

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

(Compiled 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 railfans)

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

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

Interlocking Plant Manufacturers:

S&F = Saxby & Farmer

US&S = Union Switch & Signal

CABIN 1	BELMONT PARK (JOB ADVERTISED: 5/16/19. MAY HAVE BEEN PLACED IN SERVICE SOME YEARS EARLIER)
CABIN 7	JAMAICA –WEST OF WASHINGTON ST. (IN SVC: 1913 WITH JAMAICA GRADE ELIMINATION. BLOCK STATION OUT OF SVC: 12/8/29 ACCOUNT JAMAICA EAST IMPROVEMENT PROJECT AND OPENING OF CABINS “J1,” “J2,” “J3.”)
CABIN 10	TEMPORARY CABIN WEST OF HILLSIDE STATION AT SUBSTATION #4. (IN SVC: 1913 DURING JAMAICA GRADE ELIM- INATION TO CONTROL CROSSOVER OF MONTAUK BRANCH TRACK #1 AND MAIN LINE TRACK #2 AND RELATED HOME SIGNALS. OUT OF SVC: 1929-30 WITH JAMAICA EAST IMPROVEMENT AND CONTROL PASSED TO “RJ” TOWER FURTHER EAST)

- CABIN #11½ JAMAICA PLANK ROAD (JAMAICA AVE. TROLLEY CROSSING W. OF LEFFERTS AVE., RICHMOND HILL (BUILT: 1900 ON S. SIDE OF TRACKS AND W. OF JAMAICA AVE. FOUR-LEVER MACHINE TO OPERATE TROLLEY DERAILS. NOT A SIGNAL STATION; NO TELEGRAPH, NO TELEPHONE (*Per Art Huneke*). PRE-1907 PHOTO SHOWS LEVERS POSITIONED OUTSIDE THE CABIN. RENAMED "L" CABIN IN 1907. REBUILT: 1909.)
- CABIN #? CHESTNUT ST. JCT., (BRT & LIRR) EAST NEW YORK, ON ATLANTIC BRANCH. (REPLACED IN 1905 BY TOWER #65 BUILT ON SIGNAL BRIDGE WITH ELECTRIFICATION AND ADDITION OF 2 LOCAL TRACKS.)
- TOWER #1: 1 DUTCH KILLS STREET – L. I. CITY (MAIN LINE) IN SVC: 7/3/1879 PER G.O. #47, EFF. 7/2/1879.
- TOWER #1: 2 MONTAUK JUNCTION, L. I. CITY (NORTH OF MAIN TRACKS AND EAST OF EAST AVE. 48 LEVER SAXBY & FARMER MECHANICAL MACHINE IN SVC: 6/1884.)
- TOWER #2: 1 WEST OF WOODSIDE STATION (IN SVC: 7/3/1879 PER G.O. #47, EFF. 7/2/1879)
- TOWER #2: 2 DUTCH KILLS CREEK (S. SIDE OF MONTAUK BRANCH TRACKS AND W. OF THE CREEK. ? LEVER SAXBY & FARMER MECHANICAL MACHINE IN SVC: 1892. MOVED TO N. SIDE OF TRACKS WITH ENLARGEMENT OF NORTH YARD AND INSTALLATION OF CONNECTION TO DOCK YARD: 1903-04. 29 LEVER UNION S & S MODEL 14 ELECTRIC MACHINE IN SVC: 10/12/1905. RENAMED "DB" IN 1907. OUT OF SVC: 10/1915 [*per Bob Emery's maps*] GONE FROM ETT OF 5/1916.)

- TOWER #3: 1 BETWEEN WOODSIDE AND WINFIELD
(IN SVC: 7/3/1879 PER G.O. #47, EFF.
7/2/1879)
- TOWER #3: 2 BLISSVILLE, L. I. CITY (NORTH SIDE OF
TRACKS AND WEST SIDE OF GREEN-
POINT AVE. 16 LEVER SAXBY &
FARMER MECHANICAL MACHINE. IN
SVC: 1894. RENAMED "BX" IN 1907.)
- TOWER #4: 1 WINFIELD DEPOT (IN SVC: 7/3/1879 PER
G.O. #47, EFF. 7/2/1879)
- TOWER #4: 2 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.)
- TOWER #5: 2 HABERMAN (S. SIDE OF TRACKS, E. OF
FORMER LOCATION AND E. OF HABER-
MAN STATION. RENAMED "LH" c. 1907.)
- TOWER #6 FLUSHING AVE., MASPETH (MT.OLIVET)
(N. SIDE OF MONTAUK BRANCH TRACKS
AND E. OF FLUSHING AVE. JOHNSON 8
LEVER STYLE A MECHANICAL MACH-
INE. IN SERVICE: 8/1/1895, OR 10/1895
OR 11/20/95 (?) RENAMED "MV": 1907.
RENAMED "OLIVET": 4/22/37)
- TOWER #6½ METROPOLITAN AVE. – FRESH POND
(S. SIDE OF TRACKS AND E. OF MET-
ROPOLITAN AVE. IN SVC: 6/24/1896
OR 10/14/1896 (?). 16 LEVER MECH-
ANICAL MACHINE. RENAMED "MX" IN
1907.)
- TOWER #7 BUSHWICK JCT. - FRESH POND (N. SIDE
OF TRACKS AND E. OF STATION. RE-
NAMED "BJ" IN 1907.)

- TOWER #8 FRESH POND JCT. (S. SIDE OF TRACKS AND E. OF JUNCTION. IN SERVICE: 1883 – 1918, RENAMED “DF” IN 1907. 12 LEVER MECH. MACHINE, INCREASED TO 20 LEVER MACHINE BY 1912.)
- TOWER #9 GLENDALE (c. 1903: S. SIDE OF TRACKS AND E. OF COOPER AVE. RENAMED “GW”. CLOSED: 1908)
- TOWER #10 GLENDALE JUNCTION – JUNCTION OF MONTAUK AND ROCKAWAY BEACH BRANCHES (LOCATED ON MONTAUK BRANCH: S. SIDE OF TRACKS AND E. OF JUNCTION. IN SVC: 8/26/1880. RENAMED “JD” IN 1907. OUT OF SVC: 1910)
- TOWER #11 W. RICHMOND HILL (FOREST PARK) ON MONTAUK BRANCH (S. SIDE OF TRACKS AND W. OF FOREST PARK ROAD. IN SERVICE: 1892. RENAMED “RM” IN 1907)
- TOWER #12 RICHMOND HILL ON MONTAUK BRANCH (N. SIDE OF TRACKS AND W. OF RIDGEWOOD AVE. AND MORRIS PARK SHOPS STATION. IN SVC. ?. RENAMED “RC” IN 1907)
- TOWER #14 JAMAICA CROSS SWITCHES (DUNTON) ON ATLANTIC BRANCH AT WEST END OF JAMAICA YARD (S. SIDE OF TRACKS AND E. OF OLD DUNTON STA. AT VAN WYCK AVENUE. RENAMED “AC” IN 1907)
- 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: 1899. RENAMED “JT” IN 1907. **1ST COMPLETELY PNEUMATIC INTERLOCKING ON THE LIRR**)
- TOWER #17 SOUTH STREET, JAMAICA (RENAMED “SJ”: 1907.)

TOWER #18 (?) NEW YORK AVENUE, CEDAR MANOR. IN SVC: ? TO PROTECT AGAINST TROLLEY CROSSING. RENAMED: ? OUT OF SVC: ?.

TOWER #19 EAST OF **SPRINGFIELD** JCT. ON OLD SOUTHERN ROAD (S. SIDE OF TRACKS AND E. OF SPRINGFIELD JCT. IN SVC: 1880. OUT OF SVC: 5/11/1906.)

TOWER #20 VALLEY STREAM (IN SVC: 1886. OUT OF SVC: 4/24/07 WHEN REPLACED BY "VA":1)

TOWER #21 LYNBROOK (S. SIDE OF TRACKS AND E. OF ATLANTIC AVE. AT STATION PLATFORM. IN SERVICE: 1884 (?) – 1910. SAXBY & FARMER MECHANICAL MACHINE IN SVC: BY 1884. RENAMED "PT" IN 1907)

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

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

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

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

TOWER #34 WOODSIDE JUNCTION

TOWER #35 WINFIELD JUNCTION - SOUTHEAST OF INTERSECTION OF THOMPSON AND GREENPOINT AVENUES AND S. SIDE OF TRACKS – L. I. CITY (SAXBY & FARMER MECHANICAL MACHINE IN SVC: 1884. RENAMED "WJ" IN 1907.)

TOWER #36: 1 "JAMAICA BLOCK" (DUNTON) ON MAIN LINE BETWEEN MONROE AND WALNUT

- EAST OF TULIP AVE., ABOVE 1878 EX-STEWART **JUNCTION**. DEPOT. 24 LEVER MECHANICAL MACHINE. STATION RENAMED FLORAL PARK IN 1890. SHARED CALLS OF "JN" WITH 1ST FLOOR DEPOT. TOWER RE-NUMBERED #47: 1894.)
- TOWER #43: 2 HOLLIS (N. SIDE OF TRACKS AND E. OF FARMER'S AVE. AND W. OF HOLLIS DEPOT. IN SVC: c. 1902. OUT OF SVC: 1905. REPLACED WITH TOWER EAST OF HOLLIS DEPOT.)
- TOWER #43: 3 (?) HOLLIS (N. SIDE OF TRACKS AND E. OF HOLLIS DEPOT. IN SVC: 1905. RENAMED "IS" IN 1907.
- TOWER #44 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: c. 1904. RENAMED "VI" IN 1907. ALSO KNOWN AS "BRUSHVILLE TOWER.")
- TOWER #44½ HEMPSTEAD TURNPIKE AND TROLLEY CROSSING OF MAIN LINE WEST OF QUEENS (QUEENS VILLAGE). (N. SIDE OF TRACKS AND E. OF CROSSING. STEVENS 8 LEVER MECHANICAL MACHINE IN SVC: 7/1905. RENAMED "HQ": 1907.)
- TOWER #45: 1 QUEENS (QUEENS VILLAGE) (N. SIDE OF TRACKS AND EAST OF CREED AVE. [SPRINGFIELD BLVD.] AND STATION. IN SVC: 1895. JOHNSON 16 LEVER MECHANICAL MACHINE. RENAMED "QU" 1907. OUT OF SVC: ?. REPLACED BY BRICK TOWER.)
- TOWER #45: 2 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. RE-
NAMED "MT": 1907.)

TOWER #46

BELLEROSE (S. SIDE OF TRACKS AND E.
OF STATION. IN SERVICE: 10/1/05. RE-
NAMED "WA" [WEST FLORAL PARK] IN
1907. OUT OF SVC: 6/3/12.)

TOWER #47

FLORAL PARK (EX-STEWART **JUNCTION**.
PREVIOUSLY TOWER #43: 1. RENUM-
BERED IN 1894. 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 AND
NEW, FREE-STANDING "FP" TOWER
PLACED IN SVC: 1909.)

TOWER #49

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. GONE BY 1897-98)

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. RENAMED "JC" IN 1907.)

TOWER #63

MANHATTAN CROSSING (EAST NEW YORK)
ON ATLANTIC BRANCH (BUILT ON SIGNAL
BRIDGE WEST OF BAY RIDGE BRANCH
CROSSING. 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., EAST NEW YORK, ON ATLANTIC BRANCH. (BUILT ON SIGNAL BRIDGE: 1905. 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.)
- TOWER #66 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. SAXBY & FARMER 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 ELIMINATION.)
- TOWER #71 CYPRESS AVE. TROLLEY CROSSING ON BAY RIDGE/MANHATTAN BEACH BRANCH (8 LEVER MECHANICAL MACHINE. IN SVC: 3/14/1895 OR 8/15/1895 (?) ON S. SIDE OF TRACKS AND E. OF CYPRESS AVE. RENAMED "CY" IN 1907. OUT OF SVC: 1914 ACCOUNT GRADE CROSSING ELIMINATION.)
- TOWER #72 EAST NEW YORK ON MANHATTAN BEACH

LOCATED AT WEST SIDE OF TRACKS AND NORTH OF ELM AVENUE ACROSS FROM SOUTH GREENFIELD STATION. PROBABLY GONE BY 1909 WITH GRADE ELIMINATION AND TRACK RELOCATION.)

TOWER #77

KINGS HIGHWAY, BKLYN ON MANHATTAN BEACH BRANCH. (WOODEN TOWER LOCATED ON WEST SIDE OF TRACKS AND SOUTH OF KINGS HIGHWAY. RENAMED "KF" IN 1907.)

TOWER #78

NECK ROAD, BKLYN. ON MANHATTAN BEACH BRANCH ("NECK ROAD TOWER") (WOODEN TOWER BUILT ON WEST SIDE OF TRACKS AND SOUTH OF NECK ROAD [GRAVESEND NECK ROAD]. PROBABLY GONE BY 1909 WITH GRADE ELIMINATION AND TRACK RELOCATION.)

TOWER #79

SHEEPSHEAD BAY, BKLYN. ON MANHATTAN BEACH BRANCH (TOWER LOCATED AT EAST SIDE OF TRACKS AND SOUTH OF SHEEPSHEAD BAY RD. PROBABLY GONE BY 1909 WITH GRADE ELIMINATION AND TRACK RELOCATION.)

TOWER #79½

EMMONS AVE. TROLLEY CROSSING – (EMMONS AVE., LATER NEPTUNE AVE., BKLYN.) ON MANHATTAN BEACH BRANCH (WOODEN TOWER BUILT: 10/1898 OR 12/1898 ON W. SIDE OF TRACKS AND NORTH OF EMMONS AVE. REBUILT AND PUT IN SERVICE: 6/11/06. 20 LEVER MECHANICAL MACHINE. RENAMED "SQ" IN 1907.)

TOWER #91

OZONE PARK (IN SVC: 12/1906 ABOVE STATION BUILDING AT GRADE ON W. SIDE OF TRACKS. RENAMED "RK" IN 1907. 28 LEVER MECHANICAL MACHINE.)

TOWER #92

ON SIGNAL BRIDGE S. OF LIBERTY AVENUE (SOUTH OF OZONE PARK ON ROCKAWAY BEACH BRANCH) (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. 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 (HAMMEL JCT.) (WEST SIDE OF TRACKS AND SOUTH OF CHANNEL. 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 AND N.Y. BAY EXTENSION (PER 1903 CR4.) (OPENED JAN/1890, IN NORTHWEST QUADRANT OF CROSSING. SAXBY & FARMER 36 LEVER MECHANICAL MA- CHINE. RENAMED "HC" IN 1907.)
TOWER/CABIN #?	FLUSHING AVE. AND TROLLEY CROSSING OF BUSHWICK BRANCH (N. SIDE OF TRACKS AND W. OF FLUSHING AVE. (3 LEVER MECHANICAL MACHINE IN SVC: 11/26/1895 CONTROLLING 2 RAILROAD SIGNALS AND 2 TROLLEY DERAILS. OUT OF SVC: 1941. STOP- BOARDS REPLACED THE SIGNALS.

Per Art Huneke's website)

TOWER A	LONG ISLAND CITY PSGR. YARD (W. SIDE OF VERNON AVENUE, IN CENTER OF PLATFORM ACCESS TRACKS. 4-STOREY STRUCTURE REPLACED TOWER #1. 167 LEVER WESTINGHOUSE ELECTRO-PNEUMATIC MACHINE IN SVC: 11/6/1904. 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: 12/8/29)
"A"	AMITYVILLE (SOUTHERN DIVISION: 1878 BOOK OF RULES AND 1903 CR4)
"A" CABIN	W. OF VERNON AVE., L. I. CITY (IN SVC: 1904. OUT OF SERVICE: 8/31/28)
"A" CABIN	FLUSHING MAIN STREET (GONE BY 1929)
"A" CABIN: 1	CENTRAL PARK (N. SIDE OF TRACKS AND W. OF STEWART AVE. IN SERVICE 1914. FOR END OF DOUBLE TRACK. OUT OF SVC: 8/1917)
"A" CABIN: 2	CENTRAL PARK (N. SIDE OF TRACKS AND E. OF BROADWAY. IN SERVICE: 8/1917. FOR END OF DOUBLE TRACK. OUT OF SVC: 1918)
"A" CABIN	FARMINGDALE (SOUTH SIDE OF TRACKS AND WEST OF STATION. CLOSED 8/21/25 WITH OPENING OF "B" TOWER)
"A" TOWER (PRR)	.2 MILES EAST OF PENN STATION (OUT OF SVC: 9/30/94)
"A" INTERLOCKING (R.C.)	EAST OF PENN STATION (CONTROLLED FROM PSCC. IN SVC: 9/30/94)
"AC" TOWER	JAMAICA CROSS SWITCHES (1903 CR4) ON ATLANTIC BRANCH AT WEST END

OF JAMAICA YARD (S. SIDE OF TRACKS AND E. OF OLD DUNTON STA. AT VAN WYCK AVENUE. FORMERLY TOWER #14. RENAMED IN 1907)

- “AD” EAST NEW YORK – END OF DOUBLE TRACK (1878 BOOK OF RULES)
- “AD” **AUBURNDALE** (BLOCK HANDLED IN STA: 1921-1926)
- “ADAMS” CABIN NORTH (RAILROAD WEST) OF AQUEDUCT STA. (IND CONNECTION TO ROCKAWAY BEACH BRANCH) (TEMPORARY BLOCK STATION IN SVC. DURING RACING SEASON 6/13/55 TO 7/9/55 AND FROM 8/29/55 TO 9/20/55)
- “AF” **FLATBUSH AVE.** (1878 BOOK OF RULES AND 1903 CR4)
- “AG” **AMAGANSETT** (1903 CR4) (UNATTENDED BLOCK STATION SIGNALS IN SVC: 5/23/28. BLOCK AND UNATTENDED BLOCK SIGNALS RELOCATED 1,012’ E. OF FORMER LOCATION: 9/22/28. BLOCK STATION OUT OF SVC: 12/11/29. UNATTENDED BLOCK STATION IN SVC. CONTINUOUSLY: 12/11/29. BLOCK STATION AGAIN IN SVC: ?. OUT OF SVC: 5/19/58. BLOCK LIMIT STATION SIGNALS IN SVC: 5/19/58. R. C. FROM BABYLON WITH CLOSE OF “PD” TOWER: 5/6/2006)
- “AH” CALVERTON (1903 CR4) (**BAITING HOLLOW**) (UNATTENDED BLOCK STATION SIGNAL IN SVC: 5/23/28. BLOCK STATION OUT OF SVC. BY 6/43. BLOCK LIMIT STATION SIGNALS IN SVC BY 6/43. RELOCATED 700’ EAST: 4/11/79)
- “AK” **LAKELAND** (1878 BOOK OF RULES) RONKONKOMA PER 1903 CR4
- “AMITYVILLE” INTERLKG. (R.C.) AMITYVILLE (CONTROLLED FROM “BABYLON”/”PORT” IN SVC: 8/7/73.

