

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

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

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

CABIN 1	BELMONT PARK (JOB ADVERTISED: 5/16/19. MAY HAVE BEEN PLACED IN SERVICE SOME YEARS EARLIER)
CABIN 5	TEMPORARY CABIN EAST OF JAMAICA AT THE SITE OF THE CONSTRUCTION OF THE ATLANTIC BRANCH UNDER- JUMP ON WEST SIDE OF GAS TANKS (IN SVC: BY MARCH, 1913 WITH JAM- AICA GRADE ELIMINATION PROJECT. CONTROLLED THE CROSSING AT GRADE OF THE NEW WESTBOUND ATLANTIC DIVISION TRACK AND THE EASTBOUND TEMPORARY TRACKS. OUT OF SVC: 1913 AFTER COMPLE- TION OF PROJECT.)
CABIN 7	JAMAICA -WEST OF WASHINGTON ST. N. SIDE OF TRACKS. (IN SVC: 1913 WITH JAMAICA GRADE ELIMINATION.

BLOCK STATION OUT OF SVC:  
12/8/29 ACCOUNT JAMAICA EAST  
IMPROVEMENT PROJECT AND OPEN-  
ING 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. 2 LEVER MECHANICAL  
MACHINE (*Per Henry Wilhelm's  
interlocking map*). OUT OF SVC: NOV.  
1922 AND CONTROL PASSED TO "RJ"  
TOWER FURTHER EAST) (*Art Huneke  
data*)

CABIN #11½

JAMAICA PLANK ROAD (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. (RE-  
PLACED IN 1905 BY TOWER #65 BUILT  
ON SIGNAL BRIDGE WITH ELECTRIFICA-  
TION AND ADDITION OF 2 LOCAL  
TRACKS.)

BLOCK STATION #1  
(POSSIBLY CABIN)

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

TOWER #1: 2

MONTAUK JUNCTION, L. I. CITY (NORTH  
OF MAIN TRACKS AND EAST OF EAST  
AVE. 48 LEVER 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)  
(*Per art Huneke*)
- TOWER #2: 2 DUTCH KILLS CREEK (S. SIDE OF MON-  
TAUK 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. RE-  
NAMED "DB" IN 1907. OUT OF SVC:  
10/1915 [*per Bob Emery's maps*] GONE  
FROM ETT OF 5/1916.)
- TOWER #3: 1 BETWEEN WOODSIDE AND WINFIELD  
(IN SVC: 7/3/1879 PER G.O. #47, EFF.  
7/2/1879) (*Per Art Huneke*)
- TOWER #3: 2 BLISSVILLE, L. I. CITY (NORTH SIDE OF  
TRACKS AND WEST SIDE OF GREEN-  
POINT AVE. 16 LEVER SAXBY &  
FARMER MECHANICAL MACHINE. IN  
SVC: 1894. RENAMED "BX" IN 1907.)
- BLOCK STATION #4 INSIDE WINFIELD DEPOT (IN SVC:  
7/3/1879 PER G.O. #47, EFF.  
7/2/1879) (*Per Art Huneke*)
- TOWER #4: PENNY BRIDGE (c. 1903 ON S. SIDE OF  
TRACKS AND E. OF LAUREL HILL BLVD.  
CROSSING. RENAMED "PY" IN 1907.)
- TOWER #5: 1 HABERMAN (N. SIDE OF TRACKS AND E.  
OF 46<sup>TH</sup> ST./CLIFTON AVE. ADJACENT  
TO LAUREL HILL STATION. OUT OF SVC:  
?. RELOCATED FURTHER EAST.)
- TOWER #5: 2 HABERMAN (S. SIDE OF TRACKS, E. OF  
FORMER LOCATION AND E. OF HABER-  
MAN STATION. RENAMED "LH" c. 1907.)

