand Central Madison: "GCT" 1 through 6, inclusive, and "PLAZA." All are remotely controlled from "GCC" (Grand Central Control) located in the TOC

(Train Operations Center) located on the mezzanine of Grand Central Madison.

BLOCK STATION No. 1 (SEE: TOWER #1: 1

DUTCH KILLS STREET, 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 (SEE: TOWER #2: 1

TOWER WEST OF WOODSIDE STATION (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. 3 (SEE: TOWER #3: 1)

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 (SEE: TOWER #4: 1)

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 UNDERJUMP ON WEST SIDE OF GAS TANKS (IN SVC: BY MARCH, 1913 WITH JAMAICA 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 COMPLETION 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 AND LEFFERTS AVES. FOUR-LEVER MACHINE: 3 ASSIGNED LEVERS AND ONE SPARE LEVEER, TO OPERATE BLOCK SIGNALS ON THE LIRR AND TROLLEY DERAILS ON JAMAICA AVE. (Per Art Huneke & Jeff Erlitz).

PRE-1907 PHOTO SHOWS 3 LEVERS POSITIONED OUTSIDE THE CABIN. RENAMED "L" CABIN IN 1907. RE-BUILT: 1909. OUT OF SVC: 1924 WITH JAMAICA AVE. GRADE ELIMINATION PROJECT)

CABIN #?

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

TOWER #1: 1

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. 2 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: 1** 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] MAY HAVE BECOME TOWER #36: 1) 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 46TH ST./CLIFTON AVE. ADJACENT TO LAUREL HILL STATION. OUT OF SVC: ? . RELOCATED FURTHER EAST.) HABERMAN (S. SIDE OF TRACKS, E. OF TOWER #5: 2 FORMER LOCATION AND E. OF HABER-MAN STATION. RENAMED "LH" c. 1907.) FLUSHING AVE., MASPETH (MT.OLIVET) TOWER #6 (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) BUSHWICK JCT. - FRESH POND (N. SIDE TOWER #7 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 GLENDALE WELLS. 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)** W. RICHMOND HILL (FOREST PARK) ON TOWER #11 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 MOR-RIS PARK SHOPS STATION. IN SVC. ? AS BLOCK STATION. 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 MECH-ANICAL 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. 1st COMPLETELY PNEU-
MATIC 47 LEVER INTERLOCKING
MACHINE ON THE LIRR)

	MACHINE ON THE LIRR)
TOWER #16 or #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 SP RINGFIELD 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. NORTH SIDE OF TRACKS, W. OF THE DEPOT (24 LEV- ER MECHANICAL MACHINE IN SVC: 1886 TO CONTROL JCT. OF FAR ROCKAWAY BRANCH. OUT OF SVC: 4/24/1907 WHEN REPLACED BY "VA" TOWER:1)
TOWER #21	PEARSALL'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 TH AND 6 TH 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 (RENAMED "SX" IN 1907)

WEST WOODSIDE (RENAMED "DW" IN TOWER #33 1907) WOODSIDE JUNCTION (.2 MILES WEST TOWER #34 OF WOODSIDE. BECAME "WJ" (1ST) (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" $[2^{ND}]$ IN 1907.) TOWER #36: 1 AT W. END OF WINFIELD STATION AT TODAY'S 69TH ST. & 48TH AVE. IN SVC: 1883. MAY HAVE FORMERLY BEEN TOWER # 4.1. RECEIVED THE NUMBER "36" AFTER MANUAL BLOCK SYSTEM WAS PLACED IN SERVICE BETWEEN JAMAICA & WINFIELD JCT. (Art Huneke & 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 SID-ING" WITH MAIN LINE. W. SIDE OF JUNCTION. ORIGINALLY TOWER #40:1. RENUMBERED TO #36 IN 1903. RE-NAMED "JA" IN 1907) TOWER #37 45' EAST OF CALDWELL AVE. (LATER 57TH 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 JAM-AICA & WINFIELD JCT. (Bill Slade data) PROBABLY OUT OF SERVICE BY 1907. .33 MILES WEST OF WHITE POT ROAD TOWER #38

(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 INTERLOCK-ING 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 HILL-SIDE 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 EXSTEWART JUNCTION. DEPOT. 24 LEVER MECHANICAL MACHINE. STATION RENAMED FLORAL PARK IN 1890. SHARED CALLS OF "JN" WITH 1ST 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 #441½

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 3RD 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 **J**UNCTIO**N**. 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 1ST 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. RENUM-BERED TOWER #49: 1894. GONE BY 1897-98) TOWER #50 EAST END OF WINFIELD STATION PLAT-FORM. IN SVC: c. 1880s. GONE BY THE 1907 GENERAL RENAMING OF BLOCK OFFICES. TOWER #51 ELMHURST (N. SIDE OF TRACKS AND E. OF BROADWAY CROSSING. BUILT: ? OUT OF SERVICE: 1902-03) TOWER #52 CORONA (N. SIDE OF TRACKS AND W. OF ALBURTIS AVE. OUT OF SERVICE: 1902-1903) TOWER #53 WHITESTONE JUNCTION (1878 BOOK OF RULES AND 1903 CR4) JCT. OF PORT WASHINGTON AND WHITESTONE BRANCHES. NORTH SIDE OF WHITE-STONE BRANCH AND WEST OF THE JUNCTION. RENAMED "JC" IN 1907. MANHATTAN CROSSING (EAST NEW YORK) TOWER #63 ON ATLANTIC BRANCH (BUILT ON SIGNAL BRIDGE WEST OF BAY RIDGE BRANCH CROSSING. 24 LEVER US&S MECHANIC-AL MACHINE IN SVC: MAY/1883. RE-NAMED "NO" TOWER IN 1907) TOWER #64 NORWOOD AVENUE (EAST NEW YORK) ON ATLANTIC BRANCH. (LAST LISTED IN ETT OF SEPTEMBER, 1905. GONE BY NOVEMBER, 1905.) TOWER #65 CHESTNUT ST. JCT., (AUTUMN AVE.) EAST NEW YORK, ON ATLANTIC BRANCH. (BUILT ON SIGNAL BRIDGE. 11-LEVER US&S MODEL 14 ELECTRO-MECHANICAL MACHINE IN SVC: 8/3/1906. REPLACED EARLIER CABIN AT

GRADE. CONTROLLED CONNECTION BETWEEN L.I.R.R. AND B.R.T. SYSTEMS DURING PERIOD OF JOINT OPERATION. RENAMED "CN" IN 1907.) WOODHAVEN JCT (1903 CR4). - JCT. OF TOWER #66 ATLANTIC AND ROCKAWAY BEACH BRANCHES. (ON ATLANTIC BRANCH, SOUTH SIDE OF TRACKS, WEST OF STA-TION AND EAST OF JCT. FORMERLY TOWER #66. 12 LEVER SAXBY & FARM-ER MECHANICAL MACHINE IN SVC: BY 1884. RENAMED "WT" IN 1907.) 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 ELIMIN-ATION.) 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 AC-COUNT GRADE CROSSING ELIMINATION.) TOWER #72 EAST NEW YORK ON MANHATTAN BEACH BRANCH (W. OF TRACKS AND S. OF LIB-

ERTY AVE. 12 LEVER MECHANICAL

MACHIN IN SVC: 12/12/1895. RENAMED "LM" IN 1907. CLOSED c. 1914 WHEN EAST NEW YORK TUNNEL WAS BUILT.)

ICAL MACHINE IN SVC: 3/14/1896. RE-

TOWER #73 ROCKAWAY AVE., NEW LOTS- ON MANHAT-TAN BEACH BRANCH (8 LEVER MECHAN-

14

NAMED "AY" IN 1907. OUT OF SVC: ?)

FLATBUSH AVE. ON MANHATTAN BEACH

BRANCH (CLOSED: 1907)

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 1/2 AND JUST WEST OF THE MANHATTAN BEACH JCT. STATION. CLOSED: 1907 WITH GRADE ELIMINA-

TION PROJECT.)

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 INTER-LOCKING. CONTINUED AS A TRAIN ORDER AND TRAIN REPORTING OFF-ICE AND BLOCK STATION WHEN RACES RUN AT CONEY ISLAND JOCK-EY 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.")

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

TOWER #74

TOWER #74½

TOWER #75: 1

TOWER #75: 2

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 MANHAT-TAN BEACH BRANCH (WOODEN TOWER LOCATED AT WEST SIDE OF TRACKS AND NORTH OF ELM AVENUE ACROSS FROM SOUTH GREENFIELD STATION. PROBAB-LY 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. RE-NAMED "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 MANHAT-TAN BEACH BRANCH (TOWER LOCATED AT EAST SIDE OF TRACKS AND SOUTH OF SHEEPSHEAD BAY RD. PROBABLY GONE BY 1909 WITH GRADE ELIMINA-TION 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.)

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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 AT LIBERTY & OCEAN AVES. SOUTH OF OZONE PARK STATION ON ROCKAWAY BEACH BRANCH TO PROTECT THE L. I. ELECTRIC RY. CROSSING. (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 STATION. NORTH OF JAMAICA BAY TRESTLE ON LAND. 16-LEVER S&F MECHANICAL 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 CHANNEL (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, CENTRAL 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. REBUILT: 12/1893. RENUMBERED TOWER #105: 1894. REBUILT AND RENAMED "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. STOPBOARDS REPLACED THE SIGNALS. Per Art Huneke's website)

TOWER A (PRR)

0.2 MILES W. OF PENN STATION AT 9TH 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 REBUILT: 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 ND FLOOR PRIMARILY HOUSED CONDUCTORS' ROOM AND TICKET RECEIVER. 3 RD FLOOR HOUSED YARDMASTER'S OFFICE. 4 TH 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 TH ST.] TEMPORARY CABIN ACCOUNT JAMAICA EAST IMPROVEMENT. US&S 8 LEVER CIRCUIT CONTROLLER MACHINE. IN SVC: 12/8/1929)
"A"	A MITYVILLE (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)

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.