REMOTE FROM "VALLEY" ONLY:
5/16/83)

- "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*)
- "AN" **ARVERNE** (STRAITON AVE.) (1903 CR4)
- "AP" **ATLANTIC PARK** (SOUTHERN DIVISION: 1878 BOOK OF RULES)
- "AP" **A&P WHSE.** (CENTRAL EXTENSION) (5,200' EAST OF "HC". BLOCK STATION IN SVC: 10/12/36 FOR ONE DAY ONLY ACCOUNT VANDERBILT CUP RACE HELD AT ROOSEVELT RACEWAY. AGAIN IN SVC: 7/3/37 FOR ONE DAY ONLY ACCOUNT SAME EVENT. EVENT POSTPONED 2 DAYS ACCOUNT RAIN. ASSUMED BLOCK STATION ACTUALLY OPENED ON ACTUAL DATE OF EVENT: 7/5/37. [see: *The Vanderbilt Cup by Dennis David*: <http://www.ddavid.com/formula1/vand2.htm>)]
- "AQ" **AQUEDUCT** (SUMMER ONLY PER 1903 CR4)
- "AQ" **AQUEBOGUE** (BLOCK OFFICE IN STATION OUT OF SERVICE: 9/1927. UNATTENDED BLOCK STATION SIGNAL IN SVC: 9/1927. OUT OF SVC: 9/8/40)
- "AQUEDUCT" **AQUEDUCT RACEWAY** (TEMPORARY BLOCK STATION IN SERVICE DURING RACING SEASON ONLY:
6/12/52 TO 7/13/52
9/01/52 TO 9/14/52
6/20/53 TO 7/12/53
8/31/53 TO 9/20/53)
- "AU" **SETAUKET** (1903 CR4) (UNATTENDED BLOCK STATION SIGNAL IN SVC:

5/23/28. PERMISSIVE BLOCK ASPECT
 ADDED TO BLOCK SIGNALS: 6/25/28.
 BLOCK OFFICE CLOSED IN DEPOT AND
 BLOCK LIMIT STATION IN SVC: 6/1929.
 OUT OF SVC: 6/12/49.)

“AUTUMN” TOWER (ON SIGNAL
 BRIDGE)

AUTUMN AVE. (CHESTNUT ST. JCT.)
 EAST NEW YORK (PREVIOUSLY “CN”
 TOWER. RENAMED: 4/15/37. OUT OF
 SVC: 12/27/39 WITH GRADE ELIMINA-
 TION.)

“AV”

ARVERNE

“AW”

EAST ROCKAWAY (SUMMER ONLY PER
 1903 CR4)

“AX”

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

“AY”

ROCKAWAY PARK (1903 CR4)

“AY” TOWER

ROCKAWAY AVE. – MANHATTAN BEACH
 BRANCH (8 LEVER MECHANICAL MACH-
 INE. 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 LOCA-
 TION 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: 11/22/22)

“B1” CABIN

BAYSIDE (TEMPORARY BLOCK STATION
 2,000’ EAST OF AUBURNDALE STATION,
 S. SIDE OF TRACKS ACCOUNT GRADE
 CROSSING ELIMINATION AT AUBURN-
 DALE AND BAYSIDE. US&S 4 LEVER
 STYLE TC TABLE MACHINE IN SVC:
 6/18/29. OUT OF SVC: 12/5/29.)

“B2” CABIN

BAYSIDE (TEMPORARY BLOCK STATION
 1,500’ EAST OF BAYSIDE STATION, N.

SIDE OF TRACKS ACCOUNT GRADE CROSSING ELIMINATION AT AUBURNDALE AND BAYSIDE. US&S 4 LEVER STYLE TC TABLE MACHINE IN SVC: 6/18/29. OUT OF SVC: 12/5/29.)

“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. USED 1920s – 1930s)

“B” CABIN

FARMINGDALE (N. SIDE OF TRACKS AND EAST OF STATION. IN SERVICE: 2/1914-8/1918)

“B” CABIN

BROADWAY, FLUSHING (S. SIDE OF TRACKS AND E. OF STATION. IN SVC: 1913. OUT OF SVC: 1921)

“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: 11/22/22)

“B” TOWER: 1

BETHPAGE (JCT. OF CENTRAL BRANCH EXT. TO MAIN LINE) (WOODEN TOWER OPENED 8/21/25, SOUTH SIDE OF TRACKS. SAXBY & FARMER 24 LEVER MECHANICAL MACHINE. PERMISSIVE BLOCK ASPECT ADDED TO BLOCK SIGNALS: 6/25/28. ADDITIONAL US&S 5 LEVER STYLE TC TABLE MACHINE TO CONTROL “PW” IN SVC: 7/29/30. 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. IN SVC: 5/28/36. US&S 19 LEVER MODEL 14, STYLE F, ALL ELECTRIC MACHINE. UNATTENDED BLOCK SIGNAL IN SVC: 11/1/37. OUT OF SVC: 4/27/87.

“BA”

BRIDGEHAMPTON (FOR SAG HARBOR BR.) JCT. OF MONTAUK AND SAG HARBOR BRANCHES 1895 – 1939 (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 (OPENED: 1916 ON S. SIDE OF TRACKS AND E. OF SNEDECOR AVE. CLOSED: 19?)

“BA” CABIN

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 IN SVC: 4/25/30. OUT OF SVC: 3/25/31.)

“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-MECHANICAL 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 CONTROL PANEL IN SVC: 9/9/64. TOWER REMODELED: 1987. BLOCK OFFICE DIVIDED INTO “BABYLON EAST” AND “BABYLON WEST” UTILIZING TWO BLOCK OPERATORS, EFF: 5/28/2006 WITH CLOSING OF “PD” TOWER. “BABYLON EAST” HANDLED BLOCK FROM BABYLON EASTWARD TO MONTAUK. “BABYLON WEST” HANDLED BLOCK FROM BABYLON WESTWARD)

“BABYLON WEST”

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

“BAY” BLOCK STATION (R.C.)

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

“BAY” BLOCK STATION

EAST OF **BAYSIDE** - TEMPORARY BLOCK STATION FOR SINGLE TRACKING DURING TRACK REHABILITATION BETWEEN BAYSIDE AND SHEA STADIUM AND BAYSIDE AND GREAT NECK, BOUNCING BACK AND FORTH BETWEEN THE 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
IN SVC: 2/05/79. O.O.S: 4/23/79
IN SVC: 10/02/82 FOR ONE DAY ONLY
RELOCATED AND IN SVC: 3/14/83.
RELOCATED AND IN SVC: 4/04/83.
RELOCATED AND IN SVC: 5/09/83.
IN SVC: 7/12/86 FOR ONE DAY ONLY
IN SVC: 7/19/86 FOR ONE DAY ONLY

	IN SVC: 9/27/86 FOR ONE DAY ONLY IN SVC: 3/28/87 FOR ONE DAY ONLY IN SVC: 8/15/87 FOR ONE DAY ONLY IN SVC: 8/22/87 FOR ONE DAY ONLY IN SVC: 3/12/88. O.O.S: 3/13/88
“BAY” INTERLOCKING (R.C.)	EAST OF BAYSIDE (CONTROLLED FROM “HAROLD” IN SVC: 3/21/88)
“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. IN USE ON 1917 MAP. SAXBY & FARMER 4 LEVER MECHANICAL MACHINE. BRIDGE TENDER HANDLED BLOCK SIGNALS. REPLACED WITH US&S 4-LEVER MODEL TC TABLE MACHINE: c. 1939. OUT OF SVC: 5/1950 <i>(Per Jeff Erlitz)</i>)
“BC” CABIN	FRESH POND (TEMPORARY CABIN DURING METROPOLITAN AVE. GRADE CROSSING ELIMINATION. IN SVC: 3/8/1915)
“BD”	BAY RIDGE (1903 CR4)
“BD”	BEDFORD (1903 CR4)
“BE” CABIN	JCT. OF BELMONT PARK RACE TRACK WITH MAIN LINE WEST OF BELLEROSE (TEMPORARY CABIN IN SVC: 1923 SOUTH SIDE OF TRACKS AND EAST OF EAST LEG OF JUNCTION WYE. SUMMERS ONLY. OUT OF SVC: 1924)
“BE” CABIN	BELLEROSE (N. SIDE OF TRACKS AND W. OF STATION. IN SERVICE: 6/1912 – 1923)
“BE” CABIN	BETHPAGE JCT. (TEMPORARY BLOCK STATION BUILT 1925, SOUTH SIDE OF TRACKS, JUST WEST OF CONSTRUCTION SITE, FOR USE DURING CONSTRUCTION OF “B” TOWER. CLOSED 8/21/25 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" INTERLOCKING IN SVC: 11/13/39. 7 LEVER MACHINE AND "HB" OUT OF SVC: 9/26/40. "BEACH" TOWER OUT OF SVC: 7/16/51.)
"BEDFORD JUNCTION"	BEDFORD , BKLYN (1st INTERLOCKING PLANT ON THE LIRR) (LOCATED ON ATLANTIC BRANCH.) JUNCTION OF L.I.R.R. ATLANTIC BRANCH AND BROOKLYN, FLATBUSH & CONEY ISLAND R.R. (IN SVC: 6/14/1879 ON S. SIDE OF TRACKS INSIDE JUNCTION WYE. 14 LEVER SAXBY & FARMER MECHANICAL MACHINE. INTERLOCKING PLANT LASTED 5 TO 6 YEARS. TOWER REMAINED INTO THE 1890s) (<i>per Art Huneke</i>)
"BEDFORD" TOWER	OCEAN AVE., BKLYN. (ON BAY RIDGE BRANCH AT FORMER MANHATTAN BEACH JCT.) (BRICK TOWER PREVIOUSLY NAMED "MJ". G.R.S. 16 AND 8 LEVER TYPE B ELECTRO-MECHANICAL MACHINES. RENAMED: 4/22/37. CLOSED: 12/29/49 WITH CLOSING OF MANHATTAN BEACH JUNCTION.)
"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 BETHPAGE . (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 **BETHPAGE** (CONTROLLED FROM “DIVIDE.” IN SVC: 6/15/87)

“BF” CABIN BABYLON – “BELMONT JCT.” JCT. OF CENTRAL AND MONTAUK BRANCHES (LOCATED ON CENTRAL BRANCH. CLOSED 8/21/25 WITH OPENING OF “B” TOWER)

“BG” **BETHPAGE** JCT. (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) (FOR MONTAUK BRANCH) JCT. OF MONTAUK AND SAG HARBOR BRANCHES 1895 – 1939. (UNATTENDED BLOCK STATION SIGNAL IN SVC: 1/8/29. FULL-TIME BLOCK OFFICE IN DEPOT OUT OF SVC: 1/18/32. UNATTENDED BLOCK STATION IN SVC. CONTINUOUSLY: 1/18/32. MANNED, PART-TIME BLOCK STATION IN SVC. “SUMMERS ONLY.” PARTIAL DATES AS FOLLOWS:
IN SVC: 6/25/33. O.O.S: 9/ ? /33.
IN SVC: 6/23/35. O.O.S: 9/15/35.
JUNCTION REMOVED: 1939 WITH ABANDONMENT OF SAG HARBOR BRANCH. UNATTENDED BLOCK STATION SIGNAL RELOCATED 500’ EAST OF FORMER LOCATION: 8/11/39. BLOCK LIMIT STATION SIGNALS IN SVC: 9/15/35 [?]. R.C. FROM BABYLON 5/6/2006)

“BI” **BAYSIDE** (1903 CR4)

“BJ” CABIN **BUSHWICK JCT** – FRESH POND – TEMPORARY INTERLOCKING ACCOUNT GRADE CROSSING ELIMINATION. IN SVC: 1915. OUT OF SVC: ?)

- “BJ” TOWER
BABYLON (**BELMONT JCT.**) (IN SVC:
8/25/25, SOUTH SIDE OF TRACKS, E. OF
BABYLON STATION AND DEER PARK AVE.
23 LEVER ELECTRO-PNEUMATIC MACH-
INE. RENAMED “BABYLON”: 4/30/37.)
- “BJ” TOWER
FRESH POND AT **BUSHWICK JCT.** (NORTH
SIDE OF TRACKS AND E. OF STATION.
FORMERLY TOWER #7. RENAMED IN
1907. GONE BY 1920s)
- “BK”
STONY **BROOK** (1903 CR4) (UNATTENDED
BLOCK STATION SIGNAL INSTALLED:
5/1928. PERMISSIVE BLOCK ASPECT
ADDED TO BLOCK SIGNALS: 6/25/28.
BLOCK AND BLOCK LIMIT SIGNALS RE-
LOCATED 406’ WEST OF FORMER LOCA-
TION AND CONVERTED TO POSITION
LIGHT SIGNALS: 10/26/59. OPEN PART –
TIME IN 1988 DURING INTERLOCKING
REBUILDING.)
- “BLISS” TOWER
BLISSVILLE, L.I. CITY - JCT. OF MONTAUK
BRANCH AND MONTAUK CUT-OFF. (SEE:
“BX” TOWER. STEEL SPIRAL STAIRCASE
REPLACED WOODEN STAIRS: ?. OUT
OF SVC: 10/12/60. RAZED 11/17/60.)
- “BLISS” CABIN
BLISSVILLE, L.I. CITY – JCT. OF MONTAUK
BRANCH AND MONTAUK CUT-OFF.
(IN SVC: 10/12/60 ON N. SIDE OF
TRACKS, W. OF GREENPOINT AVE., 112’
WEST OF PREVIOUS LOCATION. US&S 4
LEVER STYLE TC TABLE MACHINE. YEAR-
ROUND OFFICE CLOSED 1990s. RE-
OPENED DURING SUMMER MONTHS)
- “BM” TOWER
BELMONT PARK RACE TRACK. (OPENED
1905 EAST SIDE OF TRACKS AND N.
OF HEMPSTEAD TPKE. STANDARD 16
LEVER MECHANICAL MACHINE. CON-
TROLLED 4-TRACK ACCESS TO PARK
WHERE IT BOTTLE-NECKED TO TWO
TRACKS. DESTROYED BY FIRE: 7/9/25)

“BM” CABIN

BELMONT PARK RACE TRACK JCT. (2,850’ EAST OF “QU”, QUEENS VILLAGE AND 1650’ EAST OF “KW” CABIN. BLOCK STATION IN SVC. FOR RACING EVENTS ONLY. PARTIAL DATES AS FOLLOWS:
IN SVC: 9/02/29. O.O.S: 9/16/29
IN SVC: 11/02/29. O.O.S: 11/05/29
IN SVC: 5/15/30. O.O.S: 6/10/30
IN SVC: 9/01/30. O.O.S: 9/17/30
IN SVC: 5/15/31. O.O.S: 6/13/31
IN SVC: 9/07/31. O.O.S: 9/19/31
IN SVC: 9/05/32. O.O.S: 9/17/32
IN SVC: 5/27/33. O.O.S: 6/16/33
IN SVC: 9/04/33. O.O.S: 9/16/33
IN SVC: 5/16/34. O.O.S: 6/09/34
IN SVC: 9/03/34. O.O.S: 9/15/34
IN SVC: 5/15/35. O.O.S: 6/08/35
IN SVC: 9/30/35. O.O.S: 10/12/35
IN SVC: 5/11/36. O.O.S: 6/06/36
IN SVC: 9/17/36. O.O.S: 10/03/36
IN SVC: 5/10/37. O.O.S: 6/05/37.

“BN”

BABYLON STATION (1878 BOOK OF RULES AND 1903 CR4)

“BN” CABIN

BABYLON (FIRST APPEARS ON ETT OF 1918. IN USE THROUGHOUT ELECTRIFICATION 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) (BLOCK STATION OUT OF SVC: 12/11/29. UNATTENDED BLOCK STATION IN SVC. CONTINUOUSLY: 12/11/29. BLOCK STATION AGAIN IN SVC: ?. OUT OF SVC: BY 6/43. BLOCK LIMIT STATION SIGNALS IN SVC. BY 6/43. OUT OF SVC: 5/6/2006)

“BP”

BAYPORT (1903 CR4) (UNATTENDED BLOCK STATION RELOCATED 200’ WEST OF SWITCH 2: 10/22/29)

“BQ”	BELLPORT (S. SIDE OF TRACKS AND E. OF STATION ROAD. IN SERVICE: 1916 – 1919. BURNED: 1919, NOT REPLACED)
“BR”	BRENTWOOD (1878 BOOK OF RULES AND 1903 CR4)
“BR” CABIN	BAYPORT (IN SVC: 1916. OUT OF SVC: <u>?</u>)
“BR”	BROOKLYN MANOR (S. OF DEPOT AND W. SIDE OF TRACKS. BLOCK STATION IN SVC: 5/22/36 ACCOUNT 91 ST AVE. BRIDGE RECONSTRUCTION. US&S 4 LEVER STYLE TC TABLE MACHINE. OUT OF SVC: 10/23/36.)
“BRENT”	BRENTWOOD. (TEMPORARY BLOCK STATION IN SVC: 9/14/87 FOR ELECTRIFICATION PROJECT. OUT OF SVC: 12/14/87.)
“BRENT” INTERLOCKING (R.C.)	EAST OF BRENTWOOD (CONTROLLED FROM “DIVIDE.” IN SVC: 12/14/87.)
“BRIDGE STREET DRAWBRIDGE”	DRAWBRIDGE WEST OF FLUSHING, BRIDGE STREET STATION ON WHITE-STONE BRANCH. 3 LEVER DWARF GROUND FRAMES AT EACH END OF DRAWBRIDGE. IN SVC: c. 1912. OUT OF SVC: c. 1930. REPLACED BY 2 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. LATER CONTROLLED BY TOWER #101, WHICH BECAME “HJ” AND “DRAW.” US&S 4 LEVER STYLE TC TABLE MACHINE. INTERLOCKING AND INTERLOCKING STATION OUT OF SVC: 5/23/50 WITH ABANDONMENT OF JAMAICA BAY TRESTLE AFTER FIRE OF 1950.)
“BROOK” TOWER: 1	FLATBUSH AVE., BROOKLYN (UNDER-

	GROUND: E. END OF STATION PLATFORM BETWEEN TRACKS 4 AND 5. FORMERLY "FT". RENAMED: 4/15/37. OUT OF SVC: SUMMER/1999.
"BROOK" TOWER: 2	FLATBUSH AVE., BROOKLYN (UNDERGROUND: RELOCATED TO YARDMASTER'S OFFICE AT E. END OF PLATFORM BETWEEN TRACKS 2 AND 3)
"BROOK 1" INTERLOCKING	EAST OF FLATBUSH AVE., BROOKLYN (IN SVC: 2000 ?)
"BROOK 2" INTERLOCKING	EAST OF FLATBUSH AVE., BROOKLYN (IN SVC: 2000 ?)
"BS" CABIN	BAYSIDE (S. SIDE OF TRACKS AND W. OF STATION. IN SERVICE: 12/26/19 – 10/1926)
"BS" TOWER	BLISSVILLE , L.I. CITY – JCT. OF MONTAUK BRANCH AND MONTAUK CUT-OFF. (SEE: "BX" TOWER. RENAMED "BLISS": 4/22/37)
"BT"	BLUEPOINT (1903 CR4)
"BU"	BUSHWICK (SOUTHERN DIVISION: 1878 BOOK OF RULES AND 1903 CR4)
"BURKE" INTERLOCKING (R.C.)	WEST OF HUNTINGTON (IN SVC: 5/22/62. NAMED AFTER RETIRED TRACK FOREMAN PATRICK BURKE <i>per The Long Island Railroader: 10/11/61</i> . NAMED AFTER RETIRED CONDUCTOR JOE BURKE <i>per W. S. Boerckel</i> . OUT OF SVC: 6/26/72. BECAME "HUNT 1" LOCATION)
"BV"	BELLMORE (1903 CR4)
"BW"	BALDWIN (1903 CR4)
"BW" CABIN	BELLAIRE (IN SVC: 1920s. OUT OF SVC: ?)
"BX" TOWER	BLISSVILLE, L.I. CITY – JCT. OF MONTAUK BRANCH AND MONTAUK CUT-OFF.