- TOWER #6 FLUSHING AVE., MASPETH (MT.OLIVET)  
(N. SIDE OF MONTAUK BRANCH TRACKS  
AND E. OF FLUSHING AVE. JOHNSON 8  
LEVER STYLE A MECHANICAL MACH-  
INE. IN SERVICE: 8/1/1895, OR 10/1895  
OR 11/20/95 (?) 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 RIDGE-  
WOOD AVE. AND MORRIS PARK SHOPS  
STATION. IN SVC. ?. RENAMED "RC" IN

1907)

- TOWER #14 JAMAICA CROSS SWITCHES (DUNTON).  
JCT OF MAIN LINE AND ATLANTIC DIV.  
(ON ATLANTIC BRANCH AT WEST END OF  
JAMAICA YARD (S. SIDE OF TRACKS AND  
E. OF OLD DUNTON STA. AT VAN WYCK  
AVENUE. RENAMED "AC": ?. LISTED  
AS "AC" IN 1903 CR4.)
- TOWER #15 "JAMAICA AIR TOWER" ON ATLANTIC BR.  
AT EAST END OF JAMAICA YARD (S.  
SIDE OF TRACKS, WEST OF DEPOT  
AND W. OF ROCKAWAY ROAD. IN SVC:  
1899. RENAMED "JT" IN 1907. **1<sup>ST</sup> COM-  
PLETELY 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 5<sup>TH</sup> AND 6<sup>TH</sup> STREETS, L. I.  
CITY. (16 LEVER SAXBY & FARMER  
MECHANICAL MACHINE IN SVC: 7/1884.  
RENAMED "YD" IN 1907.)

TOWER #31	QUEEN STREET - L. I. CITY. (RENAMED "QS" IN 1907)
TOWER #32	SKILLMAN AVENUE, L. I. CITY (RENAMED "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 (S& F MECHANICAL MACHINE IN SVC: 1884. RENAMED "WJ" IN 1907.)
TOWER #36: 1	"JAMAICA BLOCK" (DUNTON) ON MAIN LINE BETWEEN MONROE AND WALNUT STREETS. (JUNCTION OF "BERLIN SIDING" WITH MAIN LINE. W. SIDE OF JUNCTION. ORIGINALLY TOWER #40:1. RENUMBERED TO #36 IN 1903. RENAMED "JA" IN 1907)
TOWER #36: 2	WHITE POT - (GONE BEFORE 1907)
TOWER #40: 1	SEE "TOWER #36: 1" ABOVE
TOWER #40: 2	"OLD" JAMAICA (N. SIDE OF TRACKS AT W. END OF STATION PLATFORM, EAST SIDE OF DIVISION ST. ORIGINALLY A GATE TOWER. SIGNAL LEVER ADDED AND TOWER NUMBERED #40:2 IN 1903 WHEN TOWER NUMBER WAS TRANSFERRED FROM NEWLY-NUMBERED #36: 1. RENAMED "JS" IN 1907. REVERTED TO GATE TOWER BY DECEMBER, 1908 AND CALL LETTERS REMOVED.)
TOWER #41: 1	NEW YORK AVENUE - JAMAICA (SOUTH SIDE OF TRACKS AND EAST OF NEW YORK AVENUE CROSSING. IN SVC: 1890

WITH INSTALLATION OF BLOCK SYSTEM.  
OUT OF SVC: ?.)

TOWER #41: 2

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

TOWER #42

ROCKAWAY JCT. – HILLSIDE – JCT. OF MAIN LINE AND MONTAUK BR. (NORTH SIDE OF MAIN LINE TRACKS AT HILLSIDE STATION AND EAST OF JUNCTION, REPLACING “RJ” TOWER: 1. ? LEVER MECHANICAL MACHINE. IN SVC: 1890 WITH INSTALLATION OF BLOCK SYSTEM. REPLACED WITH US&S 23 LEVER STYLE “F” ALL-ELECTRIC MACHINE IN SVC: 1906. TOWER RENAMED: 1907.)

TOWER #43: 1

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

TOWER #43: 2

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

TOWER #43: 3 (?)

HOLLIS (N. SIDE OF TRACKS AND E. OF HOLLIS DEPOT. IN SVC: 1905. RENAMED “IS” IN 1907.

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



SVC: 1894. JOHNSON 16 LEVER MECHANICAL MACHINE. RENAMED "QU" 1907. OUT OF SVC: 1923. REPLACED BY BRICK TOWER IN 1924 WITH GRADE CROSSING ELIMINATION.)