"A" CABIN

CABIN REMAINED IN SERVICE TO PROTECT 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 MECHANICAL 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"

AUBURN**D**ALE (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: 2. 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 CLOSING 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 "BABYLON" TOWER, R.C. FROM "AMITYVILLE 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

ARVER**N**E (STRAITON AVE.) (1903 CR4) (IN TICKET OFFICE)

ATLANTIC PARK (ROCKAWAY BEACH?)
IN TICKET OFFICE. (SOUTHERN DIVISION IN 07/15/1878 BOOK OF RULES)

A&P WHSE. (CENTRAL EXTENSION) (5,200' EAST OF "HC". BLOCK STATION IN SVC: 10/12/1936 FOR ONE DAY ONLY ACCOUNT VANDERBILT CUP RACE HELD AT ROOSEVELT RACEWAY. AGAIN IN SVC: 7/3/1937 FOR ONE DAY ONLY ACCOUNT SAME EVENT. EVENT POSTPONED 2 DAYS ACCOUNT RAIN. ASSUMED 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)

AQUEDUCT (SUMMER ONLY PER 1903 CR4)

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

"AN"

"AP"

"AP"

"AQ"

"AO"

AND RED, IN THE SAME MANNER THAT ILLUMINATED SIGNALS WOULD BOTH DISPLAY YELLOW AND RED. THE ENGINEER WOULD RECEIVE A "K" CLEARANCE CARD WITH THE INSTRUCTIONS "PASS AQ AS THOUGH CLEAR BLOCK SIGNAL WERE DISPLAYED." (Signal infoper 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**AU**KET (1903 CR4) (IN TICKET OFFICE. 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**AW**AY (IN TICKET OFFICE. SUMMER ONLY PER 1903 CR4)

"AX"

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

"AY"

ROCKAWAY PARK (1903 CR4) (TRAIN ORDER OFFICE IN DEPOT)

"AY" TOWER

ROCKAWAY AVE., NEW LOTS – MANHAT-TAN BEACH BRANCH (8 LEVER MECH-ANICAL 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

BROADWAY, 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 COMPLIMENT THE PARKWAY OVERPASS STONEWORK. 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 (104TH) **A**VE., OZONE PARK (1,100' WEST OF "RK" INTERLOCKING STATION. TEMPORARY CABIN ACCOUNT OZONE PARK GRADE CROSSING ELIMINATION AND NEW ATLANTIC BRANCH CONNECTION TRACK INSTALLATION. US&S 7 LEVER STYLE TC TABLE MACHINE AND 1 LEVER US&S CIRCUIT CONTROLLER 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 LEVER 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. "BAB-YLON 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 **BAY**SIDE - TEMPORARY BLOCK STATION FOR SINGLE TRACKING DUR-ING TRACK REHABILITATION BETWEEN BAYSIDE AND SHEA STADIUM AND BAY-

SIDE AND GREAT NECK, BOUNCING BACK AND FORTH BETWEEN THE 1ST AND 2ND 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 2/05/79. O.O.S: 4/23/79 IN SVC: IN SVC: 10/02/82 FOR ONE DAY ONLY RELOCATED AND IN SVC: 3/14/83. RELOCATED AND IN SVC: 4/04/83. 5/09/83. RELOCATED AND IN SVC: 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: 8/15/87 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 **BAY**SIDE (CONTROLLED FROM "HAROLD" IN SVC: 3/21/88. OUT OF SVC: 07/03/1999.

"BAY" :2 INTERLOCKING (R.C.)

EAST OF **BAY**SIDE (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" **B**AY RI**D**GE (1903 CR4) (IN TICKET OFFICE.)

"BD" **BED**FORD (1903 CR4) (IN TICKET OFFICE.)

"BE" CABIN JCT. OF **BE**LMONT 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 **BE**LLEROSE (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 **BE**THPAGE JCT. (TEMPORARY BLOCK

STATION BUILT 1925, SOUTH SIDE OF TRACKS, JUST WEST OF CONSTRUC-TION SITE, FOR USE DURING CON – STRUCTION 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 ELIM-INATION 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.)

"BEAVER" INTERLOCKING (R.C.) ATLANTIC BRANCH EAST OF "HALL"

INTERLOCKING. REMOTE CONTROLLED

FROM "JCC." IN SVC: 2022-2023

"BEDFORD JUNCTION" BEDFORD, BKLYN (1st INTERLOCKING

PLANT ON THE LIRR) (LOCATED ON ATLANTIC BRANCH.) JUNCTION OF

L.I.R.R. ATLANTIC BRANCH AND BROOK-LYN, FLATBUSH & CONEY ISLAND R.R. (IN SVC: 6/14/1879 ON S. SIDE OF TRACKS INSIDE JUNCTION WYE. 14 LEV-ER SAXBY & FARMER MECHANICAL MA-CHINE. 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 **BETH**PAGE. (TEMPORARILY CONTROLLED FROM THE LOCAL CONTROL PANEL IN THE HUT. USED DURING ELECTRIFICATION EXTENSION TO RONKONKOMA. IN SVC: 4/27/87. OUT OF SVC: 6/15/87.

"BETH" INTERLOCKING (R.C.)

EAST OF **BETH**PAGE (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"

BRID**G**E HAMPTON (2 WORDS) (ETT #11 EFF. 11/08/1874) (BECAME "BH" IN 1878)

"BG"

BETHPAGE 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"

BRIDGEHAMPTON (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. UNATTENDED BLOCK STATION IN SVC. CONTINUOUSLY: 1/18/32. MANNED, PARTTIME 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"

BAYS**I**DE (1903 CR4) (IN TICKET OFFICE.)

"BJ" CABIN

BUSHWICK **J**CT – 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 (**B**ELMONT **J**CT.) (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 **B**USHWICK **J**CT. (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 MECH-ANICAL MACHINE IN SVC: 1917. UNAT-TENDED BLOCK STATION SIGNAL IN-STALLED: 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 OF-FICE PER ETT #17, EFF. 9/11/49. INDI-CATED 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 SIG-NALS: 10/26/59. BLOCK AND BLOCK LIMIT SIGNALS RELOCATED TO A POINT 150' EAST OF NEW HIGH-LEVEL PLAT-FORM ON S. SIDE OF MAIN TRACK WITH TRACK REALIGNMENT AND REBUILT IN-TERLOCKING: 11/14/88 PER G.N. 2-41. PART-TIME BLOCK OFFICE PERMANENT-LY 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: 2. OUT OF SVC: 10/12/60. RAZED 11/17/60.)

	167. 55/11/20
"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: 6/10/30 IN SVC: 5/15/31. O.O.S: 6/13/31 IN SVC: 9/07/31. O.O.S: 6/13/31 IN SVC: 9/07/31. O.O.S: 9/17/32 IN SVC: 9/05/32. O.O.S: 9/17/32 IN SVC: 5/27/33. O.O.S: 6/16/33 IN SVC: 5/27/33. O.O.S: 6/16/33 IN SVC: 5/16/34. O.O.S: 6/09/34 IN SVC: 5/16/34. O.O.S: 6/09/34 IN SVC: 5/15/35. O.O.S: 6/08/35 IN SVC: 5/15/35. O.O.S: 6/08/35 IN SVC: 5/11/36. O.O.S: 6/06/36

IN SVC:

"BN"

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

IN SVC: 9/17/36. O.O.S: 10/03/36

5/10/37. O.O.S: 6/05/37.

"BN" CABIN

BABYLO**N** (FIRST APPEARS ON ETT OF 1918. IN USE THROUGHOUT ELECTRI-

FICATION PROJECT AND CONSTRUCTION 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 STATION IN SVC. CONTINUOUSLY:
12/11/1929. BLOCK STATION AGAIN IN SVC: 2. OUT OF SVC: BY 6/43. BLOCK LIMIT STATION SIGNALS IN SVC. BY 06/43. OUT OF SVC: 05/06/2006)

"BP"

BAY**P**ORT (1903 CR4) (IN TICKET OFFICE. UNATTENDED BLOCK STATION RELOCATED 200' WEST OF SWITCH 2: 10/22/1929)

"BO" 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 91ST AVE. BRIDGE RECONSTRUCTION. US&S 4 LEVER STYLE TC TABLE MACHINE. OUT OF SVC: 10/23/36.)

"BRENT"

E. OF **BRENT**WOOD AT START OF DOUBLE TRACK EASTBOUND (TEMP BLOCK SIGNAL IN SVC: 9/14/87 DURING ELECTRIFICATION PROJECT. R.C. FROM "DIVIDE" TOWER. OUT OF SVC: 12/14/87. REPLACED BY "BRENT" INTERLOCKING)

"BRENT" INTERLOCKING (R.C.)

EAST OF **BRENT**WOOD AT START OF DOUBLE 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 WHITESTONE BRANCH. 3 LEVER DWARF
GROUND FRAMES AT EACH END OF
DRAWBRIDGE. IN SVC: c. 1912. OUT
OF SVC: c. 1930. REPLACED BY 2 LEVER 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 REPLACED BY 4-LEVER US&S STYLE TO TABLE MACHINE IN SVC: 03/10/37 [?]. LATER CONTROLLED BY "DRAW" TOWER. INTERLOCKING AND INTERLOCKING STATION OUT OF SVC: 5/23/50 WITH ABANDONMENT OF JAMAICA BAY TRESTLE AFTER FIRE DESTROYED TRESTLE.)

"BROOK" TOWER: 1

FLATBUSH AVE., **BROOK**LYN (UNDER-GROUND: E. END OF STATION PLAT-FORM 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., **BROOK**LYN (UNDER-GROUND: RELOCATED TO YARDMAST-ER'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.) (Jeff Erlitz data)

"BROOK 1" INTERLOCKING

EAST OF FLATBUSH AVE., **BROOK**LYN (IN

SVC: 11/07/99)

"BROOK 2" INTERLOCKING

VANDERBILT AVE., **BROOK**LYN (IN SVC:

11/07/99 R.C. FROM "BROOK" TOWER)

"BRUSHVILLE TOWER" INTERSTATE PARK (SEE: TOWER 44: 2 &

"VI" TOWER

"BS" CABIN

BAYSIDE (S. SIDE OF TRACKS AND W.
END OF E.B. STATION PLATFORM. IN

SERVICE: 12/26/1919 – 10/01/1926)

"BS" TOWER **B**LI**S**SVILLE, 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**LUEPOIN**T** (1903 CR4) (IN TICKET OFFICE.)

"BU" **BU**SHWICK (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 FORE-MAN 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" **B**ALD**W**IN (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 IMPROVE-MENT EAST" PROJECT.)

"C"

COLLEGE POINT (NORTH SHORE DIVISON) (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, 7TH 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 **C**ENTRAL **A**VE., 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, **C**ENTRAL **D**EPOT (NORTH SHORE DIVISION) (IN TICKET OFFICE) 07/15/1878 BOOK OF RULES)

"CD" CABIN

CENTRAL PARK (NEAR W. END OF STATION 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"

LAWREN**CE** (1903 CR4) (IN TICKET OFFICE.)