	(BUILT: 1894 NORTH SIDE OF TRACKS AND WEST SIDE OF GREENPOINT AVE. 16 LEVER SAXBY & FARMER MECHANICAL MACHINE. FORMERLY TOWER #3: 2. RENAMED "BX" IN 1907. MOVED SOUTH OF TRACKS AND WEST SIDE OF GREENPOINT AVE.: 3/1908. INCREASED TO 24 LEVERS. RENAMED "BS": 11/23/28. RENAMED "BLISS": 4/22/37.)
"BY"	BAYSHORE (1878 BOOK OF RULES AND 1903 CR4)
"C3" (?) CABIN (see: "J3")	JAMAICA (300' WEST OF "RJ" TOWER. IN SVC: 12/1/29 FOR "JAMAICA IMPROVEMENT EAST" PROJECT.)
"C"	COLLEGE POINT (NORTH SHORE DIVISON: 1878 BOOK OF RULES AND 1903 CR4)
"C" CABIN	CUMBERLAND STREET , JAMAICA ON OLD SOUTHERN ROAD (IN SVC: 1913 DURING JAMAICA GRADE ELIMINATION.)
"C" TOWER (PRR)	PENNSYLVANIA STATION, NY (OUT OF SVC: 9/30/94)
"C" INTERLOCKING (R.C.)	PENN STATION (CONTROLLED FROM PSCC. IN SVC: 9/30/94)
"CA"	MORRIS PARK SHOPS (1903 CR4)
"CA" CABIN	CENTRAL AVE. , VALLEY STREAM. (US&S 14 LEVER STYLE TC TABLE MACHINE IN SVC: 8/10/32 ACCOUNT VALLEY STREAM GRADE CROSSING ELIMINATION. OUT OF SVC: 9/10/33.)
"CANAL"	FLUSHING MEADOWS (FOR SEWER LINE CONSTRUCTION ADJACENT TO FLUSHING CREEK. US&S 6 LEVER STYLE TC TABLE MACHINE IN SVC: 7/13/38. OUT OF SVC: 9/19/38)
"CD"	FLUSHING, CENTRAL DEPOT (NORTH SHORE DIVISION: 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”	LAWRENCE (1903 CR4)
“CENTRE”	ROCKVILLE CENTRE (TEMPORARY BLOCK OFFICE DURING ROCKVILLE CENTRE GRADE ELIMINATION. LOCATED IN TICKET OFC. ON TEMPORARY WEST-BOUND PLATFORM. US&S 4 LEVER STYLE TC TABLE MACHINE. IN SVC: 4/19/49. OUT OF SVC: 7/18/50)
“CF”	SEA CLIFF (1903 CR4)
“CH”	CONEY ISLAND (ON PROSPECT PARK & CONEY ISLAND RAIL ROAD) (1878 BK OF RULES AND 1903 CR4)
“CI”	CENTRAL ISLIP STATION (1903 CR4) (2 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 RELOCATED AN ADDITIONAL 170’ EAST: 9/9/77. BLOCK AND BLOCK LIMIT STATION OUT OF SVC: 12/14/87 WITH ELECTRIFICATION PROJECT)
“CI 1” INTERLOCKING (R.C.)	WEST OF CENTRAL ISLIP (CONTROLLED FROM “DIVIDE.” IN SVC: 12/14/87)
“CI 2” INTERLOCKING (R.C.)	EAST OF CENTRAL ISLIP (CONTROLLED FROM “DIVIDE.” IN SVC: 12/14/87)

“CK”	LITTLE NECK (1903 CR4)
“CM”	CREEDMOOR (NORTH SHORE DIVISION: 1878 BOOK OF RULES)
“CM” CABIN	CENTER MORICHES (OPENED: 1916 ON S. SIDE OF TRACKS AND E. OF DEPOT)
“CN” TOWER	CHESTNUT ST. JCT., EAST NEW YORK (LOCATED ON SIGNAL BRIDGE ON ATLANTIC BRANCH WEST OF RAILROAD AVE. AND RAILROAD AVE. STATION. FORMERLY TOWER #65. CONTROLLED CONNECTION BETWEEN L.I.R.R. AND B.R.T. SYSTEMS DURING PERIOD OF JOINT OPERATIONS. RENAMED IN 1907. US&S 11 LEVER MECHANICAL MACHINE. BRT CONNECTION OUT OF SVC: 1917. INTERLOCKING PLANT REBUILT AND G.R.S. 16 LEVER ALL ELECTRIC MA- CHINE PLACED IN SVC: 1922. STATION AND STREET RENAMED AUTUMN AVE., AND TOWER RENAMED “AUTUMN”: 4/15/37.
“CO”	CORONA
“CO” CABIN	CORONA (TEMPORARY CABIN ACCOUNT GRADE CROSSING ELIMINATION. US&S 3 LEVER STYLE TC TABLE MACHINE IN SVC: 5/8/30. OUT OF SVC: 10/17/30.)
“COREY” INTERLOCKING (R.C.)	EAST OF HUNTINGTON (IN SVC: 5/22/62, OUT OF SVC: 6/26/72. NAMED AFTER RETIRED ENGINEER BENJAMIN C. COREY <i>per The Long Island Railroader: 10/11/61.</i> BECAME “HUNT 3” LOCATION.)
“CP” CABIN	CENTRAL ISLIP (SOUTH SIDE OF TRACKS AND WEST OF STATION. 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 CENTRAL 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** (BLOCK HANDLED AT STA:
8/1918 UNTIL 8/1925. FORMERLY "PK")
- "CR" EAST OF GARDEN CITY (CENTRAL EXTEN-
SION) (7,875' EAST OF "HC" INTERLOCK-
ING STATION. POSSIBLY NAMED FOR
PROXIMITY TO **CLINTON ROAD**: *Dave
Keller, CURTIS ENGINEERING*, SIDING
FOR WHICH WAS AT THE CABIN'S LOCA-
TION: *Richard Makse*, OR LONG ISLAND
MOTOR PARKWAY **CONNECTING ROAD**
WHICH WAS IN THE SAME VICINITY: *Art
Huneke*] TEMPORARY BLOCK STATION
IN SVC: 9/6/30 POSSIBLY FOR MEAD-
OWBROOK COUNTRY CLUB POLO TOUR-
NAMENT. OUT OF SVC: 9/13/30.)
- "CS" **COLD SPRING** (1903 CR4) (LATER: COLD
SPRING HARBOR)
- "CT" TOWER **CARLTON AVE.**, BKLYN (BUILT INTO THE
WALL ON THE S. SIDE OF TRACKS AND
W. OF CARLTON AVE. YARD ENTRANCE.
IN SVC: 7/10/1906. OUT OF SVC:
12/16/1907
- "CU" STONE HOUSE **CURVE** – WEST WOODSIDE
AREA (SUNNYSIDE) (IN SVC: BY 1907)
- "CU" CABIN **CAMP UPTON JCT.** – JCT. OF CAMP
UPTON SPUR WITH MAIN LINE. (IN SVC:
3/14/44 SOUTH SIDE OF TRACKS,
OPPOSITE JCT. OF WEST LEG OF WYE
[EASTWARD FACING POINT SWITCH OF
CAMP UPTON BRANCH]. CLOSED 1945
WITH END OF W.W.II. MOVED TO PRI-
VATE PROPERTY AS TOOL SHED.)
- "CV" CABIN **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: 5/5/30. OUT OF SVC: 3/25/31.)

“CY” TOWER

CYPRESS AVE. 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.)

“D”

FRESH POND JUNCTION (SOUTHERN DIVISION: 1878 BOOK OF RULES)

“D”

BUSHWICK JUNCTION (1903 CR4)

“D” CABIN: 1

DOUGLASTON DRAWBRIDGE (SWINGBRIDGE) (S. SIDE OF TRACKS BUILT ON RECLAIMED W. EDGE OF ALLEY CREEK. IN SERVICE: 9/1911 – 1924)

“D” CABIN: 2

DOUGLASTON DRAWBRIDGE)SWINGBRIDGE) (N. SIDE OF TRACKS, ON E. SIDE OF ALLEY CREEK. IN SERVICE: 1924-1926. SAXBY & FARMER 4 LEVER MECHANICAL MACHINE. AFTER 1926 BECAME BRIDGE TENDER’S CABIN. RENAMED “DOUGLASTON DRAWBRIDGE.”

“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 BRIDGE** - L.I. CITY
(IN SVC: 10/1915 ON N. SIDE OF MON-
TAUK BRANCH TRACKS AND E. OF
DRAWBRIDGE [SWING BRIDGE] OVER
DUTCH KILLS CREEK.)

“DE” LONG ISLAND CITY (GONE BETWEEN 1925
AND 1929)

“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. JOHNSON 12
LEVER MECHANICAL MACHINE, IN-
CREASED TO 20 LEVERS BY 1912.)

“DF” TOWER: 2 EAST OF **FRESH POND** STA. (OPENED:
12/1917 ON N. SIDE OF TRACKS AND
WEST OF N.Y. INTERCONNECTING R.R.
TRESTLE. SAXBY & FARMER 36 LEVER
MECHANICAL MACHINE. RENAMED
“POND”: 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. US&S 9 STATION TRAF-
FIC CONTROL CENTER CONTROL PANEL
IN SVC: 10/7/61. TOWER OUT OF SVC:
11/13/62 WITH GRADE ELIMINATION.

“DIVIDE” TOWER: 2 HICKSVILLE (NEW TOWER BUILT DIRECT-
LY BEHIND OLD TOWER DURING
GRADE ELIMINATION. US&S 15 LEVER
MODEL 14 ELECTRO-MECHANICAL MA-
CHINE. 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.)

“DK” **DEER PARK** (1903 CR4) (UNATTENDED

BLOCK STATION SIGNAL IN SVC:
5/23/28 PERMISSIVE BLOCK ASPECT
ADDED TO BLOCK SIGNALS: 6/25/28.
BLOCK STATION RELOCATED S. SIDE
OF TRACKS AND 238' WEST OF DEER
PARK AVE. IN SVC: 8/25/36 FOR GRADE
CROSSING ELIMINATION. BLOCK SIG-
NALS RELOCATED LOCATED SAME DAY
TO SHOO-FLY S. OF FORMER LOCATION.
BLOCK STATION RELOCATED TO N.
SIDE OF TRACKS, 901' EAST OF FORM-
ER LOCATION: 12/17/36 WITH COMPLE-
TION OF GRADE ELIMINATION. BLOCK
SIGNALS RELOCATED SAME DAY NORTH
OF FORMER LOCATION. BLOCK AND
BLOCK LIMIT STATION OUT OF SVC:
9/14/87 WITH ELECTRIFICATION PROJ-
ECT.

“DOUGLASTON DRAWBRIDGE”

DOUGLASTON ON DRAWBRIDGE (FORM-
ERLY “D” CABIN. SAXBY & FARMER 4
LEVER MECHANICAL MACHINE. DRAW-
BRIDGE UNATTENDED: 1/28/32. AGAIN
IN SVC: ?. INTERLOCKING AND INTER-
LOCKING STATION OUT OF SVC: 7/6/48.
CABIN RAZED: 1950.)

“DRAW” TOWER

ON SWING BRIDGE (INCORRECTLY REF-
ERRED TO AS “**DRAWBRIDGE**” - HAMMEL
PREVIOUSLY “HJ” TOWER, TOWER 101)
(WEST SIDE OF TRACKS AND SOUTH
OF CHANNEL. 7 LEVER TABLE MACHINE
AND 4 LEVER TABLE MACHINE. RE-
NAMED: 4/30/37. DESTROYED BY TRAIN
DERAILMENT: 1/3/46.)

“DRAW” CABIN: 1

ON SWING BRIDGE - HAMMEL (EAST SIDE
OF TRACKS AND SOUTH OF CHANNEL.
IN SVC: 1946. US&S 11 LEVER STYLE TC
TABLE MACHINE. OUT OF SVC:
5/23/50.)

“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:
5/28/50. US&S 4 LEVER STYLE TC
TABLE MACHINE. SWITCHES HAND-
THROWN AND SIGNALS OPERATED
FROM RELAY CASES IN THE 5-DAY IN-
TERIM *per Art Huneke*. OUT OF SVC:
10/3/55 WITH END OF LIRR SERVICE.
CABIN STILL STANDING 9/6/62 *per
Dick Makse*)

“DU” **DOUGLASTON** (1903 CR4)

“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)

“DUKE 1” INTERLOCKING (R.C.) EAST OF NORTHPORT (REMOTE FROM
“DIVIDE.” FORMERLY “DUKE.” IN SVC:
10/3/77)

“DUKE 2” INTERLOCKING (R.C.) EAST OF NORTHPORT (REMOTE FROM
“DIVIDE.” FORMERLY “EVANS.” IN SVC:
10/3/77)

“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.)

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

“DY” **SHEEPSHEAD BAY** STATION (1903 CR4)

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

“EA” **EASTPORT** STATION (1903 CR4)

“EAST NEW YORK” TOWER	EAST NEW YORK (IN SVC: 12/28/42. US&S 11 LEVER MODEL 14 ELECTRO- MECHANICAL MACHINE. TOWER UNDER- GROUND. IN LAST YEARS WAS MANNED ONLY DURING SPECIAL MOVES. OUT OF SVC: 9/01)
“EAST NEW YORK” INTERLKNNG. (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”	ELBERT’S GROVE (SOUTHERN DIVISION: 1878 BOOK OF RULES)
“EG”	EDGEMERE (SUMMER ONLY PER 1903 CR4)
“EM”	EAST MORICHES (1903 CR4)
“EN”	EAST NEW YORK (1878 BOOK OF RULES)
“EP”	ISLIP (TEMPORARY BLOCK STATION AC- COUNT GRADE CROSSING ELIMINATION OF CARLETON AVE. [ROUTE 111]. N. SIDE OF TRACKS AT E. END OF SINGLE TRACK. IN SVC: 11/30/31. 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 SUM- MERS ONLY. FORMERLY TOWER #96)
“EVANS” INTERLOCKING (R.C.)	EAST OF NORTHPORT (REMOTE FROM “DIVIDE.” IN SVC: 5/15/63. NAMED AFT- ER THE LATE TRAIN DISPATCHER THOM-

AS B. EVANS *per The Long Island Railroad-*
er: 10/11/61. OUT OF SVC: 10/3/77.
BECAME "DUKE 2" LOCATION.)