TOWER #46: 1

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

TOWER #46: 2

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

TOWER #47

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

TOWER #48

MINEOLA (BRICK TOWER IN SVC: 1890 AS TOWER #45:1. SOUTH SIDE OF MAIN LINE TRACKS AT EAST END OF WOOD-

EN STATION PLATFORM, EAST OF MIN-EOLA BLVD. TO CONTROL JCT. OF MIN-EOLA-HEMPSTEAD AND OYSTER BAY BRANCHES WITH MAIN LINE. SAXBY & FARMER 52 LEVER MECHANICAL MACHINE. TOWER RENUMBERED #48 WHEN BLOCK SYSTEM INSTALLED "RJ" TO FLORAL PARK AND MORE TOWERS PLACED IN SERVICE: 1894. #45 RE-ASSIGNED TO QUEENS UPON OPENING. RENAMED "MT": 1907.)

TOWER #49

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

TOWER #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. RENAMED "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. 11-LEVER US&S MODEL 14 ELECTRO-MECHANICAL MACHINE IN SVC: 8/3/06. 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 BRANCH (W. OF TRACKS AND S. OF LIBERTY AVE. 12 LEVER MECHANICAL MACHIN IN SVC: 12/12/1895. RENAMED "LM" IN 1907. CLOSED c. 1914 WHEN



BEACH BRANCH. (WOODEN TOWER IN TEMPORARY SERVICE: 5/25/06 ON WEST SIDE OF TRACKS JUST SOUTH OF MANHATTAN BEACH JCT. TOWER GIVEN CALL NUMBER FROM MANHATTAN JCT. TOWER. TEMPORARY INTERLOCKING GONE BY 1907 WITH GRADE ELIMINATION AND TRACK RELOCATION.)

TOWER #76

SOUTH GREENFIELD, BKLYN. ON MANHATTAN BEACH BRANCH (WOODEN TOWER LOCATED AT WEST SIDE OF TRACKS AND NORTH OF ELM AVENUE ACROSS FROM SOUTH GREENFIELD STATION. PROBABLY GONE BY 1909 WITH GRADE 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. 16-LEVER S&F MECHANICAL MACHINE IN SVC: 1904. 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. 7-LEVER TABLE MACHINE IN SVC: ?. RENAMED "HJ" IN 1907.)
- TOWER #102 EAST END OF HAMMEL WYE (JOHNSON 44 LEVER MECHANICAL MACHINE. OUT OF SVC: 8/2/1907. REPLACED BY "HU" TOWER.)
- TOWER #105 HEMPSTEAD CROSSING, GARDEN CITY.

	JCT. OF HEMPSTEAD BRANCH, CENTRAL BRANCH AND, AFTER 1893, THE N.Y. BAY EXTENSION (PER 1903 CR4.) (OPENED JAN/1890, IN NORTHWEST QUADRANT OF CROSSING AS TOWER #44. SAXBY & FARMER 36 LEVER MECHANICAL MACHINE. RENUMBERED TOWER #105: 1894. RENAMED "HC" IN 1907. INCREASED TO 40 LEVERS BY 1926.)
TOWER/CABIN #? (FLUSHING AVE. TROLLEY XING)	FLUSHING AVE. AND TROLLEY CROSSING OF BUSHWICK BRANCH (N. SIDE OF TRACKS AND W. OF FLUSHING AVE. (3 LEVER MECHANICAL MACHINE IN SVC: 11/26/1895 CONTROLLING 2 RAILROAD SIGNALS AND 2 TROLLEY DERAILS. OUT OF SVC: 1941. STOPBOARDS REPLACED THE SIGNALS. <i>Per Art Huneke's website)</i>
TOWER A	LONG ISLAND CITY PSGR. YARD (W. SIDE OF VERNON AVENUE, IN CENTER OF PLATFORM ACCESS TRACKS. 4-STORY STRUCTURE REPLACED TOWER #1. 167 LEVER WESTINGHOUSE ELECTRO-PNEUMATIC MACHINE IN SVC: 11/6/1904. LAST LISTED IN ETT #72 OF 10/21/1913.)
"A1" (?) CABIN (see: "J1")	JAMAICA (250' WEST OF PROSPECT ST. [159 <sup>TH</sup> ST.] TEMPORARY CABIN ACCOUNT JAMAICA EAST IMPROVEMENT. US&S 8 LEVER CIRCUIT CONTROLLER MACHINE. IN SVC: 12/8/29)
"A"	AMITYVILLE (SOUTHERN DIVISION: 1878 BOOK OF RULES AND 1903 CR4) (IN TICKET OFFICE.)
"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.