"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 **C**LIF**F** (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, 34 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 WEST OF CENTRAL ISLIP (CONTROLLED "CI 1" INTERLOCKING (R.C.) 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 NE**CK** (1903 CR4) (IN TICKET OFF-ICE.) "CM" CREEDMOOR (NORTH SHORE DIVISION) (IN TICKET OFFICE) (07/15/1878 BOOK OF RULES) "CM" CABIN **C**ENTER **M**ORICHES (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. RE-NAMED "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 ELEC-TRIC MACHINE IN SVC: 11/1922. STA-TION 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 MOUNTED ON CABIN BUT NEVER PLACED IN SVC. LOADED ON FLATCAR AND RELOCATED TO CAMP UPTON JCT: 1916. RENAMED "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 UNTIL 8/1925. FORMERLY "PK")

"CR"

EAST OF GARDEN CITY (CENTRAL EXTENSION) (7,875' EAST OF "HC" INTERLOCKING STATION. POSSIBLY NAMED FOR PROXIMITY TO **C**LINTON **R**OAD: *Dave Keller*, **CUR**TIS ENGINEERING, SIDING FOR WHICH WAS AT THE CABIN'S LOCATION: *Richard Makse*, OR LONG ISLAND MOTOR PARKWAY **C**ONNECTING **R**OAD WHICH WAS IN THE SAME VICINITY: *Art Huneke*] TEMPORARY BLOCK STATION IN SVC: 9/6/1930 POSSIBLY FOR MEADOWBROOK COUNTRY CLUB POLO TOURNAMENT. OUT OF SVC: 9/13/1930.)

"CS"

COLD **S**PRING (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 **CU**RVE – 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. RE-NAMED "JO" 19_?_. (SEE: TOWER "JO" FOR ADDITIONAL INFO.)

"D"

FRESH PON**D** JUNCTION (SOUTHERN DIVISION) (07/15/1878 BOOK OF RULES)

"D"

BUSHWICK JUNCTION (1903 CR4)

"D" CABIN: 1

DOUGLASTON DRAWBRIDGE (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

DOUGLASTON DRAWBRIDGE (SWING-BRIDGE) OVER LITTLE NECK CREEK. (BRIDGE REPLACED WITH DOUBLE TRACK SPAN. BRIDGE TENDER'S CABIN AND BLOCK OFFICE RELO-CATED 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.)

1ST INTERLOCKING EAST OF PINELAWN STATION, 1ST INTERLOCKING WEST OF WYAN**DANCH** 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

DUTCH KILLS DRAW BRIDGE 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 ELECTRIC MACHINE IN SVC: 10/12/1905. RENAMED "DB": 1907. OUT OF SVC:
10/1915 [per Bob Emery's maps] GONE
FROM ETT OF 5/1916.)

"DB" CABIN

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

"DE"

LONG ISLAND CITY (GONE BETWEEN1925 AND1929)

"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

FRESH 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" MACHINE BY 1912. OUT OF SVC: 12/01/1917.)

"DF" TOWER: 2

EAST OF **F**RESH PON**D** STA. (OPENED: 12/01/1917 ON N. SIDE OF TRACKS AND WEST OF N.Y. INTERCONNECTING R.R. TRESTLE. 36 LEVER GRS/S&F IMPROVED MECHANICAL MACHINE. RENAMED "POND" PER G.O. #603/625 EFF: 4/22/37.)

"DIVIDE" TOWER: 1

HICKSVILLE (PREVIOUSLY "HX", "HN" TOWERS) (PORT JEFFERSON BRANCH AND MAIN LINE **DIVIDE** 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 TEMPORARILY 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 FORM-ER 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. UNAT-TENDED BLOCK AND BLOCK LIMIT STA-TION IN SVC. AT SAME TIME. OUT OF SVC: 9/14/87 WITH ELECTRIFICATION PROJECT.

"DOUGLASTON DRAWBRIDGE"

DOUGLASTON ON **DRAWBRIDGE** (FORM-

ERLY "D" CABIN: 2. SAXBY & FARMER 4 LEVER MECHANICAL MACHINE. OUT OF SVC: 1926. DRAWBRIDGE UNATTENDED: 01/28/32. AGAIN IN SVC: 2. INTERLOCKING AND INTERLOCKING STATION OUT OF SVC: 7/6/48. CABIN RAZED: 1950.)

"DRAW" TOWER

ON SWING BRIDGE (INCORRECTLY REF-ERRED 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 per Art Huneke. OUT OF SVC: 10/3/55 WITH END OF LIRR SERVICE. CABIN STILL STANDING AS LATE AS

9/6/62 per Dick Makse)

"DU" DOUGLASTON (1903 CR4) (IN TICKET OFF-

ICE.)

"DUKE" INTERLOCKING (R.C.) EAST OF NORTHPORT (REMOTE FROM

> "DIVIDE". IN SVC: 5/15/63. NAMED AFT-ER RETIRED CONDUCTOR HENRY L. DUKE per The Long Island Railroader: 10/11/61. OUT OF SVC: 10/3/77. BE-

CAME "DUKE 1" LOCATION)

EAST OF NORTHPORT (REMOTE FROM "DUKE 1" INTERLOCKING (R.C.)

> "DIVIDE." FORMERLY "DUKE." IN SVC: 10/3/77. CONTROLLED FROM "JCC-

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

EAST OF NORTHPORT (REMOTE FROM "DUKE 2" INTERLOCKING (R.C.)

> "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. DIAGON-ALLY ACROSS FROM **DUNTON** STATION. FORMERLY "MP" TOWER. 35-LEVER US&S MODEL 14 ELECTRO-PNEUMATIC MACHINE. IN SVC: 1/20/1914. RE-NAMED: 4/23/37. SIGNAL SYSTEM UP-GRADED: 10/23-24/2010. TOWER OUT OF SVC: 10/24/2010. REMOTE CON-

TROLLED 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 – E. END OF YARD - ROCK-AWAY PARK (SUMMER POSITION. IN SVC: _?_. OUT OF SVC: 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"

ED**G**EMERE (SUMMER ONLY PER 1903 CR4) (IN TICKET OFFICE.)

"EM"

EAST **M**ORICHES (1903 CR4) (IN TICKET OFFICE.)

"EN"

EAST **N**EW 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 Railroader: 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 **W**ILLISTON (1903 CR4) (IN TICKET OFFICE)

"EX" TOWER

FLATBUSH AVE. **EX**PRESS 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 (FORGE) (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)

"F1" INTERLOCKING (R.C.)

"HUT" LOCATED 1.12 MILES FROM L.I. CITY, IN VICINITY OF FORMER "F" TOWER (1.14 MI.). CONTROLLED FROM "HAROLD." IN SVC: 1999? (Jeff Erlitz Data)

"F2" INTERLOCKING (R.C.)

"HUT" LOCATED 1.21 MILES FROM L.I. CITY, IN VICINITY OF FORMER "F" TOWER (1.14 MI.). CONTROLLED FROM "HAROLD." IN SVC: 1999? (Jeff Erlitz Data)

"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. 1ST & 2ND FLOOR RAZED: SPRING/2005. FOUNDATION SECTION STILL IN PLACE AS OF 2025) (Jeff Erlitz data)

"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 **FAIR**GROUNDS. 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 **FAIR**. 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 **FAIR**. 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 **FARM**INGDALE (CONTROLLED

FROM "DIVIDE." IN SVC: 6/15/87) RE-NAMED "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 **FARM**INGDALE (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 "VAL-

LEY"

"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" **F**ARMING**D**ALE (1903 CR4) (IN TICKET OFF-

ICE.)

"FH" FLATBUSH AVE. **F**REIGHT **H**OUSE (CARL-

TON 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 RAIL-ROAD 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

FRESH POND JCT. – JCT. OF MONTAUK BRANCH WITH BAY RIDGE BRANCH. (E. SIDE OF TRACKS AND S. OF FRE-MONT ST., RIDGEWOOD. IN SVC: 1/17/1918 THRU 9/10/1927)

"FN" TOWER

FRESH POND JCT. – JCT. OF MONTAUK BRANCH WITH N.Y. CONNECTING R.R. (EX-BAY RIDGE BRANCH) (E. SIDE OF TRACKS AND S. OF FREMONT ST. 23 LEVER MODEL 14 ELECTRO-PNEUMATIC MACHINE. IN SERVICE: 9/10/1927. RENAMED "FREMONT" PER G.O. #603/625 EFF: 4/22/37)

"FOREST"

FOREST HILLS (TEMPORARY BLOCK STATION IN SVC: 4/23/55. REASON? OUT OF SVC: 4/23/55. AGAIN IN SVC: 9/21/63 FOR BRIDGE REPLACEMENT (Dick Makse data). 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 per the Long Island Railroader: 10/11/61. NAMED AFTER RETIRED FREIGHT TRAINMASTER JOE FOX AND CONDR. WALTER FOX per W. S. Boerckel. 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

FLORAL PARK - 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 MON-TAUK 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. TOW-ER 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 ROCKA**W**AY (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

FAIRVIEW 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"

NEW YORK 34TH ST. **F**ERR**Y** - FACILITY "NY1" (1903 CR4)

"FY" CABIN

FREEPORT (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

FREEPORT (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"

GARDEN 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"

GREAT 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 LEVER MECHANICAL MACHINE. IN SERVICE: 1926. OUT OF SVC: 6/8/34 ACCOUNT GRADE CROSSING ELIMINATION.)

"GA"

GLEN HE**A**D (1903 CR4) (IN TICKET OFFICE.)

"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 MACHINE. 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.)

GARDEN CITY (CONTROLLED FROM "JCC." IN SVC: 01/11/2020.)

AMTRAK'S HELL GATE LINE BETWEEN "GATE" INTERLOCKING (R.C.) 30TH AND 31ST AVES. IN OUEENS, NY. IN SVC: 1999? CONTROLLED FROM "HAROLD" TOWER. "GCC" GRAND CENTRAL CONTROL (LOCATED IN THE TRAIN OPERATIONS CENTER "TOC") "GCT-1" INTERLOCKING (R.C.) GRAND CENTRAL BRANCH, UPPER LEVEL OF GRAND CENTRAL MADISON TERMIN-AL 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 TERMIN-AL 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 TERMIN-AL 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 TERMIN-AL 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 GLEN COVE, 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 SOUTH OF ROOSEVELT AVE, **G**IBSON. (US&S 3 LEVER STYLE TC TABLE MACHINE IN SVC: 8/31/32 ACCOUNT VALLEY STREAM GRADE CROSSING ELIMINATION TO CONTROL TRAFFIC BETWEEN FAR ROCKAWAY AND VALLEY STREAM. RELOCATED ON ELEVATION N. OF FORMER LOCATION: 2/7/33. OUT OF SVC: 4/30/33.)