- "EW" **EAST WILLISTON** (1903 CR4)
- "EX" TOWER FLATBUSH AVE. **EXPRESS** YARD (IN SVC. BY 1907 ON S. SIDE OF TRACKS TO CONTROL THE 8 EXPRESS TRACKS AT THE TERMINAL. US&S 11 LEVER ELECTRO-PNEUMATIC MACHINE IN SVC: 3/1908. OUT OF SERVICE: 4/28/23. DUTIES HANDLED BY "FT" TOWER.)
- "F" MASTIC (**FORGE**) (1903 CR4) (UNATTENDED BLOCK STATION SIGNAL IN SVC: 5/23/28. RENAMED "MS": 6/25/39)
- "F" TOWER (PRR) THOMPSON (THOMSON) AVE., L. I. CITY. (NORTH SIDE OF TRACKS, WEST OF THOMPSON AVE. 47 LEVER US&S MODEL 14 ELECTRO-PNEUMATIC MACHINE. IN SVC: 9/1910. OUT OF SVC: 1995. RAZED: SPRING/2005.)
- "F" INTERLOCKING (R.C.) L. I. CITY, QUEENS (CONTROLLED FROM PSCC. IN SVC: 1995)
- "FAIR" MINEOLA (FORMERLY "MT TOWER: 2." RE-AMED: 4/23/37 ACCOUNT PROXIMITY OF MINEOLA **FAIR** GROUND. RENAMED: "NASSAU": 9/18/38.)
- "FAIR" TOWER FLUSHING MEADOWS (N. SIDE OF TRACKS AND W. OF 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" FLUSHING MEADOWS (TEMPORARY BLOCK STATION FOR N.Y. WORLD'S **FAIR**. IN SVC: 4/16/64. OUT OF SVC: 11/8/65)

“FARM 1” INTERLOCKING (R.C.)	EAST OF FARMINGDALE (CONTROLLED FROM “DIVIDE.” IN SVC: 6/15/87)
“FARM 2” INTERLOCKING (R.C.)	EAST OF FARMINGDALE (CONTROLLED FROM “DIVIDE.” FORMERLY “PW” TEMPORARY BLOCK STATION. REDESIGNATED “FARM 2”: 9/14/87)
“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”	FARMINGDALE (1903 CR4)
“FH”	FLATBUSH AVE. FREIGHT HOUSE (CARLTON AVE. YARD) (1903 CR4)
“FK” TOWER: 1	FLORAL PARK - JCT. OF HEMPSTEAD AND CREEDMOOR BRANCHES WITH MAIN LINE. (WOOD STRUCTURE BUILT 1909, NORTH SIDE OF MAIN LINE TRACKS AND EAST OF TULIP AVENUE. JOHNSON 32 LEVER MECHANICAL MACHINE. OUT OF SVC: 1924.)
“FK” TOWER: 2	FLORAL PARK (BRICK STRUCTURE BUILT 1924, 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. US&S 27 LEVER MODEL 14 ELECTRO-MECHANICAL MACHINE. RENAMED “PARK”: 4/23/37.)
“FM”	ROSEDALE (FOSTER’S MEADOW) (1903 CR4)
“FN” CABIN	FRESH POND JCT. - JCT. OF MONTAUK BRANCH WITH BAY RIDGE BRANCH (E. SIDE OF TRACKS AND S. OF FREMONT ST. IN SERVICE: 1/17/18 - 9/10/27)

“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: 9/10/27. RENAMED “FREMONT”: 4/22/37)
“FOREST”	FOREST HILLS (TEMPORARY BLOCK STATION IN SVC: 4/23/55. OUT OF SVC: 4/23/55. AGAIN IN SVC: 9/21/63. OUT OF SVC: 9/21/63)
“FOX” INTERLOCKING (R.C.)	WEST OF KINGS PARK (REMOTE FROM “DIVIDE.” IN SVC: 12/20/63. NAMED AFTER RETIRED CONDUCTOR WALTER FOX <i>per the Long Island Railroader</i> : 10/11/61. NAMED AFTER RETIRED FREIGHT TRAINMASTER JOE FOX AND CONDR. WALTER FOX <i>per W. S. Boerckel</i> . OUT OF SVC: 10/3/77. “FOX 1” LOCATION)
“FOX 1” INTERLOCKING (R.C.)	WEST OF KINGS PARK (REMOTE FROM “DIVIDE.” IN SVC: 10/3/77. FORMERLY “FOX.”)
“FOX 2” INTERLOCKING (R.C.)	EAST OF KINGS PARK (REMOTE FROM “DIVIDE.” IN SVC: 10/3/77. FORMERLY “GREEN.”)
“FP”	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 “FK” TOWER: 1)
“FR”	FREEPORT (SOUTHERN DIVISION: 1878 BOOK OF RULES AND 1903 CR4)
“FR” CABIN	FARMINGDALE (IN SVC: 6/24/09 PER G.O. #82)

“FREMONT” TOWER	FRESH POND JCT., QUEENS– JCT. OF MONTAUK BRANCH WITH N.Y. CONNECTING R.R. (EX-BAY RIDGE BRANCH) (E. SIDE OF TRACKS AND S. OF THEN-EXISTENT FREMONT ST. PREVIOUSLY “FN” TOWER. 23 LEVER ELECTRO-PNEUMATIC MACHINE PLUS US&S 2 LEVER STYLE TC TABLE MACHINE TO CONTROL “BAY” AND “BEDFORD”. RENAMED: 4/22/37. OUT OF SVC: 4/15/70. INTERLOCKING AND TRACKS BETWEEN “FREMONT” AND BAY RIDGE UNDER JURISDICTION OF PENN CENTRAL TRANSPORTATION CO.: 1/20/71. TOWER ABANDONED. BURNED AND RAZED: PRIOR TO 1995. <i>per Jim Minor, LIRR block opr.</i>)
“FT” TOWER	FLATBUSH AVE. (UNDERGROUND: E. END OF STATION PLATFORM BETWEEN TRACKS 4 AND 5. IN SVC: 1905-06. RENAMED “BROOK”: 4/15/37)
“FU”	CORONA (NORTH SHORE DIVISION: 1878 BOOK OF RULES AND 1903 CR4)
“FW” TOWER	FAR ROCKAWAY (SOUTH SIDE OF TRACKS AND EAST OF STATION. SAXBY & FARMER 32 LEVER MECHANICAL MACHINE. IN SVC: 6/18/1907. RENAMED “ROCK”: 5/11/37.)
“FX” TOWER	FAIRVIEW AVE., HAMMEL (X REPRESENTED A JCT. OR CROSSING OF TRACKS BY TRACKS) (INSIDE WEST END OF WYE, AT WEST STATION PLATFORM. JOHNSON 16 LEVER MECHANICAL MACHINE. IN SVC: 4/19/07. OUT OF SVC. FOR THE WINTER: 10/10/22. PERMANENTLY OUT OF SVC: <u>?</u> . RAZED: 4/20/25)
“FY”	NEW YORK 34 TH ST. FERRY (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: 12/12/26, S. SIDE OF TRACKS AND .3 MILES EAST OF STATION. 24 LEVER MECHANICAL MACHINE. RENAMED "PORT": 4/30/37.)

"G" GARDEN CITY (NORTH SHORE DIVISION: 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 (BLOCK HANDLED IN STATION. BLOCK OFFICE IN SVC: 1/19/35. US&S 7 LEVER STYLE TC TABLE MACHINE. RENAMED "GREAT NECK": 4/22/37.)

"G" CABIN: 1 GREAT NECK (N. SIDE OF TRACKS AND E. OF STATION. IN SERVICE: 1911. OUT OF SVC: ? (Alternate data: in svc: 1907, out of svc: 1925 per Jeff Erlitz)

"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: 1925. OUT OF SVC: 6/8/34 ACCOUNT GRADE CROSSING ELIMINATION.)

"GA" GLEN HEAD (1903 CR4)

"GARDEN" TOWER HEMPSTEAD CROSSING – GARDEN CITY - JCT. OF HEMPSTEAD, CENTRAL AND

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

"GARDEN" CABIN

GARDEN CITY – JCT. OF HEMPSTEAD
BRANCH. (OPENED 1/27/39, NORTH
SIDE OF TRACKS, WEST SIDE OF
FRANKLIN AVE., 650' WEST OF FORM-
ER LOCATION. US&S 5 LEVER STYLE
TC TABLE MACHINE. OUT OF SVC. BY
6/5/95. RAZED: c. 1999-2000)

"GARDEN" INTERLOCKING (R.C.)

GARDEN CITY (CONTROLLED FROM
"QUEENS." IN SVC: PRIOR TO 6/5/95)

"GD"

GLEN COVE, GLEN STREET (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

GIBSON, ON FAR ROCKAWAY BRANCH
(US&S 3 LEVER STYLE TC TABLE MACH-
INE IN SVC: 8/31/32 ACCOUNT VALLEY
STREAM GRADE CROSSING ELIMINA-
TION. RELOCATED ON ELEVATION N.
OF FORMER LOCATION: 2/7/33. OUT
OF SVC: 5/2/33.)

"GK"

GREAT NECK (1903 CR4)

"GN"

GREAT NECK (NORTH SHORE DIVISION:
1878 BOOK OF RULES)

"GN"

GREENPORT (1878 BOOK OF RULES AND
1903 CR4) (RENAMED "GY" c. 1920s.)

"GR"

GREENLAWN (1903 CR4) (UNATTENDED
BLOCK STATION SIGNAL IN SVC:
5/23/28. PERMISSIVE BLOCK ASPECT

ADDED TO BLOCK SIGNALS: 6/25/28.
BLOCK STATION OUT OF SVC:
12/11/29. UNATTENDED BLOCK STA-
TION IN SVC. CONTINUOUSLY:
12/11/29. BLOCK LIMIT STATION SIG-
NAL RELOCATED 343' EAST OF FORMER
LOCATION: 4/16/45. BLOCK LIMIT STA-
TION OUT OF SVC: 6/12/49.)

“GREAT NECK”

GREAT NECK (BLOCK OFFICE IN DEPOT.
PREVIOUSLY “G.” RENAMED: 4/22/37.
US&S 7 LEVER STYLE TC TABLE MA-
CHINE REDUCED TO 5 LEVER. OUT OF
SVC: 2/21/63. REPLACED BY ELEC-
TRONIC CONTROL PANEL.)

“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. BE-
CAME “FOX 2” LOCATION.)

“GREENLAWN”

GREENLAWN (TEMPORARY BLOCK STA-
TION IN SVC: 1/25/63. OUT OF SVC:
5/15/63)

“GU”

CUTCHOGUE (1903 CR4) (BLOCK OFFICE
IN STATION OUT OF SERVICE: 9/1927.
BLOCK LIMIT STATION SIGNAL IN SVC:
9/1927. OUT OF SVC: 6/12/52.)

“GV”

NASSAU, **GLEN COVE** (1903 CR4) (LATER:
GLEN COVE)

“GW” TOWER

GLENDALE (S. SIDE OF TRACKS AND E.
OF COOPER AVE. FORMERLY TOWER 9.
IN SERVICE BY 1907, VERY POSSIBLY
IN SVC. SOME YEARS EARLIER. CLOSED:
1908)

“GY”

GREENPORT (PREVIOUSLY “GN”) (UNAT-
TENDED BLOCK STATION SIGNAL AT
ENTRANCE TO **GREENPORT YARD** IN
SVC: 5/23/28. BLOCK STATION OUT
OF SVC: BY 6/43. BLOCK LIMIT STA-

	TION SIGNALS IN SVC: BY 6/43. RELOCATED 1,080' EAST: 2/19/74.)
"GY" CABIN	GREENLAWN (IN SERVICE: 1915 – 1916)
"H" TOWER	HAROLD AVE. , L. I. CITY (BUILT: 1910 ON S. SIDE OF TRACKS AND WEST OF HAROLD AVE. U.S. & S. MODEL 14 47 LEVER ELECTRO-PNEUMATIC MACHINE. RENAMED "HAROLD": 4/16/37)
"HA"	EAST HAMPTON (1903 CR4) (BLOCK LIMIT STATION IN SVC: 1927. OUT OF SVC: 9/17/50.)
"HALL" TOWER	JAMAICA (PREVIOUSLY "JE" TOWER) (SOUTH SIDE OF TRACKS, EAST OF STATION. 83 LEVER MODEL 14 ELECTRO-MECHANICAL MACHINE. RENAMED: 4/16/37 ACCOUNT PROXIMITY TO UNION HALL STREET.)
"HARE" INTERLOCKING (R.C.)	WEST OF SMITHTOWN (REMOTE FROM "DIVIDE." NAMED AFTER RETIRED CONDUCTOR JAMES HARE <i>per the Long Island Railroader: 10/11/61</i> . IN SVC: 12/20/63 TO 8/26/71; 9/14/71 TO 10/3/77. BECAME "POST 1" LOCATION.)
"HAROLD" TOWER: 1	HAROLD AVE. , L. I. CITY (PREVIOUSLY "H" TOWER) (BUILT: 1910 S. SIDE OF TRACKS AND W. OF HAROLD AVE. U.S. & S. MODEL 14 47 LEVER ELECTRO-PNEUMATIC MACHINE. RENAMED 4/16/37. 5 LEVER TRANSCONTROL MINI-LEVER CONTROL PANEL IN SVC: 2/21/63 FOR CONTROL OF GREAT NECK INTERLOCKING. OUT OF SVC: 7/90. DEMOLISHED: 7/1990.)
"HAROLD" TOWER: 2	HAROLD AVE. , L. I. CITY (OPENED: 7/90, OUT OF SVC: 1995 WHEN CONTROL TRANSFERRED TO PSCC. (?))
"HAROLD" INTERLOCKING (R.C.)	HAROLD AVE. , L. I. CITY (CONTROLLED FROM PSCC. IN SVC: 1995)

- “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. SAXBY & FARMER 32 LEVER MECHANICAL MACHINE. RENAMED: 4/15/37. OUT OF SVC: 2/29/40 WITH GRADE ELIMINATION.)
- “HAVEN” TOWER: 2 **WOODHAVEN** JCT. (RELOCATED 271’ EAST OF FORMER 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. ALBANS.” RENAMED “HB” IN 1907. RENAMED “YD”: 1909, CLOSED: 1/1929)
- “HB” INTERLOCKING (R.C.) **HOWARD BEACH** (CONTROLLED BY “BEACH” TOWER. 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.) (OPENED JAN/1890, IN NORTHWEST QUADRANT OF CROSSING AS TOWER #105. SAXBY & FARMER 36 LEVER MECHANICAL MACHINE. 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”: 4/30/37. OUT OF SVC: 1/27/39.)
- “HD” **HEMPSTEAD** (NORTH SHORE DIVISION: 1878 BOOK OF RULES AND 1903 CR4)

“HF”	FLUSHING (BRIDGE STREET) (1903 CR4) (BLOCK HANDLED IN STATION. CALL LETTERS AFTER 1926. RAZED, SIGNAL REMOVED 1932 WITH BRANCH ABANDONMENT)
“HG” CABIN	HIGBIE AVE. , LAURELTON (N. SIDE OF TRACKS AND W. OF HIGBIE AVE. IN SERVICE: 8/25/19. OUT OF SVC: 7/6/23)
“HI”	HOLLIS STATION (1903 CR4)
“HILLSIDE YARD OFFICE”	HILLSIDE a.k.a. “HOLBAN YARD SWITCHMAN’S CABIN” ON INTERLOCKING DIAGRAMS (US&S 1 LEVER STYLE TC TABLE MACHINE. OUT OF SVC: 7/6/71)
“HJ” TOWER	HAMMEL (BROAD CHANNEL) SWING BRIDGE (HAMMEL JCT.) (WEST SIDE OF TRACKS AND SOUTH OF CHANNEL. FORMERLY TOWER #101. RENAMED IN 1907. SAXBY & FARMER 16 LEVER MECHANICAL MACHINE. RENAMED “DRAW”: 5/1/37.)
“HM”	BERLIN SIDING (DUNTON) (1903 CR4)
“HM” TOWER	HEMPSTEAD (OPENED SEPT/1912, EAST SIDE OF TRACKS AND NORTH OF JACKSON ST. 4 LEVER DWARF MACHINE. OUT OF SVC: 4/3/33.
“HM”	HEMPSTEAD (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 COLUMBIA STREET.)
“HN” TOWER	HICKSVILLE - JCT. OF PORT JEFFERSON

	BRANCH AND MAIN LINE. (BETWEEN LEGS OF WYE, EAST OF STATION. 48 LEVER MECHANICAL MACHINE. FORMERLY "HX" UNTIL 11/23/28. RENAMED "DIVIDE": 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.)
"HOLLIS" TOWER	HOLLIS (PREVIOUSLY "IS" TOWER) (NORTH SIDE OF TRACKS AT EAST END OF STATION PLATFORM. JOHNSON 32 LEVER MECHANICAL MACHINE. RENAMED: 4/23/37. OUT OF SVC: 12/19/57.)
"HOLLIS" INTERLOCKING (R.C.)	HOLLIS (CONTROLLED FROM "QUEENS." IN SVC: 12/19/57)
"HOLTSVILLE"	HOLTSVILLE (W.W.I) (LATER "HV")
"HQ" TOWER	HEMPSTEAD TURNPIKE AND TROLLEY CROSSING OF MAIN LINE WEST OF QUEENS (QUEENS VILLAGE). (FORMERLY TOWER #44½. IN SVC: 7/1905. RENAMED: 1907. OUT OF SVC: 1/7/23 DUE TO GRADE CROSSING ELIMINATION.)
"HQ" CABIN	WEST OF ROCKAWAY JUNCTION – HILLSIDE (GONE BY 1920s)
"HS"	HAMMEL STATION (JUNCTION) (1903 CR4) (HAMMELS)
"HT"	HEWLETT (1903 CR4)
"HU" TOWER	HAMMEL WYE (HAMMEL JUNCTION?) (INSIDE EAST END OF WYE. REPLACED TOWER #102. JOHNSON 44 LEVER STYLE A MECHANICAL MACHINE IN SVC: 8/2/07. OUT OF SVC: 2/19/32.)

“HUNT 1” INTERLOCKING (R.C.)	WEST OF HUNTINGTON (REMOTE FROM “DIVIDE.” IN SVC: 6/26/72. FORMERLY “BURKE.”)
“HUNT 2” INTERLOCKING (R.C.)	WEST OF HUNTINGTON (REMOTE FROM “DIVIDE.” IN SVC: 6/26/72)
“HUNT 3” INTERLOCKING (R.C.)	EAST OF HUNTINGTON (REMOTE FROM “DIVIDE.” IN SVC: 6/26/72. FORMERLY “COREY.”)
“HV”	HOLTSVILLE (W.W.I) (BLOCK OFFICE CLOSED IN DEPOT. BLOCK AND UNATTENDED BLOCK STATION OUT OF SVC: 5/23/28)
“HW” CABIN	HEMPSTEAD TURNPIKE: LISTED IN 1924 EDITION OF <u>L.I.R.R. RULES AND RATES OF PAY GOVERNING EMPLOYEES IN THE STATION, TOWER AND TELEGRAPH DEPARTMENTS.</u> OUT OF SVC: 1924.)
“HW” CABIN	HAWTHORNE 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.)
“HX”	HOLLAND (1903 CR4)
“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 MECHANICAL MACHINE. IN SERVICE: 5/27/09. PERMISSIVE BLOCK ASPECT ADDED TO BLOCK SIGNAL: 6/25/28. RENAMED “HN”: 11/23/28. RENAMED “DIVIDE” 4/39)
“HY”	HYDE PARK (1903 CR4) (LATER: NEW HYDE PARK)

- “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: 1878 BOOK OF RULES AND 1903 CR4. UNATTENDED BLOCK STATION SIGNAL IN SVC: 5/23/28. BLOCK STATION IN DEPOT OUT OF SVC: ?.)
- “IS” TOWER **HOLLIS** (NORTH SIDE OF TRACKS AND EAST OF HOLLIS STATION. WHEN STATION WAS ELEVATED, IT WAS RELOCATED ADJACENT TO WEST SIDE OF TOWER. FORMERLY TOWER #43: 3 [?]. JOHNSON 32 LEVER MECHANICAL MACHINE. IN SVC: 1905. RENAMED: 1907. RENAMED “HOLLIS”: 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) (250’ WEST OF PROSPECT ST. [159TH ST.] TEMPORARY CABIN ACCOUNT “JAMAICA IMPROVEMENT EAST” PROJECT. US&S 8 LEVER CIRCUIT CONTROLLER MACHINE. IN SVC: 12/8/29. RELOCATED ON ELEVATION S. FORMER LOCATION: 6/21/30. OUT OF SVC:3/8/31.)