- “AF” **FLATBUSH AVE.** (1878 BOOK OF RULES AND 1903 CR4)
- “AG” **AMAGANSETT** (1903 CR4) (IN TICKET OFFICE. 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**) (IN TICKET OFFICE. 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 (IN TICKET OFFICE.)
- “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) (IN TICKET OFFICE)
- “AP” **ATLANTIC PARK** (SOUTHERN DIVISION: 1878 BOOK OF RULES) (IN TICKET OFF-

ICE.)

- “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** (IN TICKET OFFICE. 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 AT W. END OF EASTBOUND PLATFORM 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) (IN TICKET OFFICE. 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. 16-LEVER GRS MODEL 2 UNIT LEVER TYPE ALL ELECTRIC MACHINE IN SVC: 1922. RENAMED: 4/15/37. OUT

OF SVC: 12/27/39 WITH GRADE ELIMINATION.)

“AV” **ARVERNE** (IN TICKET OFFICE.)

“AW” EAST ROCKAWAY (IN TICKET OFFICE. SUMMER ONLY PER 1903 CR4)

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

“AY” ROCKAWAY PARK (1903 CR4) (IN TICKET OFFICE.)

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

TOWER “B” EAST OF EAST AVE., L. I. CITY (EAST OF TOWER “A”, NEAR MONTAUK JCT. ACROSS TRACKS FROM FORMER LOCATION OF TOWER #1. IN SVC: 1905 OR LATER TO ASSIST TOWER “A”. LAST LISTED IN ETT #72 OF 10/21/1913. OUT OF SVC: 1913-1914. RAZED: 11/22/22)

“B1” CABIN BAYSIDE (TEMPORARY BLOCK STATION 2,000’ EAST OF AUBURNDALE STATION, S. SIDE OF TRACKS ACCOUNT GRADE CROSSING ELIMINATION AT AUBURNDALE AND BAYSIDE. US&S 4 LEVER STYLE TC TABLE MACHINE IN SVC: 6/18/29. 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. IN SVC: 1920s. OUT OF SVC: 1/27/39 WITH OPENING OF "GARDEN" CABIN.)

"B" CABIN

FARMINGDALE (S. SIDE OF TRACKS AND WEST OF MAIN ST. X-ING. FIRST APPEARS IN ETT #73, EFF: 5/27/14. RENAMED "A" CABIN IN ETT #88, EFF: 10/18/18.) (SEE "A" CABIN)

"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. 19-LEVER US&S MODEL 14, STYLE F, ALL ELECTRIC MACHINE IN SVC: 5/28/36. 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 (IN TICKET OFFICE. UNATTENDED BLOCK STATION SIGNAL ON SAG HARBOR BRANCH E. OF LUMBER LANE. IN SVC: 1/8/29. BLOCK OFFICE CLOSED IN DEPOT: 1/28/32. UNATTENDED BLOCK STATION SIGNAL OUT OF SVC: 5/3/1939.)

“BA” CABIN

**BAYPORT** (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-PNEUMATIC MACHINE. RENAMED: 4/30/37. OUT OF SVC: 4/6/63 WITH GRADE ELIMINATION.)

“BABYLON” TOWER: 2

**BABYLON** (NORTH OF TRACKS AND EAST OF STATION AND DEER PARK AVE. NEW TOWER DUE TO GRADE ELIMINATION IN SVC: 4/6/63. US&S 27 LEVER MODEL 14