"GK"

GREAT NEC**K** (1903 CR4) (IN TICKET OFFICE.)

"GN"

GREAT **N**ECK (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. CONTINUOUS-LY: 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-LEV-

ER 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 PANEL 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 2ND 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"

CUTCHO**GU**E (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, **G**LEN CO**V**E (1903 CR4) (LATER: GLEN COVE) (IN TICKET OFFICE.)

"GW" TOWER

GLENDALE (S. SIDE OF TRACKS AND E. OF COOPER AVE. IN SVC. c. 1903. FOR-MERLY 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 WITH INSTALLATION OF AUTOMATIC SIGNALS. Art Huneke data)

"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

HAROLD 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.

"H1" THRU "H6" INTERLOCKINGS (R.C.)

"HUTS" CONTROLLED FROM "HAROLD." IN SVC: 1999? (Jeff Erlitz data)

"HA"

EAST **HA**MPTON (1903 CR4) (IN TICKET OFFICE. BLOCK LIMIT STATION IN SVC: 1927. OUT OF SVC: 9/17/50 PER G.O. #1902.)

"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 HALL 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. (39TH 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. (39TH AVE.), L. I. CITY. (OPENED: 07/90. OUT OF SVC: 07/03/99 WHEN CONTROL TRANSFERRED TO "PSCC." RE-MANNED: 1999? CONTROLS THE INTERLOCKING AS WELL AS THE F1, F2 "HUTS" IN THE VICINITY OF THE FORMER "F" TOWER, ALSO "POINT," AND "GATE" INTERLOCKINGS (Jeff Erlitz data).

"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 **B**EACH (CONTROLLED BY "BEACH" TOWER DURING AQUEDUCT GRADE CROSSING ELIMINATION PROJECT 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 MECHANICAL MACHINE IN SVC: 1/1890.
WAS RENUMBERED TOWER #105 IN
1894 WHEN BLOCK SYSTEM WAS EXTENDED EAST. TOWER #44 ASSIGNED
BRUSHVILLE. RENAMED "HC" IN 1907.

BECAME TRAIN ORDER OFFICE ON 10/1/1907 WHEN GARDEN CITY STATION CEASED BEING A TRAIN ORDER OFFICE. INTERLOCKING PLANT INCREASED 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 ABAND-ONMENT. 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"

HOLL**I**S STATION (1903 CR4) (IN TICKET OFFICE.)

"HILLSIDE YARD OFFICE"

HILLSIDE a.k.a. "HOLBAN YARD SWITCH-MAN'S CABIN" ON INTERLOCKING DIA-GRAMS (US&S 1 LEVER STYLE TC TA-BLE MACHINE IN SVC: 2/26/1931. OUT OF SVC: 7/6/71)

"HJ" TOWER

HAMMEL (BEACH CHANNEL) SWING BRIDGE (**H**AMMEL **J**CT.) (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

HORTON AVE., 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

HOLLIS (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.)

HOLLIS (CONTROLLED FROM "QUEENS." IN SVC: 12/19/57. CONTROLLED FROM "JCC" WHEN "QUEENS" TOWER CLOSED

ON 01/11/2020.)

"HOLTSVILLE"

HOLTSVILLE (DURING W.W.I) (LATER

"IN" IN TICKET OFFICE SEE, "IN")

"HV" - IN TICKET OFFICE. SEE: "HV")

"HP" HUNTER'S POINT (ETT #11 EFF.

11/08/1874)

"HQ" TOWER **H**EMPSTEAD TURNPIKE AND TROLLEY

CROSSING OF MAIN LINE WEST OF **Q**UEENS (QUEENS VILLAGE). (FORMER-LY TOWER #44½. IN SVC: 7/1905. RE-NAMED: 1907. OUT OF SVC: 1/7/1923 DUE TO GRADE CROSSING ELIMINA-

TION.)

"HQ" CABIN WEST OF ROCKAWAY JUNCTION – HILL-

SIDE (GONE BY 1920s)

"HS" HAMMEL STATION (JUNCTION) (1903 CR4)

(**H**AMMEL**S**) (IN TICKET OFFICE.)

"HT" **H**EWLET**T** (1903 CR4) (IN TICKET OFFICE.)

"HU" TOWER HAMMEL WYE (**H**AMMEL J**U**NCTION?) (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 **HUNT**INGTON (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 **HUNT**INGTON (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 **HUNT**INGTON (REMOTE FROM

"DIVIDE." IN SVC: 6/26/72. FORMERLY "COREY." CONTROLLED FROM "JCC-

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

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 TELEGRAPH DEPARTMENTS. OUT OF SVC:
1924.)

"HW" CABIN

WEST OF **H**A**W**THORNE 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 **C**OMMAND **C**ENTER – GRAND CENTRAL MADISON TERMINAL – LOCATED N. OF CONCOURSE IN THE 50TH 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: 2.)

"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. [159TH 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. [170TH 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 177TH STREET: 300' WEST OF "RJ" INTERLOCKING 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 STA-TION. 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.)

". I"

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 STA-TION 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-PNEU-MATIC MACHINE IN SVC: 1913. RE-NAMED "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 ("**JA**MAICA BLOCK") (ORIGINALLY TOWER #40: 1. RENUMBERED TOWER #36: 1 IN 1903. RENAMED "JA" IN 1907. RENAMED "V" (**V**AN 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" [JAY]. 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"

JAMAICA CONTROL CENTER ("204") (IN SVC: 1980s. CONTROLLED INTERLOCK-INGS ON PORT WASHINGTON BRANCH AFTER "HAROLD" CLOSED ON 07/03/99 per Jim Minor, LIRR block operator) 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 **J**UN**C**TION (1878 BOOK OF RULES AND 1903 CR4) EAST OF CORONA. (**C**ORONA **J**CT.?) 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 2ND "JC" TOWER EAST OF JCT.)

"JC" TOWER: 2

WHITESTONE JUNCTION - EAST OF COR-ONA. (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 MA-CHINE TO OPERATE DRAWBRIDGE (SWING BRIDGE) OVER FLUSHING RIV-ER. OUT OF SVC: 2/19/32 "ALONG WITH ALL SIGNALS OPERATED THEREFROM." PER G.O. #115-18. BRANCH ABAND-ONED. TOWER RAZED SHORTLY THERE-AFTER. BRIDGE TENDER'S CABIN IN-STALLED AT EAST END OF BRIDGE TO OPERATE SWING BRIDGE)

"JD" TOWER

GLEN**D**ALE **J**CT. - JCT. OF ROCKAWAY BEACH AND MONTAUK BRANCHES.

(LOCATED ON MONTAUK BRANCH: S. SIDE OF TRACKS AND EAST OF JCT. 12 LEVER S&F MECHANICAL MACH-INE 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 **J**AMES **J**. **D**ERMODY. 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 **J**AMES **J**. **D**ERMODY. 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 (**J**AMAICA **E**AST: "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 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 "HALL" PER G.O. #624 EFF: 4/16/37.)

"JEFF" INTERLOCKING (R.C.)

WEST OF PORT **JEFF**ERSON (CONTROLLED FROM "DIVIDE." IN SVC: 1992. CONTROLLED 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 TEMP-ORARY 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. **JAM**ES (LISTED IN ETT OF 9/9/1915. NOT LISTED IN ETT OF 6/28/1916. BLOCK OFC. MOVED INTO DEPOT.)

"	TAT	"
•	עונ	

STEWART **JUN**CTION (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. **JO**HNSLAND) (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.)

JOHNSON AVE. (R.C.)

WEST OF "HALL" TOWER, JAMAICA PER ETT #1, G.O. #102 EFF: 05/23/2022.

TOWER "JO" (PRR)

UNDER 7TH AVE. & W. 32ND 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. FORM-ERLY 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 **J**IMMY **S**ULLIVAN, 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 "JCCDIVIDE" 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. 1ST COMPLETELY PNEUMATIC
47 LEVER INTERLOCKING MACHINE
ON THE LIRR) OUT OF SVC: 1913
WITH GRADE ELIMINATION AND YARD
TRACK RELOCATION.)

"K"

MATTITUC**K** (IN TICKET OFFICE) (ETT #11 EFF. 11/08/1874, 07/15/1878 BOOK OF RULES AND 1903 CR4). BLOCK OFFICE IN SVC: 05/28/1918 PER ETT #87. 2-LEVER GRS WALL TYPE MECHANICAL MA-CHINE IN SVC: ?. UNATTENDED BLOCK STATION SIGNAL IN SVC: 05/23/1928. PERMISSIVE BLOCK ASPECT ADDED TO BLOCK SIGNALS: 6/25/1928. BLOCK OFFICE IN STA-TION 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"

SHINNECOC**K H**ILLS (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

PIT**KIN** 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

PIT**KIN** 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 8TH 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 (CONTROLLED FROM PSCC. IN SVC: 9/30/94)

"KO" CABIN

"KO"

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

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 SIG-NAL 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**KO**MA (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**KO**MA (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 RON**KO**NKOMA 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, LOCATED 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 5/15/30. O.O.S: IN SVC: 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 9/03/34. O.O.S. IN SVC: 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 9/19/36. O.O.S: 10/03/36 IN SVC: IN SVC: 5/15/37. O.O.S: 6/05/37

"L" CABIN

JAMAICA PLANK ROAD (JAMAICA AVE.)
TROLLEY CROSSING. WEST OF **L**EFFERTS AVE., RICHMOND HILL, ON MONTAUK BRANCH (S. SIDE OF TRACKS
AND W. OF CROSSING OF JAMAICA
AND LEFFERTS AVES. FOUR-LEVER
MACHINE TO OPERATE TROLLEY DERAILS. NOT A SIGNAL STATION; NO
TELEGRAPH, NO TELEPHONE (Per Art
Huneke). PRE-1907 PHOTO SHOWS
LEVERS POSITIONED OUTSIDE THE
CABIN.FORMERLY CABIN #11½. RENAMED IN 1907. REBUILT: 1909. OUT
OF SVC: 1924 WITH JAMAICA AVE.
GRADE ELIMINATION PROJECT.)