SVC: 5/8/30. OUT OF SVC: 10/17/30.)

“JA” TOWER

VAN WYCK AVE., JAMAICA (“**JAMAICA BLOCK**”) (ORIGINALLY TOWER #40: 1. RE-NUMBERED TOWER #36: 1 IN 1903. RENAMED “JA” IN 1907. RENAMED “V” (**VAN 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. US&S 123-LEVER MODEL 14 ELECTRO-PNEUMATIC MACHINE INSTALLED 1938. RENAMED: 4/16/37 AS PHONETIC SPELLING OF “J” [**JAY**])

“JAMAICA CONTROL CENTER”

JAMAICA (“204”) (IN SVC: 1980s. CONTROLLED INTRLKINGS ON PT. WASHINGTON BR. AFTER “HAROLD” CLOSED: 1999 *per Jim Minor, LIRR block operator*)

“JC” TOWER :1

WHITESTONE **JUNCTION** (1878 BOOK OF RULES AND 1903 CR4) EAST OF CORONA. (**CORONA JCT.?**) JCT. OF PORT WASHINGTON AND WHITESTONE BRANCHES. FORMERLY TOWER #53. RENAMED IN 1907. OUT OF SVC: 6/30/14)

“JC” TOWER: 2

WHITESTONE **JUNCTION** - EAST OF CORONA. (**CORONA JCT.?**) JUNCTION OF PORT WASHINGTON AND WHITESTONE BRANCHES. (OPENED 6/30/14, NORTH SIDE OF PORT WASHINGTON BRANCH TRACKS, EAST OF THE JUNCTION AND WEST OF FLUSHING CREEK. SAXBY & FARMER 24 LEVER MECHANICAL MACHINE WITH US&S 5 LEVER STYLE TC TABLE MACHINE TO OPERATE DRAWBRIDGE OVER FLUSHING CREEK. OUT OF SVC: 2/19/32 WITH BRANCH ABANDONMENT. RAZED SHORTLY THEREAFTER.)

“JD” TOWER	GLENDAL J CT. - JCT. OF ROCKAWAY BEACH AND MONTAUK BRANCHES. (LOCATED ON MONTAUK BRANCH: S. SIDE OF TRACKS AND EAST OF JCT. FORMERLY TOWER 10. OUT OF SERVICE: 1910)
“JDD-1” INTERLOCKING (R.C.)	FORMERLY “MS-1” – MASTIC-SHIRLEY. (CONTROLLED FROM “BABYLON”. RENAMED IN HONOR OF FORMER LIRR PRESIDENT JAMES J. DERMODY . EFFECTIVE: 5/18/ 2009.)
“JDD-2” INTERLOCKING (R.C.)	FORMERLY “MS-2” – MASTIC-SHIRLEY. (CONTROLLED FROM “BABYLON”.) RENAMED IN HONOR OF FORMER LIRR PRESIDENT JAMES J. DERMODY . EFFECTIVE: 5/18/ 2009.)
“JE” TOWER :1	JAMAICA (JAMAICA EAST : “EAST END OF JAMAICA”) (SOUTH SIDE OF TRACKS AND EAST SIDE OF “OLD” JAMAICA STATION FORMERLY TOWER #41: 2. RENAMED: 1907. OUT OF SVC: 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-MECHANICAL MACHINE IN SVC: 1913. REPLACED BY 83 LEVER MODEL 14 ELECTRO-MECHANICAL MACHINE IN SVC: 2/26/31 AS A RESULT OF THE JAMAICA EAST IMPROVEMENT PROJECT THAT ELIMINATED ROCKAWAY JCT., WHICH HAD BEEN CONTROLLED BY “JE.” RENAMED “HALL”: 4/16/37.)
“JEFF” INTERLOCKING (R.C.)	WEST OF PORT JEFFERSON (CONTROLLED FROM “DIVIDE.” IN SVC: 1992)
“JF”	PORT JEFFERSON (1903 CR4) (2 LEVER TABLE MACHINE. UNATTENDED BLOCK STATION SIGNAL IN SVC: 5/23/28. PERMISSIVE BLOCK ASPECT ADDED TO BLOCK SIGNALS: 6/25/28. EASTWARD

BLOCK SIGNAL OUT OF SVC: 3/29/39 AND SEMAPHORE ARM REMOVED WITH ABANDONMENT OF WADING RIVER EXTENSION. BLOCK AND BLOCK LIMIT SIGNALS IN FRONT OF BLOCK STATION RELOCATED 173' WEST OF FORMER LOCATION: 9/15/47. BLOCK LIMIT STATION OUT OF SVC: 2/12/51. RENAMED "PORT JEFFERSON": 6/61. BLOCK LIMIT STATION BACK IN TEMPORARY SERVICE: 4/18/88 WHEN "PORT JEFFERSON" BLOCK SIGNAL TEMPORARILY PLACED OUT OF SVC. "JF" OUT OF SVC: ?)

"JI" CABIN

JEKYL ISLAND ON LONG BEACH BRANCH (LOCATED AT 1 END OF PASSING SIDING. E. SIDE OF TRACKS AND S. OF LONG BEACH ROAD. IN SERVICE: 6/3/22. OUT OF SVC. FOR THE WINTER: 10/10/22. OUT OF SVC. PERMANENTLY: 1/15/27 WHEN DOUBLE TRACKED)

"JM" CABIN

ST. **JAMES** (IN SERVICE: 1915 – 1916)

"JN"

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

"JO"

KINGS PARK (ST. JOHNSLAND) (1903 CR4) (UNATTENDED BLOCK STATION SIGNAL IN SVC: 5/1928. PERMISSIVE BLOCK ASPECT ADDED TO BLOCK SIGNALS: 6/25/28. BLOCK OFFICE CLOSED IN DEPOT: 6/1932. SEMAPHORE BLADES REMOVED FROM MAST BY AUGUST/1934. NEW DEPOT IN SVC: 1948. BLOCK LIMIT STATION OUT OF SVC: 6/12/49.)

"JO" TOWER (PRR)

.1 MILES EAST OF PENN STATION, NY (OUT OF SVC: 9/30/94)

“JO” INTERLOCKING (R.C.)	EAST OF PENN STATION (CONTROLLED FROM PSCC. IN SVC: 9/30/94)
“JS” TOWER	“OLD” JAMAICA (NORTH SIDE OF TRACKS, AT WEST END OF PLATFORMS. FORMERLY TOWER #40: 2. RENAMED: 1907. PHOTOGRAPHED WITH CALLS AS OF 12/19/1908. REVERTED TO GATE TOWER SHORTLY THEREAFTER AND CALLS REMOVED IN PHOTO TAKEN 12/29/1908.)
“JS” INTERLOCKING (R.C.)	WEST OF DEER PARK (CONTROLLED FROM “DIVIDE.” IN SVC: 9/14/87. NAMED AFTER JIMMY SULLIVAN , LIRR SR. VICE PRESIDENT-ADMINISTRATION)
“JT” TOWER	“ JAMAICA AIR TOWER ” ON ATLANTIC BR. AT EAST END OF JAMAICA YARD (S. SIDE OF TRACKS, W. OF DEPOT AND W. OF ROCKAWAY ROAD. FORMERLY TOWER 15. 1ST COMPLETELY PNEUMATIC INTERLOCKING ON THE LIRR) OUT OF SVC: 1913 WITH GRADE ELIMINATION AND YARD TRACK RELOCATION.)
“K”	MATTITUCK (1878 BOOK OF RULES AND 1903 CR4) (UNATTENDED BLOCK STATION SIGNAL IN SVC: 5/23/28. PERMISSIVE BLOCK ASPECT ADDED TO BLOCK SIGNALS: 6/25/28. BLOCK OFFICE IN STATION OUT OF SERVICE: 9/2/58. BLOCK LIMIT STATION SIGNALS IN SVC: 9/2/58)
“KEW”	KEW GARDENS (TEMPORARY BLOCK STATION IN SVC: 4/23/55. OUT OF SVC: 4/23/55. AGAIN IN SVC: 9/21/63. OUT OF SVC: 9/21/63)
“KF” TOWER	KINGS HIGHWAY, BKLYN. - ON MANHATTAN BEACH BRANCH (FORMERLY WOODEN TOWER #77. OUT OF SERVICE: 1924 WITH ABANDONMENT OF BRANCH)

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

“KI” MERRICK (1903 CR4)

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

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

“KN” CABIN: 2 PITKIN AVE., EAST NEW YORK ON BAY RIDGE BRANCH (W. SIDE OF TRACKS AND N. OF SUTTER AVE. IN SERVICE: 1925. OUT OF SVC: BY OCT/19/1927)

“KN” TOWER (PRR) .1 MILES EAST OF PENN STATION, NY (OUT OF SVC: 9/30/94)

“KN” INTERLOCKING (R.C.) EAST OF PENN STATION (CONTROLLED FROM PSCC. IN SVC: 9/30/94)

“KO” RONKONKOMA (BLOCK OFFICE ORIGINALLY IN TICKET OFFICE. OUT OF SVC: 1916. RELOCATED TO “KO” CABIN EAST OF DEPOT. BLOCK OFFICE MOVED BACK INTO STATION TICKET OFFICE WITH CLOSING OF “KO” CABIN: 10/30/34. ? LEVER TABLE MACHINE. CONVERTED TO POSITION LIGHT SIGNALS: 12/9/54. RENAMED “RONKON-

KOMA" IN 6/61. "KO" BLOCK LIMIT SIGNAL LOCATED ON BLOCK SIGNAL MAST IN SVC: 7/1/81. REPLACED WITH BLOCK LIMIT STATION SIGNALS AND RELOCATED 5, 628' EAST OF FORMER LOCATION IN SVC: 11/13/87. OUT OF SVC: 12/14/87.

"KO" CABIN

RONKON**K**OMA (S. SIDE OF TRACKS AND E. OF STATION. IN SERVICE: 1916. PERMISSIVE BLOCK ASPECT ADDED TO BLOCK SIGNAL: 6/25/28. BLOCK STATION OUT OF SVC: 10/26/31. UNATTENDED BLOCK STATION IN SVC. CONTINUOUSLY: 10/26/31. CABIN OUT OF SVC: 10/30/34 WHEN BLOCK OFFICE MOVED BACK TO STATION TICKET OFFICE. CABIN REMAINED IN LOCATION UNTIL SOMETIME AFTER 1940 WHEN IT WAS MOVED TO THE END OF THE WYE AS A STORAGE SHED. RAZED: 1988 WITH REMOVAL OF OLD YARD AND WYE ACCOUNT ELECTRIFICATION PROJECT)

"KO 1" INTERLOCKING (R.C.)

WEST OF RONKON**K**OMA (CONTROLLED FROM "DIVIDE." IN SVC: 12/14/87)

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

EAST OF RONKON**K**OMA (BLOCK STATION CONTROLLED FROM "DIVIDE." IN SVC: 12/14/87)

"KU" CABIN

KEW STATION (TEMPORARY INTERLOCKING AT END OF 4-TRACK SYSTEM. IN SVC: 1910. OUT OF SVC: 1911. PHONETIC 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
IN SVC: 5/15/30. O.O.S: 6/10/30
IN SVC: 9/01/30. O.O.S: 9/17/30

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

“L” CABIN

JAMAICA PLANK ROAD (JAMAICA AVE.)
 TROLLEY CROSSING. WEST OF LEFFERTS 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.)

“LA” TOWER

LOCUST MANOR (S. SIDE OF TRACKS AND W. END OF STATION PLATFORM, E. OF LOCUST AVENUE. LISTED IN EMP. TTS: 1911-1919)

“LD” BLOCK LIMIT STATION

RIVERHEAD (S. OF MAIN TRACK, 100’ E. OF GRIFFING AVE. NAMED IN HONOR OF FORMER SUPT. OF TRANSPORTATION LARRY DIXON. IN SVC: 7/1/81)

“LEAD” CABIN

REYNOLD’S CHANNEL SWING BRIDGE ON LONG BEACH BRANCH (PREVIOUSLY “WL” [WRECK LEAD] CABIN. RENAMED: 5/1/37. US&S 7 LEVER STYLE TC TABLE MACHINE OUT OF SVC: 4/29/88. SWING BRIDGE OUT OF SVC: 5/2/88)

“LEAD” TOWER

DRAWBRIDGE – LONG BEACH AT REY-

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

“LONG ISLAND CITY” TOWER	LONG ISLAND CITY (GONE BY 1920s)
“LR” TOWER	LIBERTY AVE. (ROCKAWAY BEACH BR.) (ON SIGNAL BRIDGE SOUTH OF LIBERTY AVE. IN SVC: 1904. FORMERLY TOWER #92. STYLE A 12 LEVER MECHANICAL MACHINE IN SVC: 1904. OUT OF SVC: 1/30/25.)
“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
“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: <u>?</u>)
“MA”	MANOR (1878 BOOK OF RULES AND 1903 CR4) (LATER: MANORVILLE)
“MA”	MASSAPEQUA
“MAIN STREET DRAWBRIDGE”	FLUSHING CREEK (TWO SETS OF MACHINES, ONE ON EITHER END OF BRIDGE. WEST END: 2 LEVER DWARF MACHINE. EAST END: 3 LEVER DWARF MACHINE. BOTH IN SVC: c. 1914. OUT OF SVC: 10/15/29 [?]. SINGLE S&F 4 LEVER DWARF MACHINE REPLACED BOTH MACHINES: 10/15/29 [?]. 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.)

- “MB” **MANHATTAN BEACH** (1903 CR4)
- “MB”: 1 EAST OF **MEADOWBROOK** (CENTRAL EXTENSION) (11,170’ EAST OF “HC” INTERLOCKING STATION. TEMPORARY BLOCK STATION IN SVC: 9/6/30. OUT OF SVC: 9/13/30.)
- “MB”: 2 **MEADOWBROOK** (1,500’ WEST OF MEADOWBROOK 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: *The Vanderbilt Cup* by Dennis David: <http://www.ddavid.com/formula1/vand2.htm>)
- “MC” **MINEOLA STATION** (JUNCTION AND CROSSING OF HEMPSTEAD AND OYSTER BAY BRANCHES PER 1903 CR4. POSSIBLY NAMED FOR **MINEOLA CROSSING**?)
- “MD” **MEDFORD** (1878 BOOK OF RULES) (UNATTENDED BLOCK SIGNAL IN SVC: 5/23/28. PERMISSIVE BLOCK ASPECT ADDED TO BLOCK SIGNALS: 6/25/28. BLOCK STATION OUT OF SVC: ?. BLOCK STATION AGAIN IN SVC: 6/23/35. OUT OF SVC: 9/15/1935 (SUMMER ONLY?) BLOCK LIMIT STATION SIGNAL IN SVC: 9/15/35 [?]. 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)
- “MF” CABIN **FLUSHING** (**MAIN STREET, FLUSHING** ?) WEST OF BROADWAY, EAST OF “JC” - IN

SVC: 1913)

“MI”

MINEOLA

“MI”

MILLER’S PLACE (SUMMER ONLY PER 1903 CR4) LATER: MILLER PLACE. (UNATTENDED BLOCK STATION SIGN AND LIGHTS IN SVC: 12/15/28. 2ND STATION BURNED: (1928 per Vincent Seyfried, 10/1934 per Bob Emery.) BUILDING WAS NOT REPLACED. BLOCK LIMIT STATION SIGNAL REMAINED IN SVC. OUT OF SVC: 3/29/39 WITH BRANCH ABANDONMENT.)

“MI” CABIN

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

“MJ” TOWER

MANHATTAN BEACH JCT. (WEST OF OCEAN AVE., BKLYN.) – JCT. OF BAY RIDGE AND MANHATTAN BEACH BRANCHES. (BRICK TOWER ON BAY RIDGE BRANCH BUILT: 1908 N. SIDE OF TRACKS AND DIRECTLY OPPOSITE JUNCTION WYE. RELOCATED TO EMBANKMENT: 1909 WITH GRADE ELIMINATION. G.R.S. 16 AND 8 LEVER TYPE B ELECTRO-MECHANICAL MACHINE IN SVC: 1918. REMODELED WITH STUCCO FACING: 2/1929. RENAMED “BEDFORD”: 4/22/37.)

“MK”

MONTAUK (1903 CR4) (OUT OF SVC: 6/1/27 WITH OPENING OF NEW STATION / BLOCK STATION FACILITIES. MAY HAVE REOPENED FOR SUMMER SERVICE ONLY [?])

“MN” CABIN

MANHASSET SIDING (N. SIDE OF TRACKS AND E. OF PLANDOME ROAD. IN SVC: 12/26/19. PASSING SIDING OUT OF SVC: 5/26/28. WESTWARD BLOCK SIGNAL RELOCATED 600’ EAST OF FORMER LOCATION, OPPOSITE WESTWARD BLOCK SIGNAL: 6/27/28. CABIN OUT OF SVC: 12/31/29 WHEN AUTOMATIC BLOCK SIGNALS INSTALLED)

“MO”	MINEOLA (1878 BOOK OF RULES)
“MO”	CENTRE MORICHES (1903 CR4) (UNATTENDED BLOCK STATION SIGNAL IN SVC: 5/23/28. 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 (BLOCK OFFICE ORIGINALLY LOCATED IN THE OLD DEPOT. AFTER DEPOT LEASED TO PRIVATE PARTY, RELOCATED TO M OF E [MAINTENANCE OF EQUIPMENT] 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. OUT OF SVC: 10/22/2006)
“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. OUT OF SERVICE BY 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”: 4/23/37.)
“MR”	MORRIS PARK STATION (1903 CR4)
“MR” CABIN	MANORVILLE – JCT. OF MANORVILLE BR. WITH MAIN LINE (OPENED 8/5/16 SOUTH SIDE OF MAIN LINE TRACKS AND WEST OF EAST LEG OF JCT. WYE. UNATTENDED BLOCK STATION SIGNAL IN SVC: 5/23/28. PERMISSIVE BLOCK ASPECT ADDED TO

BLOCK SIGNALS: 6/25/28. BLOCK STATION OUT OF SVC: 10/26/31. 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. BLOCK LIMIT SIGNAL PERMANENTLY OUT OF SVC: 6/25/48. JUNCTION AND MAIN TRACK TO EASTPORT OUT OF SVC: 12/27/49.)