ELECTRO-MECHANICAL MACHINE, OUT OF SVC: 9/9/64. US&S STYLE UR 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 1<sup>ST</sup> AND 2<sup>ND</sup> CROSSOVER SWITCHES EAST OF BAYSIDE.  
IN SVC: 4/05/78. O.O.S: 5/07/78  
RELOCATED AND IN SVC: 5/08/78  
RELOCATED AND IN SVC: 6/07/78.  
RELOCATED AND IN SVC: 8/09/78.  
O.O.S: 10/14/78  
IN SVC: 11/01/78. O.O.S: 12/13/78  
IN SVC: 2/05/79. O.O.S: 4/23/79  
IN SVC: 10/02/82 FOR ONE DAY ONLY  
RELOCATED AND IN SVC: 3/14/83.  
RELOCATED AND IN SVC: 4/04/83.  
RELOCATED AND IN SVC: 5/09/83.  
IN SVC: 7/12/86 FOR ONE DAY ONLY  
IN SVC: 7/19/86 FOR ONE DAY ONLY  
IN SVC: 9/27/86 FOR ONE DAY ONLY  
IN SVC: 3/28/87 FOR ONE DAY ONLY  
IN SVC: 8/15/87 FOR ONE DAY ONLY  
IN SVC: 8/22/87 FOR ONE DAY ONLY

IN SVC: 3/12/88. O.O.S: 3/13/88

“BAY” 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. 1938. OUT OF SVC: 5/1950 *(Per Jeff Erlitz)*)

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

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

“BD” **BEDFORD** (1903 CR4) (IN TICKET OFFICE.)

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

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

“BE” CABIN **BETHPAGE** JCT. (TEMPORARY BLOCK STATION BUILT 1925, SOUTH SIDE OF TRACKS, JUST WEST OF CONSTRUCTION SITE, FOR USE DURING CONSTRUCTION OF “B” TOWER. CLOSED 8/21/25 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 (**1<sup>st</sup> INTERLOCKING PLANT ON THE LIRR**) (LOCATED ON ATLANTIC BRANCH.) JUNCTION OF L.I.R.R. ATLANTIC BRANCH AND BROOKLYN, FLATBUSH & CONEY ISLAND R.R. (IN SVC: 6/14/1879 ON S. SIDE OF TRACKS INSIDE JUNCTION WYE. 14 LEVER SAXBY & FARMER MECHANICAL MACHINE. INTERLOCKING PLANT LASTED 5 TO 6 YEARS. TOWER REMAINED INTO THE 1890s) (*per Art Huneke*)

"BEDFORD" TOWER

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

"BEDFORD" BLOCK STATION

OCEAN AVE., BKLYN. (IN SVC. 3/2/66. OUT OF SVC: 4/4/66)

"BEDFORD" BLOCK STA. (R.C.)

OCEAN AVE., BKLYN. (REMOTE FROM "FREMONT." IN SVC: 4/4/66. OUT OF SVC. 4/15/70.)

"BETH: INTERLOCKING STA.

EAST OF **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) JCT. OF MONTAUK AND SAG HARBOR BRANCHES 1895 – 1939. (IN TICKET OFFICE. 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) (IN TICKET OFFICE.)

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

“BJ” TOWER BABYLON (**BELMONT JCT.**) (SOUTH SIDE OF TRACKS, E. OF BABYLON STATION AND DEER PARK AVE. 23-LEVER US&S MODEL 14 ELECTRO-PNEUMATIC MACHINE IN SVC: 8/25/25. 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) (IN TICKET OFFICE. 2-LEVER GRS WALL TYPE MECHANICAL MACHINE IN SVC: 1917. UNATTENDED BLOCK STATION SIGNAL INSTALLED: 5/1928. PERMISSIVE BLOCK ASPECT ADDED TO BLOCK SIGNALS: 6/25/28. WALL TYPE MECHANICAL MACHINE REPLACED BY 2-LEVER TABLE MACHINE SOMETIME AFTER 2/26/39 [PER INTERLOCKING DRAWINGS]. LAST INDICATED AS FULL-TIME BLOCK OFFICE PER ETT #17, EFF. 9/11/49. INDICATED AS PART-TIME BLOCK OFFICE PER ETT #18, EFF. 6/25/50. BLOCK AND BLOCK LIMIT SIGNALS RELOCATED 406’ WEST OF FORMER LOCATION AND CONVERTED TO POSITION LIGHT SIGNALS: 10/26/59. BLOCK AND BLOCK LIMIT SIGNALS RELOCATED TO A POINT 150’ EAST OF NEW HIGH-LEVEL PLATFORM ON S. SIDE OF MAIN TRACK WITH TRACK REALIGNMENT AND REBUILT INTERLOCKING: 11/14/88 PER G.N. 2-41. PART-TIME BLOCK OFFICE PERMANENTLY OUT OF SVC: 9/27/91)

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

“BLISS” CABIN **BLISSVILLE**, L.I. CITY – JCT. OF MONTAUK BRANCH AND MONTAUK CUT-OFF.