"LA" TOWER

E. OF **L**OCUST **A**VENUE, LOCUST MANOR (S. SIDE OF TRACKS AND W. END OF STATION PLATFORM. LISTED IN ETTS OF 1911-1919)

"LAWN" INTERLOCKING (R.C.)

1ST INTERLOCKING EAST OF "PW" INTERLOCKING, 1ST 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. PREVIOUSLY NAMED "RH." RENAMED IN HONOR OF FORMER SUPT. OF TRANS-PORTATION **L**ARRY **D**IXON. IN SVC: 7/1/81 PER G.O. #304. 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 (PREVIOUSLY "WL" [WRECK **LEAD**] CABIN AND ORIGINALLY THE BRIDGE TENDER'S CABIN. RENAMED: 5/1/37. US&S 7 LEVER 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 LOCAT-ED 400' EAST OF FORMER LOCATION IN SVC: 5/2/88. INTERLOCKING STATION RELOCATED 450' EAST OF FORMER LOC-ATION ON S. SIDE OF TRESTLE ADJA-CENT TO DRAWBRIDGE IN SVC: 5/9/88)

"LH" TOWER

HABERMAN (**L**AUREL **H**ILL) (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 LIB-ERTY AVE. 12 LEVER MECHANICAL MACHINE IN SVC: 12/12/1895. FORM-

ERLY TOWER #72. RENAMED: 1907. OUT OF SERVICE: c. 1914. WHEN EAST NEW YORK TUNNEL WAS BUILT.)

"LOCUST" TOWER

LOCUST 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 MA-CHINE. 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 PRE-CINCT ANNEX. EXTERIOR COSMETIC-ALLY RESTORED TO ORIGINAL CONDI-TION FOR USE BY NASSAU COUNTY POLICE AND DEDICATED AT CERE-MONY: 08/8/2006)

"LOCUST" INTERLOCKING (R.C.)

LOCUST VALLEY (BLOCK STATION RE-MOTE 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 AT LIBERTY AND OCEAN AVES [110TH ST.] S. OF OZONE PARK STATION TO PROTECT THE L. I. ELECTRIC RY. CROSSING. IN SVC: 1904. FORMERLY TOWER #92. JOHNSON STYLE "A" 12 LEVER MECHANICAL MACHINE IN SVC: 1904. RENAMED "LR": 1907 OUT OF SVC: 01/30/1925.)

"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: MANOR-VILLE)

"MA"

MASSAPEQUA (IN TICKET OFFICE.)

"MAIN STREET DRAWBRIDGE"

FLUSHING CREEK (TWO SETS OF MA-CHINES, 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 TICK-ET OFFICE.)

"MB": 1

EAST OF **M**EADOW**B**ROOK (CENTRAL EXTENSION) (11,170' EAST OF "HC" INTERLOCKING 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. ASSUMED BLOCK STATION ACTUALLY OPENED ON ACTUAL DATE OF EVENT: 7/5/37.

(see: <u>The Vanderbilt Cup</u> 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 **M**INEOLA **C**ROSSING?)

"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 (MAIN STREET, FLUSHING?)
WEST OF BROADWAY, EAST OF "JC" - IN
SVC: 1913)

"MI"

MINEOLA (IN TICKET OFFICE.)

"MI"

MILLER'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. 2ND 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 H**I**LL (N. SIDE OF TRACKS IN CUT AND E. OF 147TH ST. OVERPASS. IN SVC: 1919 - OCT/1926)

MID-DAY STORAGE YARD

N.W. OF EXISTING SUNNYSIDE YARD-LONG ISLAND CITY, NY. NON-RUSH HOUR STORAGE OF TRAINS FOR RUNS TO AND FROM GRAND CENTRAL MADISON AND PENN STATION. IN SVC. 01/25/2023. CONTROLLED BY COMPUTER WORK STATION FROM

YARDMASTER'S OFFICE TO CONTROL TRAIN MOVEMENTS). (Jeff Erlitz data)

"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. INTERLOCKING GREATLY REBUILT: 1927. RENAMED "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 FORMER 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 TICKET OFFICE.)

"MO"

CENTRE **MO**RICHES (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 TOWER #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./
130TH STREET (BRICK TOWER ON N.
SIDE OF TRACKS AND WEST OF MONTAUK BRANCH UNDERJUMP. 35-LEVER
US&S MODEL 14 ELECTRO-PNEUMATIC
MACHINE. IN SVC: 1/20/1914. RENAMED "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 PERMA-NENTLY O.O.S: 9/09/42 AND SIGNAL MASTS ALL CUT OFF AT 10' ABOVE GROUND. BLOCK LIMIT SIGNAL PERM-ANENTLY 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.)

BLOCK LIMIT SIGNAL - **M**ANO**R**VILLE (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)

FLUSHING, **M**AIN **S**TREET (NORTH SHORE DIVISION) (IN TICKET OFFICE) (07/15/1878 BOOK OF RULES AND 1903 CR4)

MASTIC (PREVIOUSLY "F". RENAMED: 6/25/39. BLOCK STA. IN DEPOT OUT OF SVC: 7/15/60. DEPOT RAZED: 8/60)

"MR"

"MS"

"MS": 1

"MS": 2

MASTIC-SHIRLEY (MASTIC STATION RELOCATION: 7,010' WEST OF PREVIOUS LOCATION. S. SIDE OF TRACKS AND E. OF WILLIAM FLOYD PKY. IN SERVICE: 7/15/60. BLOCK LIMIT STATION OUT OF SVC: 2/5/80.)

"MS 1" INTERLOCKING (R.C.)

EAST OF **M**ASTIC **S**HIRLEY (BLOCK STATION CONTROLLED FROM "PD." IN SVC: 2/5/80. OUT OF SVC: 5/6/2006)

"MS 1":1 INTERLOCKING (R.C.)

EAST OF MASTIC SHIRLEY (NORTH OF TRACKS, WEST END OF NORTH SIDING. CONTROLLED FROM "BABYLON." IN SVC: 5/6/2006. RENAMED "JJD-1" EFFECTIVE: 5/18/2009)

"MS 2" INTERLOCKING (R.C.)

EAST OF **M**ASTIC **S**HIRLEY (BLOCK STATION CONTROLLED FROM "PD. IN SVC: 2/5/80. OUT OF SVC: 5/6/2006)

"MS 2":1 INTERLOCKING (R.C.)

EAST OF MASTIC SHIRLEY (SOUTH OF TRACKS, EAST END OF NORTH SIDING. CONTROLLED FROM "MS 1":1 IN SVC: 5/6/2006. RENAMED "JJD-2" EFFECTIVE: 5/18/2009)

"MT" TOWER: 1

MINEOLA (MINEOLA TOWER: BRICK TOWER IN SVC: 1890, SOUTH SIDE OF MAIN LINE TRACKS AT EAST END OF WOODEN STA-TION PLATFORM, EAST OF MINEOLA BLVD. TO CONTROL JCT. OF MINEOLA-HEMP-STEAD AND OYSTER BAY BRANCHES WITH MAIN LINE. SAXBY & FARMER 52 LEVER MECHANICAL MACHINE. FOR-MERLY TOWER #45: 1. AN "L"-SHAPED BRIDGE CONNECTED THE 2ND STOREY OF THE TOWER AT THE REAR WITH THE 2ND STOREY OF THE 1910 SUB STATION AT THE FRONT WITH STAIRS AT THE SUB STATION SIDE TO COMPENSATE FOR THE DIFFERENCE IN 2ND STOREY ELEVATIONS. 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 (1ST). NEW TOWER BUILT AROUND THE ORIGINAL 1890 52 LEVER MECHANICAL 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 OFFICE.)

"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 MECHANICAL 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. FORMERLY 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. FORMERLY TOWER #70. RENAMED: 1907. OUT OF SVC: 1914 ACCOUNT GRADE CROSSING ELIMINATION.)

"MY"

MONTAUK (IN TICKET OFFICE. UNATTENDED BLOCK STATION SIGNAL IN SVC: 5/1928 AT ENTRANCE TO **M**ONTAUK TERMINAL **Y**ARD. OUT OF SVC: SPRING/1942 WITH RELOCATION OF \STATION FACILITIES AND YARD SOUTH OF FORMER LOCATION. BLOCK LIMIT STATION SIGNALS AT ENTRANCE TO

NEW YARD IN SVC: SPRING/1942 [?] SHOWS IN SVC. PER ETT OF 6/43. YARD LIMIT WESTBOUND ONLY SIG-NALS RELOCATED 1,680' EAST OF FORMER LOCATION: 6/30/76. R. C. FROM BABYLON WITH CLOSING OF "PD" TOWER: 5/6/2006. OUT OF

SERVICE: 11/13/2017.)

"N1" CABIN ELMHURST (NEWTOWN: TEMPORARY

CABIN IN SVC: 1926-27 DURING

GRADE ELIMINATION.)

"N2" CABIN ELMHURST (NEWTOWN: TEMPORARY

CABIN IN SVC: 1926-27 DURING GRADE

ELIMINATION.)

"N-72" CABIN LOCATION? IN SVC. 1906. OUT OF SVC: ?

"N" ELMHURST (NEWTOWN) (1903 CR4) (IN

TICKET OFFICE.)