"MR" BLOCK LIMIT STATION

MANORVILLE (RELOCATED 865' EAST OF FORMER LOCATION ON S. SIDE OF MAIN TRACK: 4/3/50

"MS"

FLUSHING, **MAIN STREET** (NORTH SHORE DIVISION: 1878 BOOK OF RULES AND 1903 CR4)

"MS": 1

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

"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 **MASTIC SHIRLEY** (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 "JDD-1" EFFECTIVE: 5/18/09)
"MS 2" INTERLOCKING (R.C.)	EAST OF MASTIC SHIRLEY (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." IN SVC: 5/6/2006. RENAMED "JDD-2" EFFECTIVE: 5/18/09)
"MT" TOWER: 1	MINEOLA (MINEOLA TOWER : 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. FORMERLY TOWER #45: 2. AN "L"-SHAPED BRIDGE CONNECTED THE 2 ND STOREY OF THE TOWER AT THE REAR WITH THE 2 ND STOREY OF THE 1910 SUB STATION AT THE FRONT WITH STAIRS AT THE SUB STATION SIDE TO COMPENSATE FOR THE DIFFERENCE IN 2 ND STOREY ELEVATIONS. TOWER DESTROYED IN FREIGHT TRAIN DERAILMENT: 12/31/22.)
"MT" TOWER: 2	MINEOLA (WOODEN TOWER IN SERVICE: 4/25/23 AT SAME LOCATION AS "MT: 1" 52 LEVER MECHANICAL MACHINE. RENAMED "FAIR": 4/23/37. RENAMED "NASSAU": 9/18/38) (EAST LEG OF WYE OUT OF SVC: 5/18/27)
"MU"	MURRAY HILL (1903 CR4)
"MV" TOWER	FLUSHING AVE., MASPETH (MT.OLIVET) (SOUTH SIDE OF MONTAUK BRANCH TRACKS AND WEST OF FLUSHING AVE. IN SVC; 8/1/1895 OR 10/1895 OR 11/20/1895 (?). FORMERLY TOWER #6. JOHNSON 8 LEVER STYLE A MECHANI-

CAL MACHINE. RENAMED "MV": 1907.
RENAMED "OLIVET": 4/22/37.)

"MX" TOWER METROPOLITAN AVENUE, QUEENS (S. SIDE OF TRACKS AND E. OF METROPOLITAN AVE. – FORMERLY TOWER 6 ½. 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 (UNATTENDED BLOCK STATION SIGNAL IN SVC: 5/1928 AT ENTRANCE TO **MONTAUK YARD**. 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. SIGNALS RELOCATED 1,680' EAST OF FORMER LOCATION: 6/30/76. R. C. FROM BABYLON WITH CLOSING OF "PD" TOWER: 5/6/2006)

"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

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

"N" CABIN MISCELLANEOUS CABIN AT EAST LEG OF 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 MACHINE IN SERVICE: 1918. OUT OF SVC: 11/15/33)
“NASSAU” TOWER	MINEOLA – JCT. OF MINEOLA- HEMPSTEAD AND OYSTER BAY BRANCHES WITH MAIN LINE. (PREVIOUSLY “MT” & “FAIR” TOWERS. RENAMED: 9/18/38. 52 LEVER MECHANICAL MACHINE. BRISTOL ALL-RELAY CONTROL PANEL CONTROLLING “LOCUST” IN SVC: 11/17/75. MECHANICAL MACHINE REMOVED c. 1997 AND REPLACED WITH ELECTRONIC CONTROL PANEL.)
“NASSAU - 1” INTERLKG (R.C.)	WEST OF MERILLON AVE. STATION (S. SIDE OF TRACKS AND W. OF DENTON AVE. UNDERGRADE CROSSING. CONTROLLED FROM “NASSAU” TOWER. IN SVC: 2/10/98)
“NASSAU - 2” INTERLKG (R.C.)	JUNCTION OF OYSTER BAY BRANCH AND MAIN LINE. (CONTROLLED FROM “NASSAU” TOWER. IN SVC: 2/10/98)
“NASSAU - 3” INTERLKG (R.C.)	WEST OF CARLE PLACE STATION (SOUTH SIDE OF TRACKS, EAST OF MEADOWBROOK PKY. UNDERGRADE CROSSING. CONTROLLED FROM “NASSAU” TOWER. IN SVC: 2/10/98)
“NASSAU – 4” INTERLKG (R.C.)	WEST OF EAST WILLISTON STATION (EAST SIDE OF TRACKS, NORTH OF JERICHO TPKE UNDERGRADE CROSSING. CONTROLLED FROM “NASSAU” TOWER. IN SVC: 2/10/98)
“NC” (PRR)	PENNSYLVANIA STATION
“NC”	PECONIC (1903 CR4) (BLOCK OFFICE IN STATION 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: 1878 BOOK OF RULES)
“ND”	HAMPTON BAYS (GOOD GROUND) (1903 CR4) (UNATTENDED BLOCK STATION SIGNAL IN SVC: 5/23/28. BLOCK LIMIT STATION OUT OF SVC: 6/22/52. BLOCK OFFICE IN STATION OUT OF SVC: 9/2/58. BLOCK LIMIT STATION IN SVC: 9/2/58. OUT OF SVC: <u>?</u> . RELOCATED 918’ EAST OF MP 81. IN SVC: 6/4/79. R. C. FROM BABYLON: 5/6/2006)
“NECK” INTERLOCKING (R.C.)	EAST OF GREAT NECK (CONTROLLED FROM JAMAICA CONTROL CTR. IN SVC: 1980s)
“NH”	NEPTUNE HOUSE (SOUTHERN DIVISION: 1878 BOOK OF RULES)
“NI”	ST. ALBANS (1903 CR4)
“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 CON- JUNCTION 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 CLASS- IFICATION YARD. CABIN MOVED TO E. 92 ND ST.)
“NO” CABIN: 2	NEW LOTS AVE. , EAST NEW YORK ON BAY

	RIDGE BRANCH (N. SIDE OF TRACKS AT E 92 ND ST. IN SERVICE: 1925. OUT OF SVC: BY OCTOBER/1927)
“NO” TOWER: 1	EAST NEW YORK ON ATLANTIC BRANCH (BUILT ON SIGNAL BRIDGE. FORMERLY TOWER 63. RENAMED IN 1907. OUT OF SVC: 2/1916)
“NO” TOWER: 2	NEW LOTS AVE. , EAST NEW YORK ON BAY RIDGE BRANCH (N. SIDE OF TRACKS AT E. 93 RD 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”	“NEW NORTHPORT ” (1878 BOOK OF RULES) NORTHPORT (PER 1903 CR4) (UNATTENDED BLOCK STATION SIGNAL IN SVC: 5/23/28. PERMISSIVE BLOCK ASPECT ADDED TO BLOCK SIGNALS: 6/25/28. 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 (1903 CR4)
“NT” CABIN	NORTHPORT (IN SERVICE: 1915 – 1916)
“NU” CABIN	NEW UTRECHT AVE. , BAY RIDGE ON BAY RIDGE BRANCH (S. SIDE OF TRACKS AND W. OF NEW UTRECHT AVE. IN SVC: 1/17/1918. OUT OF SVC: 9/30/1927 DUE TO OPENING OF 14 TH AVE. BRIDGE AND ELECTRIFICATION OF BRANCH AND OPENING OF “NU” TOWER.)
“NU” TOWER	NEW UTRECHT AVE. , BAY RIDGE ON BAY RIDGE BRANCH (S. SIDE OF TRACKS BETWEEN NEW UTRECHT AND 14 TH AVENUES AT EAST END OF BAY RIDGE YARD. SAXBY & FARMER 24 LEVER MECHANICAL MACHINE. IN SVC: 9/30/27 WITH ELECTRIFICATION OF BRANCH. OUT OF SVC: 8/1/32. STILL

STANDING AS LATE AS 1938, BUT HEAVILY VANDALIZED. RAZED: 19__?)

“NU” BLOCK LIMIT STATION

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

“OA” CABIN

OAKDALE (S. SIDE OF OLD TRACK ALIGNMENT AND EAST OF STATION AT END OF DOUBLE TRACK. IN SVC: 5/19/1906. OUT OF SVC: 11/27/17 WHEN DOUBLE TRACK EXTENDED TO EAST OF SAYVILLE AND “Y” CABIN PLACED IN SVC.)

“OB”

LONG BEACH (1903 CR4)

“OD”

OAKDALE (SOUTHERN DIVISION: 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. FORMERLY TOWER #6 AND “MV” IN 1907. RENAMED: 4/22/37. JOHNSON 8 LEVER STYLE A MECHANICAL MACHINE. OUT OF SVC: 6/24/49.)

“ON”

OCEAN POINT (SOUTHERN DIVISION: 1878 BOOK OF RULES)

“OP”

CEDARHURST (**OCEAN POINT**) (1903 CR4)

“OY” TOWER

LOCUST VALLEY (IN SVC: 6/1912 N. SIDE OF TRACKS AT E. END OF STATION PLATFORM. 8 LEVER STD. SIGNAL CO. STYLE A MECHANICAL MACHINE. RENAMED “LOCUST”: 4/30/37.)

“OYSTER BAY” INTLKG. (R.C.)

OYSTER BAY (BLOCK STATION CONTROLLED FROM “NASSAU.” IN SVC: 11/17/75.)

“OZ”

OZONE PARK STATION (1903 CR4)

DOCK. SAXBY & FARMER 20 LEVER MECHANICAL MACHINE IN SVC: 5/29/12. INTERLOCKING REBUILT AND TWO TC STYLE 1-LEVER TABLE MACHINES ADDED DESIGNATED “L” AND “R” TO CONTROL TRAIN MOVEMENTS OVER HAND OPERATED SWITCHES INSTALLED IN RAISED LOCATIONS IN SE AND SW CORNERS OF TOWER, IN SVC: 9/28/17. TRACTION CO. OUT OF SVC: 1919. TOWER RETAINED FOR LIRR USE. TC MACHINES OUT OF SVC: c. MID-1930s (?) SAXBY & FARMER 20 LEVER MACHINE REPLACED BY ELECTRONIC CONTROL PANEL: 1991. *[Data per photos and interlocking blueprints kindly provided by Art Huneke. Date of removal of interlocking plant courtesy of Block Operator Chris Soundy.]* OUT OF SVC: 5/8/2006. RAZED: 8/22/2006.)

“PD 1” INTERLOCKING (R.C.)

PATCHOGUE (NORTH OF TRACKS AND EAST OF WEST AVENUE. CONTROLLED FROM “PD 2.” IN SVC: 5/6/2006.)

“PD 2” INTERLOCKING (R.C.)

PATCHOGUE (SOUTH OF TRACKS AND EAST OF SOUTH OCEAN AVE. CONTROLLED FROM “BABYLON”. IN SVC: 5/6/2006.)

“PD 3” INTERLOCKING (R.C.)

PATCHOGUE (SOUTH OF TRACKS AND WEST OF RIDER AVE. CONTROLLED FROM “PD 2.” IN SVC: 5/6/2006.)

“PENN” TOWER

EAST NEW YORK (NAMED ACCOUNT PROXIMITY TO **PENNSYLVANIA** AVE. IN SVC: 12/27/39 IN TICKET OFFICE AT UNDER-TRACK PASSAGE-WAY CONNECTING STREET STAIRWAYS. US&S 4 LEVER STYLE TC TABLE MACHINE IN SVC: 12/27/39. 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.)

“PK”	CENTRAL PARK (1903 CR4) LATER: BETHPAGE (BLOCK HANDLED AT STA- TION BEFORE 1914 AND BETWEEN 1918 AND OPENING OF “B” TOWER. RENAMED “CP”. OUT OF SERVICE 8/21/25 WITH OPENING OF “B” TOWER)
“PN”	PORT WASHINGTON (1903 CR4)
“PO”	PORT JEFFERSON (NORTH SIDE OF TRACKS AT EASTERNMOST END OF STA- TION PLATFORM) (UNATTENDED BLOCK STATION IN SVC: 9/28/29. OUT OF SVC: 3/29/39 WITH WADING RIVER BRANCH ABANDONMENT.)
“POND” TOWER	FRESH POND JUNCTION - EAST OF STA- TION, FRESH POND (PREVIOUSLY “DF” TOWER) (NORTH SIDE OF TRACKS AND WEST OF N.Y. INTERCONNECTING R.R. TRESTLE. RENAMED: 4/22/37. REMOD- ELED 1967)
“PORT” TOWER: 1	FREEPORT (S. SIDE OF TRACKS, .3 MILES E. OF STATION. FORMERLY “FY”. SAXBY & FARMER 24 LEVER MECHANICAL MACH- INE. RENAMED: 4/30/37. OUT OF SVC: 5/5/59 WHEN TEMPORARY TRACKS PLACED IN SERVICE ACCOUNT GRADE CROSSING ELIMINATION.)
“PORT” CABIN	FREEPORT (TEMPORARY BLOCK STA- TION 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 ELECTRO- MECHANICAL MACHINE. OUT OF SVC: 10/11/60 WHEN ELEVATED TRACKS AND 2 ND “PORT” TOWER PLACED IN SVC.)
“PORT TOWER: 2	FREEPORT (RELOCATED 2,765’ WEST OF PREVIOUS TOWER, N. SIDE OF TRACKS AND EAST OF STATION. US&S STYLE UR

	CONTROL PANEL IN SVC: 10/11/60. OUT OF SVC: 5/16/83. <i>Considered still in place per Jeff Erlitz: 2/2007.)</i>
“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.” RE- NAMED: 6/61. BLOCK SIGNAL TEMP- ORARILY OUT OF SVC: 4/18/88. “JF” BLOCK LIMIT STATION IN SVC: 4/18/88. “PORT JEFFERSON” AGAIN IN SVC: <u>?</u>)
“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 <i>per The Long Island Railroader: 10/11/61.</i> 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.”)
“POST 2” INTERLOCKING (R.C.)	EAST OF SMITHTOWN (REMOTE FROM “DIVIDE.” IN SVC: 10/3/77. FORMERLY “POST.”)
“PR” CABIN	PENNSYLVANIA AVENUE, EAST NEW YORK, (S. SIDE OF TRACKS AND EAST OF PENN- SYLVANIA AVE. SAXBY & FARMER 8 LEV- ER MECHANICAL MACHINE IN SVC: 6/1916. OUT OF SVC: 9/5/28.)
“PSCC”	PENN STATION CENTRAL CONTROL (.3 MILES EAST OF PENN STATION) (IN SVC: 1995)
“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. IN SERVICE: 1884 (?))

- 1910. SAXBY & FARMER MECHANICAL MACHINE IN SVC: BY 1884. FORMERLY TOWER 21. RENAMED IN 1907)

“PT” CABIN

WEST OF EASTPORT - JCT. OF MONTAUK BRANCH AND MANORVILLE-EASTPORT CONNECTION (IN SVC: 1916 SOUTH SIDE OF MONTAUK BRANCH TRACKS, EAST OF EAST LEG OF JUNCTION WYE AND WEST OF STATION. UNATTENDED BLOCK STATION SIGNAL IN SVC: 5/23/28. PERMISSIVE BLOCK ASPECT ADDED TO BLOCK SIGNAL: 6/25/28. FULL TIME BLOCK OFFICE PERMANENTLY OUT OF SVC: 1/19/33. UNATTENDED BLOCK STATION AND SIGNAL RELOCATED 550' WEST OF FORMER LOCATION AND IN SVC. CONTINUOUSLY: 1/19/33. BLOCK STATION MANNED “SUMMERS ONLY” AFTER 1/19/33. PARTIAL DATES AVAILABLE AS FOLLOWS:

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

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

IN SVC: 6/21/36. O.O.S: 9/20/36

IN SVC: 6/20/37. O.O.S: 9/19/37

IN SVC: 6/19/38. O.O.S: 9/18/38

IN SVC: 6/ ?/39. O.O.S: 9/17/39

IN SVC: 6/ ?/40. O.O.S: 9/08/40

IN SVC: 6/ ?/24. O.O.S: 9/09/42

UNATTENDED BLOCK STATION IN SVC. AT ALL OTHER TIMES. BLOCK LIMIT SIGNAL PERMANENTLY OUT OF SVC: 6/25/48. JUNCTION AND MAIN TRACK TO EASTPORT OUT OF SVC: 12/27/49.)

“PT” BLOCK LIMIT STATION

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

“PW” CABIN

WEST OF PINELAWN (END OF DOUBLE TRACK) (NORTH SIDE OF TRACKS. IN SERVICE: 8/1918. MOVED TO S. SIDE OF TRACKS. UNATTENDED BLOCK STATION SIGNAL IN SVC: 5/23/28 [?]. PERMISSIVE BLOCK ASPECT ADDED TO BLOCK

SIGNALS: 6/25/28. BLOCK AND UNATTENDED BLOCK STATION OUT OF SVC: 7/29/30. AUTOMATIC BLOCK CONTROLLED BY "B" INTERLOCKING STATION IN SVC: 7/29/30. UNATTENDED BLOCK SIGNAL AGAIN IN SVC: 11/1/37. AGAIN MANNED 1943 – 1946 TO HANDLE TROOP TRAIN MOVEMENTS DURING WW II.)

- "PW" WEST OF **PINELAWN** (END OF DOUBLE TRACK) TEMPORARY BLOCK STATION USED DURING ELECTRIFICATION EXTENSION TO RONKONKOMA. IN SVC: ?. OUT OF SVC: 9/14/87. INTERLOCKING REDESIGNATED "FARM 2."
- "PW" INTERLOCKING (R.C.) WEST OF **PINELAWN** (END OF DOUBLE TRACK) (NORTH SIDE OF TRACKS. 8/21/25 – 1942, 1946 – 1970s)
- "PY" TOWER **PENNY** BRIDGE (c. 1903 ON S. SIDE OF TRACKS AND E. OF LAUREL HILL BLVD. CROSSING. FORMERLY TOWER 4. RENAMED IN 1907)
- "Q" TOWER (PRR) LONG ISLAND CITY (N. SIDE OF TRACKS AND E. OF **QUEENS** BLVD. 83 LEVER US&S MODEL 14 ELECTRO-PNEUMATIC MACHINE. IN SVC: 11/1910)
- "Q" **QUOGUE** (1903 CR4) (BLOCK LIMIT STATION IN SVC: 1927. OUT OF SVC: 9/17/50.)
- "QN" **QUEENS** (LATER QUEENS VILLAGE) (1878 BOOK OF RULES)
- "QS" TOWER **QUEEN STREET** – L. I. CITY (FORMERLY TOWER #31. RENAMED IN 1907)
- "QU" TOWER: 1 **QUEENS VILLAGE** (N. SIDE OF TRACKS AND EAST OF SPRINGFIELD BLVD. AND STATION. JOHNSON 16 LEVER MECHANICAL MACHINE. PREVIOUSLY TOWER #45. RENAMED "QU" IN 1907. OUT OF SVC: 1924.)