(IN SVC: 10/12/60 ON N. SIDE OF TRACKS, W. OF GREENPOINT AVE., 112' WEST OF PREVIOUS LOCATION. US&S 4 LEVER STYLE TC TABLE MACHINE. YEAR-ROUND OFFICE CLOSED 1990s. RE-OPENED DURING SUMMER MONTHS)

"BM" TOWER

**BELMONT PARK RACE TRACK.** (OPENED 1905 EAST SIDE OF TRACKS AND N. OF HEMPSTEAD TPKE. STANDARD 16 LEVER MECHANICAL MACHINE. CONTROLLED 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) (IN TICKET OFFICE.)

"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) (IN TICKET OFFICE. 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) (IN TICKET OFFICE. UNATTENDED BLOCK STATION RELOCATED 200' WEST OF SWITCH 2: 10/22/29)
- "BQ" CABIN **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) (IN TICKET OFFICE.)
- "BR" CABIN **BAYPORT** (IN SVC: 1916. OUT OF SVC: ?)
- "BR" **BROOKLYN MANOR** (S. OF DEPOT AND W. SIDE OF TRACKS. BLOCK STATION IN SVC: 5/22/36 ACCOUNT 91<sup>ST</sup> AVE. BRIDGE RECONSTRUCTION. US&S 4 LEVER STYLE TC TABLE MACHINE. OUT OF SVC: 10/23/36.)
- "BRENT" E. OF **BRENTWOOD** AT START OF DOUBLE TRACK EASTBOUND (TEMP BLOCK SIGNAL IN SVC: 9/14/87 DURING ELECTRIFICATION PROJECT. R.C. FROM "DIVIDE" TOWER. OUT OF SVC: 12/14/87. REPLACED BY "BRENT" INTERLOCKING)
- "BRENT" INTERLOCKING (R.C.) EAST OF **BRENTWOOD** AT START OF DOUBLE TRACK WESTBOUND (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. ORIGINAL MACHINE REPLACED BY 4-LEVER US&S STYLE TC TABLE MACHINE IN SVC: c. 1938. LATER CONTROLLED BY “DRAW” TOWER. 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., <b>BROOKLYN</b> (UNDERGROUND: E. END OF STATION PLATFORM BETWEEN TRACKS 4 AND 5. FORMERLY “FT”. 35-LEVER US&S MODEL 14 ELECTRO-PNEUMATIC MACHINE IN SVC: 1906. RENAMED: 4/15/37. OUT OF SVC: SUMMER/1999.
“BROOK” TOWER: 2	FLATBUSH AVE., <b>BROOKLYN</b> (UNDERGROUND: RELOCATED TO YARDMASTER’S OFFICE AT E. END OF PLATFORM BETWEEN TRACKS 2 AND 3)
“BROOK 1” INTERLOCKING	EAST OF FLATBUSH AVE., <b>BROOKLYN</b> (IN SVC: 2000 ?)
“BROOK 2” INTERLOCKING	EAST OF FLATBUSH AVE., <b>BROOKLYN</b> (IN SVC: 2000 ?)
“BS” CABIN	<b>BAYSIDE</b> (S. SIDE OF TRACKS AND W. OF STATION. IN SERVICE: 12/26/19 – 10/1926)
“BS” TOWER	<b>BLISSVILLE</b> , L.I. CITY – JCT. OF MONTAUK BRANCH AND MONTAUK CUT-OFF. (SEE: “BX” TOWER. RENAMED “BLISS”: 4/22/37)