MISCELLANEOUS CABIN AT EAST LEG OF "N" CABIN HAMMEL'S WYE, ADJACENT TO WEST

SIDE OF "HU" TOWER (IN SVC: BY 1918)

"NA" TOWER CEDAR MANOR (N. SIDE OF TRACKS AND

> E. OF NEW YORK AVENUE. SAXBY & FARMER 8 LEVER MECHANICAL MACH-INE IN SERVICE: 1918. PROTECTING THE CROSSING BY THE L. I. ELECTRIC RAILWAY (JAMAICA CENTRAL RAILWAY AFTER 1926) STREETCAR LINE. TOWER

OUT OF SVC: 11/15/33

"NASSAU" TOWER

STEAD AND OYSTER BAY BRANCHES WITH MAIN LINE. (PREVIOUSLY "MT" & "FAIR" TOWERS. RENAMED: 9/18/38. ORIGINAL 1890 S & F 52 LEVER MECH-ANICAL MACHINE. BRISTOL ALL-RELAY CONTROL PANEL CONTROLLING "LOC-UST" IN SVC: 11/17/75. MECHANICAL MACHINE REMOVED c. 1997 AND RE-PLACED WITH ELECTRONIC CONTROL

MINEOLA - JCT. OF MINEOLA- HEMP-

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 MEADOW-BROOK 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 SEMA-PHORE INDICATOR AND CIRCUIT CON-TROLLER IN SVC: 1920. UNATTENDED BLOCK STATION SIGNAL IN SVC: 5/23/1928. BLOCK LIMIT STATION OUT OF SVC: 6/22/52. BLOCK OFFICE IN STA-TION OUT OF SVC: 9/2/58. BLOCK LIMIT STATION IN SVC: 9/2/58. OUT OF SVC: ? . RELOCATED 918' EAST OF MP 81. IN SVC: 6/4/79. R. C. FROM BABYLON: 5/6/2006. TO BE CHANGED TO AUTO-MATIC INTERLOCKING AND RENAMED "RPK": NOVEMBER/ 2017 IN HONOR OF RAYMOND P. KENNY WHO HAD A 44-YEAR CAREER ON THE LIRR START-ING AS AN ACCOUNTANT AND MOVING TO TRAINMAN, BLOCK OPERATOR, SUPT. OF TRANSPORTATION AND EVENTUALLY ACTING PRESIDENT)

"NECK" INTERLOCKING (R.C.)

EAST OF GREAT **NECK** (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 JAM-AICA 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"

NEPTUNE HOUSE (BEACH 116TH 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. 92ND ST.)

"NO" CABIN: 2

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

"NO" TOWER: 1

EAST NEW YORK ON ATLANTIC BRANCH CONTROLLING THE AT-GRADE CROSS-ING 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. 93RD 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 **N**ORTH**P**ORT" (IN TICKET OFFICE) (07/15/1878 BOOK OF RULES) NORTH-PORT (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 14TH AVE. BRIDGE DIRECTLY ABOVE CABIN AND ELECTRIFICATION OF BRANCH. REPLACED BY OPENING OF "NU" TOWER.)

"NU" TOWER

NEW UTRECHT AVE., BAY RIDGE ON BAY RIDGE BRANCH (S. SIDE OF TRACKS ON W. SIDE OF 14TH AVENUE 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 PER G.O. 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 718' E. OF FORMER "NU" TOWER. UNATTENDED BLOCK STATION SIGNAL IN SVC: 8/1/32 AND CONTROLLED BY BLOCK OPERATOR AT "MJ" TOWER PER G.O. MOVED WEST: 3/2/66. OUT OF SVC: 4/4/66. RENAMED "BAY" BLOCK LIMIT STATION.)

"OA" CABIN

OAKDALE (S. SIDE OF OLD TRACK ALIGN-MENT AND EAST OF STATION AT END OF DOUBLE TRACK. IN SVC: 5/19/1906. OUT OF SVC: 11/27/1917 WHEN DOU-BLE TRACK EXTENDED TO EAST OF SAY-VILLE AND "Y" CABIN PLACED IN SVC.)

"OB"

L**O**NG **B**EACH (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"

OAK**D**ALE (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 (OCEAN POINT) (1903 CR4) (IN TICKET OFFICE.)

"OY" TOWER

LOCUST 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.)

OYSTER BAY (BLOCK STATION CONTROLLED FROM "NASSAU." IN SVC: 11/17/75. CONTROLLED FROM "JCC" WHEN "NASSAU" CLOSED ON 07/11/2020)

"OZ"

OZONE PARK STATION (1903 CR4) (IN TICKET OFFICE.)

"OZONE" TOWER

WOODHAVEN JCT. ON ROCKAWAY BEACH BRANCH – JCT. OF ATLANTIC AND ROCKAWAY BEACH BRANCHES (W. SIDE OF TRACKS AND S. OF STATION. FORMERLY "RK". 23-LEVER US&S MODEL 14 ELECTRO-PNEUMATIC MACHINE. RENAMED: 4/15/37 ALTHOUGH AN ENTIRE STATION STOP NORTH OF **OZONE** PARK. OUT OF SERVICE: 10/3/55 PER G.O. #216. ABANDONED STRUCTURE STILL STANDING IN 1964. GONE BY 1970.)

"P"

PATCHOGUE (SOUTHERN DIVISION) (IN TICKET OFFICE) (07/15/1878 BOOK OF RULES) ("PG" IN 1903 CR4)

"P"

PINELAWN (IN DEPOT) PER ETT OF 06/28/1916. BLOCK OFFICE IN SVC: 5/28/1918 PER ETT #87.

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PARKVILLE (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 **C**ORNER (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 BAT-TERY CAR LINE, DERAILS WERE STILL REOUIRED WHEN CROSSING LIRR TRACKS AT GRADE. PERHAPS THIS WAS JUST ONE OF THOSE INSTANCES WHERE LOCATION WAS INDICATED BY ONE LET-TER 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 MECH-ANICAL 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 ADD-ED, DESIGNATED "L" AND "R" TO CON-TROL 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" INTER-LOCKING IN SVC: 02/05/1980. 20 LEV-ER 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. CONT-ROLLED 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 **PENN**SYLVANIA AVE. IN SVC: 12/27/39 IN TICKET OFFICE AT UNDERTRACK 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"

PATCHOGUE (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.)

1ST INTERLOCKING EAST OF DEER
PARK STATION, 1ST 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. CONTROLLED FROM "JCC" WHEN "DIVIDE"
CONTROLLED REMOTELY FROM "JCC."

"PINEAIRE" INTERLOCKING (R.C.)

1ST INTERLOCKING EAST OF PILGRIM INTERLOCKING, 1ST INTERLOCKING WEST OF BRENTWOOD STATION. (CONTROLLED FROM "DIVIDE." IN SVC:

08/06/2018 WITH DOUBLE TRACKING TO RONKONKOMA PER GN #4-17. CON-TROLLED FROM "JCC-DIVIDE" PER G.N. #6-70 EFF: 05/08/2021. CON-TROLLED FROM "JCC" WHEN "DIVIDE" CONTROLLED REMOTELY FROM "JCC."

"PK"

CENTRAL **P**AR**K** (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 WASHINGTO**N** (1903 CR4) (IN TICKET OFFICE.)

"PO"

PORT JEFFERSON (SIGNAL ON N. SIDE OF TRACKS AT EASTERNMOST 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.)

"POINT" INTERLOCKING (R.C.)

HUNTERSPOINT AVE. 1.16 MILES FROM L. I. CITY. "HUT" CONTROLLED FROM "HAROLD" TOWER. IN SVC. 1999? (Jeff Erlitz data)

"POND" TOWER

FRESH **POND** JUNCTION - EAST OF STATION, 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 MECHANICAL MACHINE. TOWER REMODELED: 1967. INTERLOCKING AND INTERLOCKING 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 RONKONKO-MA 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

FREE**PORT** (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

FREE**PORT** (TEMPORARY BLOCK STASTION RELOCATED TO SHOO-FLY NEAR MEADOWBROOK PKY. OVER-PASS: 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 ELEVATED TRACKS AND 2ND "PORT" TOWER PLACED IN SVC.)

"PORT TOWER: 2

FREE**PORT** (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 FREE**PORT** (WAS REMOTE FROM "VALLEY" OR "BABYLON." IN SVC: 5/16/83. NOW REMOTE FROM "VALLEY")

"PORT JEFFERSON"

PORT JEFFERSON (FORMERLY "JF." RENAMED: 6/61. BLOCK SIGNAL TEMPORARILY 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 LEVER 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 LOCATED 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 EAST**P**OR**T** – 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 CON-TROLLER 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 PERMANENT-LY OUT OF SVC: 1/19/33. UNATTEND-ED BLOCK STATION AND SIGNAL RELO-CATED 550' WEST OF FORMER LOCA-TION AND IN SVC. CONTINUOUSLY: 1/19/33. BLOCK STATION MANNED "SUMMERS ONLY" AFTER 1/19/33. PAR-TIAL DATES AVAILABLE AS FOLLOWS: IN SVC: 6/25/33. O.O.S: 9/?/33

IN SVC: 6/25/33. O.O.S: 9/ 7/33 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"

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

"PW" CABIN

WEST OF **P**INELA**W**N (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: 19__? 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. UNATTEND-ED BLOCK SIGNAL AGAIN IN SVC: 11/1/37. MOVED TO N. SIDE OF TRACKS: 19 ? MANNED AGAIN: 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 **P**INELA**W**N (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.)	FORMERLY "FARM 2." EAST OF FARM ING-DALE (CONTROLLED FROM "DIVIDE.") RENAMED: 09/04/2018 PER GN #4-21. CONTROLLED FROM "JCC-DIVIDE" PER G.N. #6-70 EFF: 05/08/2021. CONTROLLED FROM "JCC" WHEN "DIVIDE" CONTROLLED REMOTELY FROM "JCC."
"PY" TOWER	PENNY BRIDGE (c. 1903 ON S. SIDE OF TRACKS AND E. OF LAUREL HILL BLVD. CROSSING. FORMERLY TOWER 4. RE- NAMED 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 PER G.O. #1902.)
"QN"	Q UEE N S (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 ST	QUEENS VILLAGE (N. SIDE OF TRACKS AND EAST OF SPRINGFIELD BLVD. AND STATION. JOHNSON 16 LEVER MECH- ANICAL MACHINE. PREVIOUSLY TOWER #45. RENAMED "QU" IN 1907. OUT OF SVC: 1924 WITH GRADE CROSSING ELIMINATION PROJECT.)
"QU" TOWER: 2 ND	QUEENS VILLAGE (BRICK TOWER N. SIDE OF TRACKS AND EAST OF QUEENS VIL- AGE STATION AND WEST OF BELMONT PARK JUNCTION. 15-LEVER US&S MODEL 14 ELECTRO-PNEUMATIC MACH-

INE IN SVC: 1924. RENAMED "QUEENS"

PER G.O. #603/625 EFF: 4/23/37.)