- “RA” FAR **ROCKAWAY** (SOUTHERN DIVISION: 1878 BOOK OF RULES AND 1903 CR4)
- “RACE” CABIN AQUEDUCT **RACEWAY** (TEMPORARY BLOCK STATION IN SERVICE DURING RACING SEASON ONLY. EAST SIDE OF TRACKS AND SOUTH OF AQUEDUCT STA. IN SVC: 6/14/54 TO 7/10/54; 8/30/54 TO 9/21/54; 6/13/55 TO 7/9/55; 8/29/55 TO 9/20/55.)
- “RC” TOWER **RICHMOND HILL** (FORMERLY TOWER 12)
- “RD” **RICHMOND HILL** STATION (1903 CR4)
- “RH” **RIVERHEAD** (1878 BOOK OF RULES AND 1903 CR4) (UNATTENDED BLOCK STATION SIGNAL IN SVC: 5/23/28. PERMISSIBLE ASPECT ADDED TO BLOCK SIGNALS: 6/25/28. BLOCK STATION OUT OF SERVICE: 7/22/57)
- “RI” WANTAGH (1903 CR4)
- “RJ” TOWER: 1 **ROCKAWAY JUNCTION** (1878 BOOK OF RULES AND 1903 CR4) (NORTH OF TRACKS AND EAST OF JUNCTION. 12 LEVER SAXBY & FARMER MECHANICAL MACHINE IN SVC: 7/31/1880. OUT OF SVC: 1890. REPLACED BY TOWER #42.)
- “RJ” TOWER: 2 **HILLSIDE (ROCKAWAY JCT.)**– JCT. OF MAIN LINE AND MONTAUK BR. (PREVIOUSLY TOWER #42. NORTH SIDE OF MAIN LINE TRACKS AT HILLSIDE STATION AND EAST OF JUNCTION. ? LEVER MECHANICAL MACHINE. IN SVC: 1895. REPLACED WITH US&S 23 LEVER STYLE F ALL-ELECTRIC MACHINE IN SVC: 1906. TOWER RENAMED IN 1907. US&S 3 LEVER CIRCUIT CONTROLLER MACHINE IN SVC: 1926 *per Henry Wilhelm map* FOR 4-TRACKING OF MAIN LINE EAST OF JUNCTION. 1ST & 2ND TRACKS ABOLISHED: 3/12/30.

TOWER AND BOTH INTERLOCKING
MACHINES OUT OF SVC: 6/21/30.)

“RK” TOWER: 1

OZONE PARK - JCT. OF ATLANTIC AND
ROCKAWAY BEACH BRANCHES.
(FORMERLY TOWER #91. ABOVE STA-
TION BUILDING AT GRADE ON W. SIDE
OF TRACKS. TAYLOR 28 LEVER MECHAN-
ICAL MACHINE IN SVC: 12/1906. OUT
OF SVC: 5/8/30 AND RAZED WITH OZ-
ONE PARK GRADE CROSSING ELIMINA-
TION.)

“RK” TOWER: 2

WOODHAVEN JCT. (ON ROCKAWAY BEACH
BR.) JCT. OF ATLANTIC AND ROCKAWAY
BEACH BRANCHES (W. SIDE OF TRACKS
AND S. OF STATION. US&S 23 LEVER
MODEL 14 ELECTRO-MECHANICAL MACH-
INE IN SVC: 3/25/31. RETAINED TOWER
NAME FROM “RK”: 1 ALTHOUGH NEW
TOWER LOCATED AT NEXT STATION N.
OF **OZONE PARK**. RENAMED “OZONE”:
4/15/37.)

“RM” TOWER

WEST **RICHMOND HILL** (FOREST PARK) ON
MONTAUK BRANCH (S. SIDE OF TRACKS
AND W. OF FOREST PARK ROAD. IN
SERVICE: 1892. FORMERLY TOWER #11.
RENAMED IN 1907. OUT OF SVC:
12/16/07)

“RM” CABIN

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

“RN”

ROCKVILLE CENTER (SOUTHERN DIVISION:
1878 BOOK OF RULES AND 1903 CR4)

“RO” CABIN

EAST **ROCKAWAY** (W. SIDE OF TRACKS AND
S. OF OCEAN AVE. IN SERVICE: 1913 AT
END OF DOUBLE TRACK ON LONG BEACH
BRANCH. OUT OF SVC: 1/15/27)

“RO” CABIN

ROOSEVELT AVE., VALLEY STREAM, ON
FAR ROCKAWAY BRANCH (US&S 3 LEVER

STYLE TC TABLE MACHINE IN SVC:
8/31/32 ACCOUNT VALLEY STREAM
GRADE CROSSING ELIMINATION. RELOC-
ATED ON ELEVATION N. OF FORMER
LOCATION: 2/7/33. OUT OF SVC:
5/2/33.)

“ROCK” TOWER: 1

FAR **ROCKAWAY** (PREVIOUSLY “FW”
TOWER) (SOUTH SIDE OF TRACKS AND
EAST OF STATION. SAXBY & FARMER 32
LEVER MECHANICAL MACHINE. RE-
NAMED: 5/11/37. OUT OF SVC: 7/8/41.)

“ROCK” TOWER: 2

FAR **ROCKAWAY** (LOCATED EAST OF NAM-
EIKE AVENUE, 576’ EAST OF FORMER
LOCATION, ON SOUTH SIDE OF TRACKS.
US&S19 LEVER MODEL 14 ELECTRO-
MECHANICAL MACHINE. IN SVC: 7/8/41.
OUT OF SVC: 11/20/50.)

“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 (PREVIOUSLY “KO.” RE-
NAMED: 6/61. 2 LEVER TABLE MACH-
INE. OUT OF SVC: 12/14/87 WITH STA-
TION RELOCATION DUE TO ELECTRIFI-
CATION PROJECT)

“ROSLYN”

ROSLYN (TEMPORARY BLOCK STATION
FOR ROSLYN ROAD BRIDGE REBUILD-
ING. US&S 4 LEVER STYLE TC TABLE

	MACHINE. IN SVC: 9/30/40. OUT OF SVC: 2/19/41.)
“ROSLYN”	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)
“RT”	SHEEPSHEAD BAY RACE TRACK (IN USE DURING RACING SEASON) (1903 CR4)
“RT”	LOCUST AVENUE, LOCUST MANOR (1903 CR4) (JAMAICA RACE TRACK . IN SERVICE DURING RACES ONLY.)
“RT”	GRAVESEND RACE TRACK (ON PROSPECT PARK & CONEY ISLAND RAILROAD) (IN USE DURING RACING SEASON) (1903 CR4)
“RU”	WESTBURY (1903 CR4)
“RY”	ROSLYN (1903 CR4)
“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. BLOCK STATION IN SVC: 1914. OUT OF SVC: 4/1/38. UNATTENDED BLOCK STATION IN SVC: 4/1/38 WHEN SPRING SWITCH INSTALLED. CABIN IN SVC PART-TIME: 6/12/49.)
“S” BLOCK STATION	SYOSSET (END OF DBL. TRACK) (OUT OF SERVICE: 10/7/61)
“S” BLOCK LIMIT STATION	SYOSSET (END OF DBL. TRACK) (UNATTENDED BLOCK STATION IN SVC: 4/1/38 WHEN SPRING SWITCH INSTALLED. UNATTENDED BLOCK SIGNAL RELOCATED 121’ WEST OF FORMER LOCATION: 11/27/39. OUT OF SVC:

6/12/49 WHEN CABIN PLACED IN SVC.
PART-TIME.)

- “SA” **SAYVILLE** (1878 BOOK OF RULES AND 1903 CR4)
- “SB” **SAG HARBOR** (1878 BOOK OF RULES AND 1903 CR4) (RENAMED “SH”)
- “SD” **SOUTHOLD** (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 SIGNALS IN SVC: BY 6/43)
- “SE” CABIN **SEASIDE** (N. SIDE OF TRACKS AND W. OF THE STATION AND REMSEN AVE. 6 LEVER DWARF MECHANICAL MACHINE. IN SVC: 1913. OUT OF SVC: 1917.
- “SF” **SPRINGFIELD STATION** (1903 CR4)
- “SF” **SEAFORD**
- “SF” CABIN **PORT JEFFERSON** (S. SIDE OF TRACKS, WEST END OF WEST YARD AND E. OF BAYLIS AVE. IN SERVICE: 1915 – 1916)
- “SG” CABIN: 1 **THOMPSON’S SIDING:** W. OF BRENTWOOD (N. SIDE OF TRACKS AND W. OF 2ND ST. US&S 4 LEVER STYLE TC TABLE MACHINE IN SERVICE: 1916. PERMISSIVE BLOCK ASPECT ADDED TO BLOCK SIGNALS: 6/25/28. OUT OF SVC: 10/26/31. UNATTENDED BLOCK STATION 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. 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.)

“SG” CABIN: 2 W. OF BRENTWOOD (2,292’ WEST OF OLD CABIN, N. SIDE OF TRACKS AND W. OF FIFTH AVENUE. RETAINED OLD CALL LETTERS DUE TO PROXIMITY OF FORMER LOCATION OF THOMPSON’S **SIDING**. 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 (1878 BOOK OF RULES)

“SH” **SEA SIDE HOUSE** (SOUTHERN DIVISION: 1878 BOOK OF RULES)

“SH” **SAG HARBOR** (PREVIOUSLY “SB”. UN-ATTENDED BLOCK STATION SIGNAL IN SVC: 5/23/28. BLOCK OFFICE IN DEPOT CLOSED: 1/1929. BLOCK LIMIT STATION SIGNAL IN SVC: 1/1929. OUT OF SVC: 5/3/39 WITH BRANCH ABANDONMENT.)

“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)
“SI” CABIN	SMITHTOWN (IN SERVICE: 1915 – 1916)
“SJ” TOWER	JAMAICA – SOUTH STREET - OLD SOUTHERN ROAD S. OF BEAVER ST. STATION (SOUTH JAMAICA) (E. SIDE OF TRACKS AND S. OF L.I. ELECTRIC RY. TROLLEY CROSSING. FORMERLY TOWER 17 [?]. CLOSED: 1913 WITH GRADE ELIMINATION PROJECT.)
SJ”	SAINT JAMES (1903 CR4) (UNATTENDED BLOCK SIGNS AND LIGHTS INSTALLED: 5/1928. PEEISSIVE BLOCK ASPECT ADDED TO BLOCK SIGNALS: 6/25/28. 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) (UNATTENDED BLOCK STATION SIGNAL IN SVC: 5/23/28. 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. CONTROLLED FROM “BABYLON.” IN SVC: 5/6/2006.)
“SK 2” INTERLOCKING (R.C.)	SPEONK (SOUTH OF TRACKS AND ADJACENT TO SOUTH SIDING. CONTROLLED FROM “BABYLON.” IN SVC: 5/6/2006.)
“SM” CABIN	LAURELTON ON OLD SOUTHERN ROAD EAST OF STATION AT END OF DOUBLE TRACK (IN SVC: 5/17/06 PER G.O. #24 DURING INSTALLATION OF 3 RD ELECTRI-

FIED 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 (1878 BOOK OF RULES AND 1903 CR4) (UNATTENDED BLOCK STATION SIGNAL IN SVC: 5/23/28. BLOCK STATION IN DEPOT OUT OF SVC: 1/18/32. UNATTENDED BLOCK STATION IN SVC. CONTINUOUSLY: 1/18/32. UNATTENDED BLOCK STATION SIGNAL RELOCATED 890’ EAST OF FORMER LOCATION: 7/19/34. UNATTENDED BLOCK SIGNAL RELOCATED 890’ WEST OF FORMER LOCATION: ?. BLOCK STATION IN DEPOT AGAIN IN SVC: ?. OUT OF SVC: 7/22/57. BLOCK LIMIT STATION SIGNALS IN SVC: 7/22/57. TEMPORARY BLOCK STATION FOR 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)

“SO”

SOUTH OYSTER BAY (SOUTHERN DIVISION: 1878 BOOK OF RULES) MASSAPEQUA (PER 1903 CR4)

“SP”

SPRINGFIELD STATION (1878 BK OF RULES)

“SP” TOWER

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 STYLE A MECHANICAL MACHINE. OUT OF SVC: 9/10/23)

"SQ" TOWER	EMMONS AVE. TROLLEY CROSSING – (EMMONS AVE., LATER NEPTUNE AVE., BKLYN.) ON MANHATTAN BEACH BRANCH. (20 LEVER MECHANICAL MACHINE. IN SVC: 10/1898. PREVIOUSLY TOWER #79 ½)
"SR"	SEASIDE (1903 CR4)
"SR" CABIN	W. OF LAURELTON (S. SIDE OF TRACKS AND E. OF SPRINGFIELD BLVD. IN SERVICE: 1912 – 1923)
"ST" CABIN	SMITHTOWN – IN SVC: 1915. OUT OF SVC: 1915 (SAME YEAR).
"ST"	SMITHTOWN (1903 CR4) (UNATTENDED BLOCK STATION SIGNAL IN SVC: 5/23/28. PERMISSIVS BLOCK ASPECT ADDED TO BLOCK SIGNALS: 6/25/28. BLOCK STATION OUT OF SVC: <u>?</u> . BLOCK STATION AGAIN IN SVC: 6/23/35. BLOCK STATION RELOCATED 55' SOUTH OF FORMER LOCATION ACCOUNT 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 SIGNALS 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: 1992)
"STONY 2" INTERLOCKING (R.C.)	EAST OF STONY BROOK (CONTROLLED FROM "DIVIDE." IN SVC: 1992)

“SW”	STEWART MANOR (BLOCK HANDLED IN STATION: 10/8/34. OUT OF SVC: 12/19/46.)
“SW” CABIN	NEW HYDE PARK ROAD, STEWART MANOR (SOUTH SIDE OF TRACKS AT E. END OF STATION PLATFORM AND W. SIDE OF NEW HYDE PARK RD. BLOCK STATION OUT OF SVC: 7/30/32. IN SVC AGAIN: <u>?</u> 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 (1878 BOOK OF RULES)
“SY”	SYOSSET (1903 CR4)
“SY” CABIN	SAYVILLE (IN SVC: 1915, OUT OF SVC: 11/27/17.)
“THOMPSONS SIDING”	AT SIDING – THOMPSONS (FORMER NAME OF BRENTWOOD: WEST OF PRESENT-DAY BRENTWOOD. LATER “SG” CABIN LOCATED EAST OF FIFTH AVE.)
“U”	LINDENHURST (1903 CR4)
“U”	CAMP UPTON PASSENGER YARD – (SHOWS ON LIRR VALUATION MAP OF 1916. NOT INDICATED ON ETT EFF. 1919.)
“UN”	HUNTINGTON (1878 BOOK OF RULES AND 1903 CR4) (UNATTENDED BLOCK STATION SIGNAL IN SVC: 5/23/28. PERMISSIVE BLOCK ASPECT ADDED TO BLOCK SIGNALS: 6/25/28. 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 SERVICE: 5/22/62)

“V” TOWER
W. OF **VAN WYCK BLVD.** – JAMAICA (END OF 4-TRACK SYSTEM. FORMERLY “JA” TOWER. RENAMED: 6/1911. OUT OF SVC: BY 1913.)

“VA” TOWER: 1
VALLEY STREAM - JCT. OF FAR ROCK-AWAY AND WEST HEMPSTEAD BRANCHES WITH MONTAUK BRANCH. (LOCATED ON S. SIDE OF MONTAUK BRANCH TRACKS AT W. END OF STATION PLATFORM. 56 LEVER MECHANICAL MACHINE IN SVC: 4/24/07, REPLACING 1886 TOWER #20. REBUILT: 1910. INTERLOCKING REBUILT: 12/17/23. OUT OF SVC: 8/10/32. RAZED: 1933 WITH GRADE ELIMINATION.)

“VA” TOWER: 2
VALLEY STREAM - JCT. OF FAR ROCK-AWAY AND WEST HEMPSTEAD BRANCHES WITH MONTAUK BRANCH. BUILT EAST OF STATION AND JUNCTION. US&S 35 LEVER MODEL 14 ELECTRO-MECHANICAL MACHINE. IN SVC: 6/27/33. RENAMED “VALLEY”: 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-MECHANICAL MACHINE. RENAMED: 4/30/37. QUINDAR ELECTRONICS ALL-RELAY CONTROL PANEL CONTROLLING SIGNALS AND SWITCHES AT “ROCKY” AND “PORT” IN SVC: 4/30/83.)

“VAN” TOWER
VANDERBILT AVE., BKLYN. (“VD” YARD) (PREVIOUSLY “VD” TOWER. 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]. US&S 11 LEVER MODEL 14 ELECTRO-MECHANICAL MACHINE. IN SVC: 8/3/06. RENAMED “VAN”:

4/15/37.)