“BT”	<b>BLUEPOINT</b> (1903 CR4) (IN TICKET OFFICE.)
“BU”	<b>BUSHWICK</b> (SOUTHERN DIVISION: 1878 BOOK OF RULES AND 1903 CR4) (IN TICKET OFFICE.)
“BUSHWICK DRAWBRIDGE”	SWINGBRIDGE ON BUSHWICK BRANCH (TWO S&F DWARF MACHINES - 2 LEVERS EACH – ON EACH SIDE OF BRIDGE IN SVC: 1902. SMASHBOARD SIGNALS INSTALLED: 3/26/29
“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) (IN TICKET OFFICE.)
“BW”	<b>BALDWIN</b> (1903 CR4) (IN TICKET OFFICE.)
“BW” CABIN	BELLAIRE (IN SVC: 1920s. OUT OF SVC: <u>?</u> )
“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 G.R.S.-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-LEVER G.R.S.-S&F MECHANICAL MACHINE: <u>?</u> . RENAMED “BS”: 11/23/28. RENAMED “BLISS”: 4/22/37.)
“BY”	<b>BAYSHORE</b> (1878 BOOK OF RULES AND 1903 CR4) (IN TICKET OFFICE.)
“C3” (?) CABIN (see: “J3”)	JAMAICA (300’ WEST OF “RJ” TOWER. IN SVC: 12/1/29 FOR “JAMAICA IMPROVE-

	MENT EAST" PROJECT.)
"C"	<b>COLLEGE POINT (NORTH SHORE DIVISON: 1878 BOOK OF RULES AND 1903 CR4) (IN TICKET OFFICE.)</b>
"C" CABIN	<b>CUMBERLAND STREET, JAMAICA ON OLD SOUTHERN ROAD BETWEEN 108th AVE. AND 109th RD, SOUTH OF THE OLD "SJ" TOWER, AND PAST THE END OF THE 1913 VIADUCT (IN SVC: 1913 DUR- ING JAMAICA GRADE ELIMINATION. OUT OF SVC. THE SAME YEAR WITH COMPLETION OF PROJECT.)</b>
"C" TOWER (PRR)	<b>PENNSYLVANIA STATION, NY (OUT OF SVC: 9/30/94)</b>
"C" INTERLOCKING (R.C.)	<b>PENN STATION (CONTROLLED FROM PSCC. IN SVC: 9/30/94)</b>
"CA"	<b>MORRIS PARK SHOPS (1903 CR4)</b>
"CA" CABIN	<b>WEST OF <b>C</b>ENTRAL <b>A</b>VE., VALLEY STREAM. (US&amp;S 14 LEVER STYLE TC TABLE MA- CHINE IN SVC: 8/10/32 ACCOUNT VAL- LEY STREAM GRADE CROSSING ELIMINA- TION. OUT OF SVC: 9/10/33 WITH PLACING OF ELEVATED JCT. OF W. HEMPSTEAD BRANCH IN SVC. ALL SIG- NALS AND CONTROLS HANDLED BY "VA" TOWER.)</b>
"CANAL"	<b>FLUSHING MEADOWS (FOR SEWER LINE CONSTRUCTION ADJACENT TO FLUSH- ING CREEK. US&amp;S 6 LEVER STYLE TC TABLE MACHINE IN SVC: 7/13/38. OUT OF SVC: 9/19/38)</b>
"CD"	<b>FLUSHING, <b>C</b>ENTRAL <b>D</b>EPOT (NORTH SHORE DIVISION: 1878 BOOK OF RULES) (IN TICKET OFFICE.)</b>
"CD" CABIN	<b>CENTRAL PARK (NEAR W. END OF STA- TION PLATFORM. IN SVC: 6/24/1909 PER G.O. #82 FOR MANUAL BLOCK.</b>

USED IN CONJUNCTION WITH "FB" CABIN AND "HX" TOWER. GONE BY 1911 ETT WHEN MANUAL BLOCK NO LONGER IN EFFECT ON MAIN LINE EAST OF "HX".)