"QUEENS" TOWER

QUEENS VILLAGE (FORMERLY "OU" TOW-ER: 2ND. RENAMED: 4/23/37. 15-LEVER US&S MODEL 14 ELECTRO-MECHANIC-AL MACHINE IN SVC: 1924. OUT OF SVC: 10/17/57. REPLACED BY 35-LEV-ER US&S MODEL 14 ELECTRO-MECH-ANICAL MACHINE IN SVC: 10/17/57. INTERLOCKING THROUGH BELLEROSE AND FLORAL PARK REWORKED WITH ELEVATION OF TRACKS. "PARK" AND "HOLLIS" TOWERS TAKEN OUT OF SERV-ICE AND INTERLOCKING CONTROLLED BY "QUEENS." 8 LEVERS ADDED ONTO THE "QUEENS" INTERLOCKING MACHINE FOR THIS PURPOSE: 12/12/60. QUINDAR ELECTRONICS ALL-RELAY CONTROL PAN-EL IN SVC: 11/5/76 TO CONTROL SIG-NALS 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 "JCCQUEENS" 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 **Q**UEENS 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 **R**OCK**A**WAY (SOUTHERN DIVISION) (IN TICKET OFFICE) (07/15/1878 BOOK OF RULES AND 1903 CR4)

"RACE" CABIN

AQUEDUCT **RACE**WAY (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)
W. OF MORRIS PARK SHOPS STATION
ON THE MONTAUK BRANCH, WHEN
TRACKS WERE AT GRADE. BLOCK
STATION ONLY. OUT OF SVC:
12/16/1907. REPLACED BY AUTO-

MATIC SIGNALS (Art Huneke data)

"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. BLOCK LIMIT SIGNAL IN SERVICE. RENAMED "LD" EFF: 07/01/81 (SEE: "LD.")

"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 MECHANI-CAL 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. 1ST & 2ND TRICKS ABOLISHED: 3/12/30. TOWER AND BOTH INTER-LOCKING MACHINES OUT OF SVC: BETWEEN 6/21/1930 AND 6/22/1930 PER G.O. 112-5 AS RESULT OF JAMAI-CA EAST IMPROVEMENT PROJECT WHICH ELIMINATED GRADE CROSSINGS AND WIDENED AND IMROVED STATION FACILITIES.)

"RK" TOWER: 1

OZONE PA**RK** - 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 **R**ICH**M**OND HILL (FOREST PARK) ON MONTAUK BRANCH (S. SIDE OF TRACKS AND W. OF FOREST PARK ROAD. IN SERVICE: 1892 AS BLOCK STATION. FORMERLY TOWER #11. RENAMED IN 1907. OUT OF SVC: 12/16/1907. RE-PLACED BY AUTOMATIC SIGNALS) (Art Huneke Data)

"RM" CABIN

RICHMOND HILL (TEMPORARY INTERLOCK-ING ACCOUNT RICHMOND HILL GRADE CROSSING ELIMINATION PROJECT. IN SVC: 1923. OUT OF SVC: 1924.)

"RN"

ROCKVILLE CE**N**TER (SOUTHERN DIVISION) (07/15/1878 BOOK OF RULES AND 1903 CR4)

"RO" CABIN

EAST **RO**CKAWAY (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

NORTH OF **RO**OSEVELT 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 TO CONTROL TRAFFIC BETWEEN VALLEY STREAM AND FAR ROCKAWAY. RELOCATED ON ELEVATION N. OF FORMER LOCATION, CLOSER TO JCT. AT VALLEY STREAM: 2/7/33. OUT OF SVC: 4/30/33.)

"ROCK" TOWER: 1

FAR **ROCK**AWAY (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 **ROCK**AWAY (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 BOARDED-UP, AS LATE AS 05/10/58 [photographic provenance])

"ROCK"

ROCKVILLE CENTRE (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"

RONKONKOMA (IN TICKET OFFICE. PRE-VIOUSLY "KO." RENAMED: 6/61. ? LEV-ER TABLE MACHINE. OUT OF SVC: 12/14/87 WITH STATION RELOCATION DUE TO ELECTRIFICATION PROJECT)

"ROSLYN"

ROSLYN (TEMPORARY BLOCK STATION FOR ROSLYN ROAD BRIDGE REBUILDING. US&S 4 LEVER STYLE TC TABLE MACHINE. IN SVC: 9/30/40. OUT OF SVC: 2/19/41.)

"ROSLYN"

ROSLYN (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 INTER-LOCKING 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 **R**ACE **T**RACK (IN USE DURING RACING SEASON) (1903 CR4) (IN TICKET OFFICE.)

"RT"

LOCUST AVENUE, LOCUST MANOR (1903 CR4) (JAMAICA **R**ACE **T**RACK. IN SVC: DURING RACES ONLY.) (IN TICK-ET OFFICE.)

"RT"

GRAVESEND **R**ACE **T**RACK (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" **SA**YVILLE (SOUTHERN DIVISION) (IN

TICKET OFFICE) (07/15/1878 BOOK OF

RULES AND 1903 CR4)

"SB" **S**AG HAR**B**OR (IN TICKET OFFICE) (ETT

> #11 EFF. 11/08/1874, 1878 BOOK OF RULES AND 1903 CR4) RENAMED "SH"

SOMETIME AFTER 1918.)

"SD" **S**OUTHOL**D** (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. CON-TROLLED 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 LEV-ER 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" **S**EA**F**ORD (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.)

THOMPSON'S SIDING: W. OF BRENTWOOD "SG" CABIN: 1 (N. SIDE OF TRACKS AND W. OF 2ND 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. MOVED TO PRIVATE PROP-ERTY NEARBY FOR USE AS A WORK SHED.)

"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 STATION OUT OF SVC: 9/14/87 WITH ELECTRIFICATION PROJECT)

"SH"

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

"SH"

SEA SIDE **H**OUSE AT BEACH 103RD ST., ROCKAWAY BEACH (TELEGRAPH & TICKET OFFICE IN HOTEL) (SOUTH-ERN DIVSION 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 INTERLOCKING R.C. FROM "BABYLON" IN SVC AND RENAMED: 11/13/2017 PER G.O. #303. WITH CLOSING OF "BABYLON" 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 STATION FOR SINGLE TRACKING DURING TRACK REHABILITATION. BOUNCING BACK AND FORTH BETWEEN 1ST AND 2ND CROSSOVER SWITCHES EAST OF ELMHURST 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 SOUTH-ERN ROAD S. OF BEAVER ST. STATION (**S**OUTH **J**AMAICA) (E. SIDE OF TRACKS AND S. OF L.I. ELECTRIC RY. TROLLEY CROSSING. FORMERLY TOWER 17 [?]. CLOSED: 1913 WITH GRADE ELIMINA-TION 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 STATION SIGNAL IN SVC: 5/23/1928.
BLOCK AND BLOCK LIMIT SIGNALS RELOCATED 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 CONTROLLED FROM "BABYLON." IN SVC: 5/6/2006. WITH CLOSING OF "BABYLON" 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 ADJACENT TO SOUTH SIDING. MANUAL ALLRELAY 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 3RD ELECTRIFIED TRACK BETWEEN SPRINGFIELD JCT. AND VALLEY STREAM. STILL APPEARS IN 1911 EMPLOYEE TIMETABLE. OUT OF SVC: ?.)

"SMITH ST. BRIDGE"

ON SIGNAL **BRIDGE** EAST OF **SMITH ST**. (166TH 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: 05/23/1928. BLOCK STATION IN DEPOT OUT OF SVC: 01/18/32. UNATTENDED BLOCK STATION IN SVC. CONTINUOUS-LY: 01/18/32. (BOTH PER G.O. #115-16C.) UNATTENDED BLOCK STATION SIGNAL RELOCATED 890' EAST OF FORMER LOCATION: 07/19/34 (PER G.O. #104C). UNATTENDED BLOCK STATION SIGNAL RELOCATED 890' WEST OF FORMER LOCATION: 09/27/34 (PER G.O. #202B/ 203C.) BLOCK STATION IN DEPOT AGAIN

IN SVC: ?. OUT OF SVC: 7/22/57.
BLOCK LIMIT STATION SIGNALS IN SVC: 7/22/57 (BOTH PER G.O. #404).
TEMPORARY BLOCK STATION FOR SUNDAYS 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 AUTOMATIC INTERLOCK ING AND RENAMED "SH": 11/13/2017)

"SO"

SOUTH **O**YSTER 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 **SP**RINGFIELD 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 SIGNAL BRIDGE WEST OF FOSTER'S MEADOW 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 MANHATTAN 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. SOMETIME AFTER APRIL 6, 1908 WHEN EMMONS [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 **SPR**INGFIELD BLVD. IN SVC: 1912 – 1923)

"ST" CABIN

SMITH**T**OWN – 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, **S**TE**W**ART 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"

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

"I J"

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

"UK" CABIN

SETA**UK**ET (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 **V**AN 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 BRANCH-ES WITH MONTAUK BRANCH. (LOCATED ON S. SIDE OF MONTAUK BRANCH TRACKS AT W. END OF STATION PLAT-FORM. 56 LEVER JOHNSON STYLE "A" MECHANICAL MACHINE IN SVC: 4/24/1907, REPLACING 1886 TOWER

#20 WHICH WAS LOCATED ON THE N. SIDE OF THE TRACKS. REBUILT: 1910. INTERLOCKING REBUILT: 12/17/1923. OUT OF SVC: 8/10/32. RAZED: 1933 WITH GRADE ELIMINATION PROJECT.)

"VA" TOWER: 2

VALLEY STREAM - JCT. OF FAR ROCK-AWAY AND WEST HEMPSTEAD BRANCH-ES WITH MONTAUK BRANCH. BUILT EAST OF STATION AND JUNCTION. US&S 35 LEVER MODEL 14 ELECTRO-PNEUMATIC MACHINE. IN SVC: 6/27/33. RE-NAMED "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. TOWER OUT OF SVC: 09/23/2023 AND CONTROL PASSED TO JCC FOR REMOTE OPERATION.

"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: 2. 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: 2 AND "BRUSH**VI**LLE

TOWER", LAST LISTED: 1897)

"VK" **V**ANDERVEER PAR**K** (1903 CR4) (IN TICK-

ET OFFICE.)

"VN" BROOKHA**V**E**N** (1903 CR4) (IN TICKET OFF-

ICE. 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 PER G.O. #1902.)

"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 3RD ELECTRIFIED TRACK BETWEEN SPRINGFIELD JCT. AND VALLEY STREAM. OUT OF SVC:

c. 1910.)

"VR" AR**V**E**R**NE (1903 CR4) (IN TICKET OFFICE.)

"VS" VALLEY STREAM (SOUTHERN DIVISION)

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

"VY" LOCUST **V**ALLE**Y** 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 **W**EST FLORAL P**A**RK (FORMERLY TOW-

ER #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 (Data per Art Huneke)

"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.)