“VI” TOWER INTERSTATE PARK (FORMERLY TOWER #44 AND “BRUSHVILLE TOWER”, CLOSED: 1907)

“VK” **VANDERVEER PARK** (1903 CR4)

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

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

“VR” **ARVERNE** (1903 CR4)

“VS” **VALLEY STREAM** (SOUTHERN DIVISION: 1878 BOOK OF RULES AND 1903 CR4)

“VY” LOCUST **VALLEY** STATION (1903 CR4)

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

“W” HICKSVILLE (1878 BOOK OF RULES AND 1903 CR4)

“WA” TOWER **BELLEROSE (WEST FLORAL PARK)** (FORMERLY TOWER #46. IN SVC: 10/1/1905. RENAMED IN 1907. OUT OF SVC: 6/3/12)

“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.)
“WC”	WARDENCLYFFE (1903 CR4) LATER: SHOREHAM
“WC” CABIN	CAMP UPTON JCT.- JCT. OF CAMP UPTON SPUR AND MAIN LINE. (W.W.I) (WEST OF WAMPMISSICK SIDING <i>per Richard Makse</i> . FORMERLY THE UNUSED “CP” CABIN ERECTED AT CENTRAL ISLIP. LOADED ON FLATCAR AND RELOCATED HERE: 1916 <i>per George G. Ayling, block opr. at “CI”</i> : 1910-1923, <i>agent/opr</i> : 1923-1954. INDICATED ON 1916 VALUATION MAP. OUT OF SVC: ETT #94 EFF. 1921)
“WD”	WOODHAVEN (ATLANTIC DIVISION: 1878 BOOK OF RULES)
“WD”	WOODSIDE (NORTH SHORE DIVISION: 1878 BOOK OF RULES)
“WD” TOWER	“ WEST END TRESTLE ” (HAMILTON BEACH) (E. SIDE OF TRACKS AND S. OF STATION. FORMERLY TOWER #93. RENAMED IN 1907. SAXBY & FARMER 16 LEVER MECHANICAL MACHINE. RENAMED “BEACH”: 5/1/37.)
“WE”	WHITESTONE LANDING (1903 CR4) (BLOCK HANDLED IN STATION. BLOCK STATION OUT OF SVC: 2/19/32 WITH BRANCH ABANDONMENT.)
“WEST HEMPSTEAD” INTERLKG.	WEST HEMPSTEAD (INTERLOCKING AND BLOCK STATION CONTROLLED FROM “VALLEY.” IN SVC: 1/1/2005)

“WL” CABIN: 1	REYNOLD’S CHANNEL SWING BRIDGE TENDER’S CABIN ON LONG BEACH BR. (WRECK LEAD : EAST SIDE OF TRACKS ON N. SIDE OF BRIDGE, 364’ EAST OF FORMER “WL” TOWER. US&S 7 LEVER STYLE TC TABLE MACHINE IN SVC: 7/10/31. OUT OF SVC: 1934.)
“WL” CABIN: 2	REYNOLD’S CHANNEL SWING BRIDGE – LONG BEACH (24’ EAST OF 1 ST “WL” CABIN. US&S 7 LEVER STYLE TC TABLE MACHINE IN SVC: 1934. RENAMED “LEAD”: 5/1/37.)
“WM”	WEST HEMPSTEAD (UNATTENDED BLOCK STATION IN SVC: 9/15/35 AFTER STA- TION RELOCATED SOUTH OF HEMP- STEAD AVENUE.)
“WM” BLOCK LIMIT STATION	WEST HEMPSTEAD (BLOCK LIMIT SIGNAL RELOCATED 900’ WEST OF FORMER LOCATION: 8/31/56. BLOCK LIMIT SIG- NAL RELOCATED 900’ EAST OF FORMER LOCATION: 5/20/60. OUT OF SVC: 12/31/04. REPLACED BY “WEST HEMP- STEAD” INTERLOCKING/BLOCK STATION.)
“WN”	WINFIELD STATION (1878 BOOK OF RULES AND 1903 CR4)
“WN”	WAINSCOTT
“WO”	WOODMERE (1903 CR4)
“WOOD” INTERLOCKING (R.C.)	EAST OF WOODSIDE (CONTROLLED FROM “HAROLD” IN SVC: 3/21/88) OUT OF SVC: 1995 WHEN “HAROLD” REMOTELY CONTROLLED FROM PSCC.
“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: 11/30/31. USED IN CONJUNCTION WITH “EP” TEMPORARY BLOCK STATION. OUT OF SVC: 4/26/32.)
- “WR” **WATERMILL** (1903 CR4) (BLOCK STATION IN DEPOT OUT OF SERVICE: 1927 (?). BLOCK LIMIT STATION SIGNAL IN SVC: 1927 (?). OUT OF SVC: 9/8/40)
- “WRECK LEAD” CABIN SWING BRIDGE – LONG BEACH (PREVIOUSLY “WL”, LATER “LEAD” CABINS) (WEST SIDE OF TRACKS AT REYNOLD’S CHANNEL, FORMERLY **WRECK LEAD** CHANNEL.)
- “WS” **WHITESTONE** (NORTH SHORE DIVISION: 1878 BOOK OF RULES AND 1903 CR4)
- “WS” BLOCK STATION LONG ISLAND CITY (NEAR **WHEELSPUR** YARD) (UNATTENDED BLOCK STATION 1,875’ WEST OF DUTCH KILLS 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)
- “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. SAXBY & FARMER MECHANICAL MACHINE INSTALLED BY 1884. RENAMED “WT” IN 1907 POSSIBLY FOR **WOODHAVEN TOWER?** SAXBY & FARMER 32 LEVER MECHANICAL MACHINE IN

SVC: 1922. RENAMED "HAVEN" (1ST):
4/15/37.)

"WU" TOWER

WEST GOOSE CREEK (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 (UNATTENDED BLOCK STA-
TION 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 OUT OF SVC: 3/29/39 WITH
BRANCH ABANDONMENT.)

"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 SERV-
ICE: 11/27/17 ON N. SIDE OF TRACKS AT
END OF DBL. TRACK. TEMPORARILY OUT
OF SERVICE: 1/8/30. NEW, TEMPORARY
CABIN LOCATED ON N. SIDE OF TRACKS
AND WEST SIDE OF LINCOLN AVE., 3,000'
WEST OF FORMER LOCATION, IN SVC:
1/8/30 ALONG WITH CUTBACK OF END
OF DOUBLE TRACK WEST OF CROSSING,
ACCOUNT MONTAUK HWY (ROUTE 27)
GRADE CROSSING ELIMINATION. TEMP-
ORARY CABIN OUT OF SVC: 6/30/30.
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: 6/30/30.
PERMANENTLY OUT OF SVC: 6/7/39.
SPRING SWITCH INSTALLED. PROTEC-
ED BY "PD" SIGNAL #16 CONTROLLED
FROM "PD" TOWER: 6/7/39.)

“Y” BLOCK LIMIT STATION	EAST OF SAYVILLE (END OF DBL. TRACK)
“Y” INTERLOCKING (R.C.)	EAST OF SAYVILLE (BLOCK STATION CONTROLLED FROM “PD.” IN SVC: 1990s ?)
“YA”	Y APHANK (1878 BOOK OF RULES AND 1903 CR4) (UNATTENDED BLOCK STATION SIGNAL IN SVC: 5/23/28. PERMISSIVE BLOCK ASPECT ADDED TO BLOCK SIGNALS: 6/25/28. BLOCK OFFICE IN STATION OUT OF SVC: 9/2/58. BLOCK LIMIT STATION SIGNAL IN SVC: 9/2/58)
“YD” CABIN	NORTH SHORE JCT. (L. I. CROSSOVERS) BETWEEN 5 TH AND 6 TH STREETS. (PREVIOUSLY TOWER #30. IN SVC: 7/1884. RENAMED “YD” IN 1907.)
“YD” CABIN	HOLBAN Y ARD (FORMERLY “HB” PRIOR TO 1909. ORIGINALLY “ST. ALBANS.” CLOSED: 1/1929)
“Z” CABIN	BUSHWICK AVE. ON BAY RIDGE BRANCH ON W. SIDE OF TRACKS AND S. OF BUSHWICK AVE. CROSSING. IN SVC: 5/15/14)

MISCELLANEOUS ITEMS:

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

GENERAL ORDER DATED 11/23/28:

“THE LETTER ‘X’ IS TO BE ELIMINATED FROM ALL TELEGRAPHIC CALL SIGNS”

VARIOUS GENERAL ORDERS: DATED 4/15/37 THROUGH 5/15/37:
TELEGRAPHIC CALL LETTERS CHANGED TO NAMES.

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

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

“UNATTENDED BLOCK STATIONS REDESIGNATED BLOCK-LIMIT STATIONS: 9/28/41”

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

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

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

“STAFF” CABINS

(USED FOR CONTROLLING TRAIN MOVEMENTS ON WHITESTONE BRANCH AFTER HEAD-ON COLLISION OF MU TRAINS EAST OF COLLEGE POINT, NY: 9/22/13. IN USE 1913 – 1926 ONLY)

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

<u>Station/Location:</u>	<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 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 JCT.	B TOWER: 1, 2; BE CABIN; BETH INTERLKG; BG CABIN; TOWER 49
BLISSVILLE	BLISS CABIN; BLISS TOWER; BS TOWER; BX TOWER; TOWER 3: 2
BLUEPOINT	BT
BRENTWOOD	BR; BRENT INTERLKG; SG CABIN: 1, 2; THOMPSON'S SIDING
BRIDGEHAMPTON	BA; BH
BROAD CHANNEL	BC CABIN
BROADWAY	B CABIN
BROOKHAVEN	VN
BROOKLYN MANOR	BR
BUSHWICK	BJ TOWER; BU; Z CABIN
BUSHWICK JCT.	BJ CABIN; D; TOWER 7
CAMP UPTON JCT.	CU CABIN; WC 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	A CABIN: 1, 2; CD CABIN; CP; PK
CHESTNUT ST. JCT.	CN TOWER
COLD SPRING (COLD SPG HBR.)	CS
COLLEGE POINT	C; STAFF CABIN C
CONEY ISLAND	CH
CORONA	CO; CO CABIN; FU; JA CABIN; TOWER 52
CREEDMOOR	CM
CUTCHOGUE	GU
CYPRESS AVENUE	CY TOWER; TOWER 71
DEER PARK	DK; JS INTERLKG.
DOUGLASTON	D CABIN: 1, 2; DU
DUNTON	DUNTON TOWER; HM; MP TOWER: 1, 2; TOWER 36: 1; TOWER 40: 1; TOWER 67
DUTCH KILLS	DB CABIN; TOWER 1: 1; TOWER 2: 2
EAST HAMPTON	HA
EAST HINSDALE (FLORAL PARK)	TOWER 43: 1
EAST MORICHES	EM
EAST NEW YORK	AD; 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

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.)	SQ TOWER; TOWER 79½
FARMINGDALE	A CABIN; B CABIN; FARM 1, 2 INTERLKG; FB CABIN; FD CABIN; FR CABIN
FAR ROCKAWAY	FW TOWER; ND; RA; ROCK TOWER: 1, 2
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	CD
FLUSHING, MAIN ST.	A CABIN; MF CABIN; MS
FLUSHING MEADOWS	CANAL; FAIR; FAIR TOWER
FLUSHING, BRIDGE STREET	HF; STAFF CABIN B; STAFF CABIN X
FOREST HILLS	FOREST
FREEPORT	FR; FY CABIN; FY TOWER; PORT CABIN, PORT TOWER: 1, 2; PORT INTERLKG.
FRESH POND	B CABIN; BJ TOWER; D; DF TOWER: 1, 2; FN CABIN;

FN TOWER; FREMONT TOWER; POND TOWER;
TOWER 8

GARDEN CITY	B CABIN; CR; G; HC TOWER; GARDEN CABIN; GARDEN INTERLKG; GARDEN TOWER; TOWER 105
GIBSON	GI CABIN
GLEN COVE, (GLEN ST.)	GD; GE CABIN
GLEN COVE (NASSAU)	GV
GLENDALE	GW TOWER; TOWER 9
GLENDALE JCT.	JD TOWER; TOWER 10
GLEN HEAD	GA
GOOD GROUND (HAMPTON BAYS)	ND
GOOSE CREEK	EC TOWER; TOWER 94; TOWER 95
GRAVESEND RACE TRACK	RT
GREAT NECK	G; G CABIN: 1, 2; G TOWER; GK; GN; GREAT NECK; NECK INTERLKG.
GREENLAWN	GR; GREENLAWN; GY CABIN
GREENPORT	GN; GY
HABERMAN	LH TOWER; TOWER 5: 1, 2
HAMILTON BEACH	BEACH TOWER; TOWER 93; WD TOWER
HAMPTON BAYS	ND
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
HEWLETT	HT
HICKSVILLE	DIVIDE TOWER: 1, 2; HN TOWER, HX CABIN; HX TOWER; W
HILLSIDE (ROCKAWAY JCT.)	HQ CABIN; RJ; RH TOWER; CABIN 10; TOWER 42
HOLBAN YARD	HB CABIN; ST. ALBAN'S CABIN
HOLLAND	HX
HOLLIS	HI; HOLLIS TOWER; IS TOWER; TOWER 43: 2, TOWER 43: 3 (?)
HOLTSVILLE	HOLTSVILLE; HV
HOWARD BEACH	HB INTERLKG.
HUNTINGTON	BURKE INTERLKG.; COREY INTERLKG.; HUNT 1, 2, 3 INTERLKG; UN
HYDE PARK (NEW HYDE PARK)	HY
INTERSTATE PARK	VI TOWER; TOWER 44
INWOOD	INWOOD
ISLAND PARK	ISLAND PARK
ISLIP	EP; IP; WP
JAMAICA	A1 CABIN; AC TOWER; C CABIN; C3 CABIN; HALL TOWER; J1, J2, J3, J4 CABINS; J; J TOWER: 1, 2; JA TOWER, JAMAICA AIR TOWER; JAY TOWER; JAMAICA CONTROL CENTER; JE TOWER: 1, 2; JS TOWER; JT TOWER; L CABIN; SJ TOWER; SMITH

ST. BRIDGE; V TOWER; CABIN 7; CABIN 11½;
TOWER 14; TOWER 15; TOWER 17; TOWER 40: 2;
TOWER 41: 1, 2

JAMESPORT	R
JEKYL ISLAND	JI CABIN
KEW GARDENS	KEW; KU CABIN
KINGS HIGHWAY	KF TOWER; TOWER 77
KINGS PARK	FOX INTERLKG.; FOX 1, 2 INTERLKG.; GREEN INTERLKG.; JO
LAKELAND	AK
LAUREL HILL	LM TOWER
LAURELTON	HG CABIN; SM CABIN; SR CABIN
LAWRENCE	CE
LIBERTY AVE. (OZONE PARK)	LR TOWER; TOWER 92
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
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.
MATTITUCK	K
MEADOWBROOK	MB: 1, 2
MEDFORD	MD
MERILLON AVE.	MERILLON AVE.
MERRICK	KI
METROPOLITAN AVE.	MX TOWER; TOWER 6½
MILLER'S PLACE	MI
MINEOLA	FAIR TOWER; MC; MI; MO; MT TOWER: 1, 2; NASSAU INTERLKG.; NASSAU TOWER; TOWER 45:2
MONTAUK	MK; MONTAUK; 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; TOWERE 79½

NEPTUNE HOUSE	NH
NORTHPORT (NEW)	DUKE INTERLKG.; DUKE 1, 2 INTERLKG.; EVANS INTERLKG.; NP; NT CABIN
NORTHPORT (OLD)	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.; JO TOWER; JO INTERLKG.; KN TOWER; KN INTERLKG.; NC; PSCC
PENNY BRIDGE	PY TOWER; TOWER 4: 2
PINELAWN	PW; PW CABIN; PW INTERLKG.
PORT JEFFERSON	JF; JEFF INTERLKG.; PO; PORT JEFFERSON; SF CABIN
PORT WASHINGTON	PN
QUEENS (VILLAGE)	QN; QU TOWER: 1, 2; QUEENS TOWER; TOWER 44½; TOWER 45: 1

QUOGUE	Q
RAUNT, THE	ER TOWER; TOWER 96
REGO PARK	WHITE POT CABIN
REYNOLDS CHANNEL	LEAD CABIN; LEAD TOWER; WL CABIN: 1, 2; WL TOWER
RICHMOND HILL	R TOWER; RC TOWER; RD; RM CABIN; RM TOWER; TOWER 11; TOWER 12
RIVERHEAD	LD; RH
ROCKAWAY AVENUE	AY TOWER; TOWER 73
ROCKAWAY JCT. (HILLSIDE)	RJ 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 1, 2 INTERLKG.; RONKONKOMA
ROSEDALE	FM
ROSLYN	ROSLYN; RY
SAG HARBOR	SB; SH
SAYVILLE	SA; SY CABIN; Y; Y CABIN; Y INTERLKG.
SEA CLIFF	CF
SEAFORD	SF
SEASIDE	SE CABIN; SR

SEA SIDE HOUSE	SH
SETAUKET	AU
SHEA STADIUM	SHEA; SHEA INTERLKG.
SHEEPSHEAD BAY	DY; RT; TOWER 79
SHINNECOCK HILLS	KH
SMITHTOWN	HARE INTERLKG.; POST INTERLKG., POST 1, 2 INTERLKG.; SI CABIN; ST; ST CABIN
SOUTH GREENFIELD	TOWER 76
SOUTH OYSTER BAY	SO
SOUTHAMPTON	SN
SOUTHOLD	SD
SPEONK	SK; SK CABIN; SK 1, 2 INTERLKG.
SPRINGFIELD	SF; SP; SP TOWER; TOWER 19
ST. ALBANS	NI
ST. JAMES	JM CABIN; SJ
STEWART JCT.	JN
STEWART MANOR	SW; SW CABIN
STONY BROOK	BK; STONY 1, 2 INTERLKG.
SYOSSET	AMOTT INTERLKG.; S; S CABIN: 1, 2; SY
UPTON JCT.	CU CABIN; U CABIN; WC CABIN
VALLEY STREAM	CA CABIN; HO CABIN; HW CABIN; RO CABIN; VA TOWER: 1, 2; VALLEY TOWER; VN CABIN; VS;

TOWER 20

VANDERBILT AVE.	VAN TOWER; VD TOWER
VANDERVEER PARK	VK
WADING RIVER	WG; WY
WAINSCOTT	WN
WANTAGH	RI; WANTAGH INTERLKG.
WARDENCLYFFE (SHOREHAM)	WC
WATERMILL	WR
WESTBURY	RU
WEST DEER PARK (WYANDANCH)	WK
WEST GOOSE CREEK	WU TOWER; TOWER 95
WESTHAMPTON	WH
WEST HEMPSTEAD	WM; WEST HEMPSTEAD INTERLKG.
WEST WOODSIDE	CU; DW TOWER; TOWER 2: 1; TOWER 33
WHITEPOT JCT.	WHITEPOT CABIN; TOWER 36: 2
WHITESTONE	WS
WHITESTONE JCT;	JC TOWER: 1, 2; TOWER 53
WHITESTONE LDG.	WE; STAFF CABIN W
WINFIELD	WN; TOWER 4: 1
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
YAPHANK	YA