WANTAGH (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"

WARDEN**C**LYFFE (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 (per 1916 LIRR Valuation Map.) FORMERLY THE UNUSED "CP" CABIN ERECTED AT CENTRAL ISLIP. LOADED ON FLATCAR AND RELOCATED HERE FOR START OF MANUAL BLOCK SVC: 1916 (per George G. Ayling, block opr. at "CI": 1910-1923, agent/opr: at "CI": 1923-1954. OUT OF SVC PER ETT #94 EFF: 1921)

"WD"

WOO**D**HAVEN (ATLANTIC DIVISION) (IN TICKET OFFICE) (07/15/1878 BOOK OF RULES)

"WD"

WOO**D**SIDE (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-BUT-TON CONTROL PANEL INTERLOCKING MACHINE IN SVC: 07/15/87. ORIGIN-AL PUSH-BUTTON MACHINE REPLACED BU COMPUTER WORK STATIONS: -?-) (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: 2. BLOCK LIMIT STATION SIGNAL IN SVC: 2. 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"

WOODS**I**DE STATION (1903 CR4) (IN TICK-ET 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 **J**UNCTION (1903 CR4) (.2 MILES WEST OF WOODSIDE. PREVIOUSLY TOWER #34. STILL IN SVC. AS OF ETT #32 EFF: 05/16/1909. OUT OF SVC: ?)

"WJ" TOWER: 2

WINFIELD **J**UNCTION., 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. 40-LEVER GRS MODEL 2-UNIT LEVER TYPE ELECTROMECHANICAL MACHINE IN SVC: 1908. MOVED: 12/1915 TO SOUTH SIDE OF TRACKS, .7 MILES EAST OF WOODSIDE. RENAMED "WIN" PER G.O. #624 EFF: 4/16/37.)

"WJ" CABIN

WINFIELD, QUEENS (TEMPORARY CABIN IN SVC: 12/1915 DURING GRADE ELIMNATION 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. PERMIS-SIVE BLOCK ASPECT ADDED TO BLOCK SIGNALS: 6/25/1928. BLOCK STATION OUT OF SVC: 10/17/1928. BLOCK STA-TION IN SVC. (SUMMERS ONLY?): ?. BLOCK STATION OUT OF SVC: 10/21/1929. UNATTENDED BLOCK STA-TION 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-TEND-ER'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 1ST "WL" CABIN. 7-LEVER US&S MODEL TC TABLE MACHINE IN SVC: 1934. RE-NAMED "LEAD" PER G.O. #627 EFF: 5/1/37.)

"WM"

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

"WM"

BLOCK LIMIT SIGNAL - **W**EST HE**M**P-STEAD (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" INTERLOCK-ING/BLOCK STATION.)

"WN"

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

"WN"

WAI**N**SCOTT (IN TICKET OFFICE.)

"WO"

WOODMERE (1903 CR4) (IN TICKET OFFICE.)

"WOOD" INTERLOCKING (R.C.)

EAST OF **WOOD**SIDE (CONTROLLED FROM "HAROLD" IN SVC: 3/21/88) OUT OF SVC: 1995 WHEN "HAROLD" REMOTELY CONTROLLED FROM "PSCC." "WOOD" CONTROLLED FROM "JCC": 1995.

"WOODHAVEN" TOWER

WOODHAVEN JCT. (BELOW ATLANTIC AVE.) JCT. OF ATLANTIC AND ROCK-AWAY BEACH BRANCHES (ON SOUTH SIDE OF TRACKS AND EAST OF ORIGINAL STATION SITE REPLACING "HAVEN": 2. US&S 15 LEVER MODEL 14 ELECTRO-MECHANICAL 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"

WATE**R**MILL (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 (PRE-VIOUSLY "WL" CABIN, LATER "LEAD" CABIN. (WEST SIDE OF TRACKS AT REYNOLD'S CHANNEL, FORMERLY WRECK LEAD CHANNEL.)

"WS"

WHITE**S**TONE (NORTH SHORE DIVISION) (IN TICKET OFFICE) (07/15/1878 BOOK OF RULES AND 1903 CR4.)

"WS" BLOCK STATION

LONG ISLAND CITY (NEAR **W**HEEL**S**PUR YARD) (UNATTENDED BLOCK STATION 1,875' WEST OF DUTCH KILLS DRAWBRIDGE 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 PER G.O. #503 WHEN No. 2 TRACK BETWEEN "BLISS" AND DUTCH KILLS DRAWBRIDGE WAS TAKEN OUT OF SERVICE AND No. 1 TRACK BETWEEN "BLISS" AND DUTCH KILLS DRAWBRIDGE RECLASSIFIED AS SECONDARY TRACK C." AND CONTROLLED BY "BLISS.")

"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" (1ST) 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. TEMP-ORARILY 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 COMPLE-TION OF PROJECT, FORMER CABIN RE-LOCATED TO SOUTH SIDE OF TRACKS. PLACED BACK IN SERVICE: 6/30/1930. PERMANENTLY OUT OF SVC: 6/7/39. SPRING SWITCH INSTALLED. PROTECT-ED BY "PD" SIGNAL #16 CONTROLLED FROM "PD" TOWER: 6/7/39.)

"Y"

"Y" INTERLOCKING (R.C.)

BLOCK LIMIT SIGNAL - EAST OF SA**Y**-VILLE (END OF DBL. TRACK)

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 AS-

PECT ADDED TO BLOCK SIGNALS: 6/25/1928. BLOCK OFFICE IN STATION 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 SH

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

"YD" CABIN HOLBAN **Y**AR**D** (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, EAST NEW YORK, IN SVC: 5/15/1914 FOR PENDING GRADE ELIMINATION. (Art

Huneke and Jeff Erlitz data)

MISCELLANEOUS ITEMS:

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

BEGINNING AT 5 A.M. JULY 3RD, 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 Captain in the Confederate Army during the American Civil War, working as Asst. Quartermaster where he was heavily involved in the handling, purchase, assignment and transfer of locomotives, rolling stock and construction of railroad repair shops for the Confederacy. He also was superintendent of a number of southern railroads during the war. He became president / receiver of the LIRR in the 1870s.)

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: 06/28/1916:

MANUAL BLOCK SYSTEM GOES INTO EFFECT HX TOWER (HICKSVILLE) TO PT CABIN (EASTPORT), WITH SIGNAL STATIONS AT B CABIN (BETH-PAGE), 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: 05/28/1918:

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 (DEER PARK), SG CABIN (BRENTWOOD), CI STATION (CENTRAL ISLIP), KO CABIN (RONKONKOMA), HV (HOLTSVILLE), MD (MEDFORD), YA (YAPHANK), WC CABIN (CAMP UPTON), MR CABIN (MANORVILLE), AH (CALVERTON), RH (RIVERHEAD), AQ (AQUEBOGUE), R (JAMESPORT), K (MATTITUCK), GU (CUTCHOGUE), NC (PECONIC), SD (SOUTHOLD) AND GN (GREENPORT) (Art Huneke data)

GENERAL ORDER DATED 11/23/1928:

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

VARIOUS GENERAL ORDERS: DATED 4/15/1937 THROUGH 5/15/1937: 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 9/14/1941:

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

GENERAL ORDER #105C, DATED 9/14/1941

"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: 11/4/1941"

GENERAL ORDER #1201, DATED 06/08/1947:

TORPEDO PLACING MACHINE (See below)

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.

GENERAL ORDER #503, DATED 07/31/1958

"MONTAUK BRANCH BETWEEN BLISS AND LONG ISLAND CITY:"

No. 2 TRACK BETWEEN DUTCH KILLS DRAWBRIDGE AND BLISS, OUT OF SERVICE AS MAIN TRACK. NO. 1 TRACK BETWEEN BLISS AND DUTCH KILLS DRAWBRIDGE AND SINGLE MAIN TRACK BETWEEN DUTCH KILLS DRAWBRIDGE AND WS, CHANGED TO SECONDARY TRACK C OF NO ASSIGNED DIRECTION, CONTROLLED BY BLISS. WS BLOCK LIMIT STATION, OUT OF SERVICE EFFECTIVE AUGUST 12, 1958."

(NOTE: "WS" BLOCK LIMIT STATION WAS LOCATED AT THE FORMER WHEELSPUR YARD. D. Keller data)

"STAFF" CABINS

(USED FOR CONTROLLING TRAIN MOVEMENTS ON WHITESTONE BRANCH AFTER HEAD-ON COLLISION OF MU TRAINS EAST OF COLLEGE POINT, NY: 9/22/1913. 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

Station/Location:	<u>Calls:</u>
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

BLISS VILLE BLISS CABIN; BLISS TOWER; BS TOWER; BX

TOWER: TOWER 3: 2

BLUEPOINT BT

BRENTWOOD BR; BRENT INTERLKG; F, SG CABIN: 1, 2; THOMP-

SON'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 CS

(COLD SPG HBR.)

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 AD

(END OF DBL TRACK)

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 791/2

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 ND

(END OF DBL TRACK)

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 CD

DEPOT

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

GI CABIN GIBSON

GLEN COVE, (GLEN ST.)

GD; GE CABIN

GLEN COVE (NASSAU) GV

GLENDALE GW TOWER; TOWER 9

JD TOWER; TOWER 10 GLENDALE JCT.

GLEN HEAD GA

GOOD GROUND

(HAMPTON BAYS)

EC TOWER; TOWER 94; TOWER 95

GRAND CENTRAL

GOOSE CREEK

GCT 1 THROUGH 6 INTERLOCKINGS, PLAZA INTER-

BRANCH LOCKING. ICC, TMC & TOC

GRAVESEND RACE

TRACK

RТ

ND

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

BEACH TOWER; TOWER 93; WD TOWER HAMILTON BEACH

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, TOW-

ER 43: 3 (?)

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;

JA IOWER, JAMAICA AIR IOWER; JAY IOWER;

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 IN-

TERLKG.; JO; KO CABIN

LAKELAND AK

LAUREL HILL LM TOWER

LAURELTON HG CABIN; SM CABIN; SR CABIN

LAWRENCE CE

LIBERTY AVE. LR TOWER; TOWER 92

(OZONE PARK)

LONG ISLAND SY CROSSOVER

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 1/2

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 61/2

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 CABIN 44½; HQ CABIN

(HEMP. TPKE X-ING)

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. RJ, RJ '

(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 WC

(WARDENCLYFFE)

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.

SF; SP; SP TOWER; TOWER 19 SPRINGFIELD

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.

WC

WARDENCLYFFE

(SHOREHAM)

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