- "CE" LAWRENCE (1903 CR4) (IN TICKET OFFICE.)
- "CENTRE" ROCKVILLE **CENTRE** (TEMPORARY BLOCK OFFICE DURING ROCKVILLE CENTRE GRADE ELIMINATION. LOCATED IN TICKET OFC. ON TEMPORARY WESTBOUND PLATFORM. US&S 4 LEVER STYLE TC TABLE MACHINE. IN SVC: 4/19/49. OUT OF SVC: 7/18/50)
- "CF" SEA **CLIFF** (1903 CR4) (IN TICKET OFFICE.)
- "CH" CONEY ISLAND (ON PROSPECT PARK & CONEY ISLAND RAIL ROAD) (1878 BK OF RULES AND 1903 CR4) (IN TICKET OFFICE.)
- "CI" **CENTRAL ISLIP STATION** (1903 CR4) (IN TICKET OFFICE. 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) (IN TICKET OFF-



	ICE.)
“CM”	<b>CREEDMOOR</b> (NORTH SHORE DIVISION: 1878 BOOK OF RULES) (IN TICKET OFFICE.)
“CM” CABIN	<b>CENTER MORICHES</b> (OPENED: 1916 ON S. SIDE OF TRACKS AND E. OF DEPOT)
“CN” TOWER	<b>CHESTNUT ST. JCT.</b> , 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 IN SVC: <u>?</u> . BRT CONNECTION OUT OF SVC: 1917. INTERLOCKING PLANT REBUILT AND 16-LEVER GRS MODEL 2 UNIT LEVER TYPE ALL ELECTRIC MACHINE IN SVC: 1922. STATION AND STREET RENAMED AUTUMN AVE., AND TOWER RENAMED “AUTUMN”: 4/15/37.
“CO”	<b>CORONA</b> (IN TICKET OFFICE.)
“CO” CABIN	<b>CORONA</b> (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	<b>CENTRAL ISLIP</b> (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) (IN TICKET OFFICE.)
- "CT" TOWER **CARLTON AVE.**, BKLYN (BUILT INTO THE  
WALL ON THE S. SIDE OF TRACKS AND  
W. OF CARLTON AVE. YARD ENTRANCE.  
IN SVC: 7/10/1906. OUT OF SVC:  
12/16/1907
- "CU" STONE HOUSE **CURVE** – WEST WOODSIDE  
AREA (SUNNYSIDE) (IN SVC: BY 1907)
- "CU" CABIN **CAMP UPTON JCT.** – JCT. OF CAMP  
UPTON SPUR WITH MAIN LINE. (IN SVC:  
3/14/44 SOUTH SIDE OF TRACKS,  
OPPOSITE JCT. OF WEST LEG OF WYE  
[EASTWARD FACING POINT SWITCH OF  
CAMP UPTON BRANCH]. BLOCK STA-  
TION, BLOCK LIMIT STATION AND RE-  
LATED SIGNALS OUT OF SVC: 10/2/44  
PER G.O. #612. STILL ON-SITE IN 1964  
IN USE AS "T" BOX. 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 MACH-  
INE 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 MACH-  
INE. 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

**DOUGLSTON DRAWBRIDGE (SWING-**  
BRIDGE) (S. SIDE OF TRACKS BUILT ON  
RECLAIMED W. EDGE OF ALLEY CREEK.  
4-LEVER S&F MECHANICAL MACHINE IN  
SERVICE: 9/1911 – 1924)

“D” CABIN: 2

**DOUGLSTON DRAWBRIDGE )SWING-**  
BRIDGE) (N. SIDE OF TRACKS, ON E.  
SIDE OF ALLEY CREEK. IN SERVICE:  
1924-1926. 4-LEVER S&F MECHANIC-  
AL MACHINE. AFTER 1926 BECAME  
BRIDGE TENDER’S CABIN. RENAMED  
“DOUGLSTON 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 ELEC-  
TRIC MACHINE IN SVC: 10/12/1905. RE-  
NAMED “DB”: 1907. OUT OF SVC:

	10/1915 [ <i>per Bob Emery's maps</i> ] GONE FROM ETT OF 5/1916.)
"DB" CABIN	<b>DUTCH KILLS DRAW BRIDGE</b> - L.I. CITY (8-LEVER S&F MECHANICAL MACHINE IN SVC: 10/1915 ON N. SIDE OF MON- TAUK BRANCH TRACKS AND E. OF DRAWBRIDGE [SWING BRIDGE] OVER DUTCH KILLS CREEK.)
"DE"	LONG ISLAND CITY (GONE BETWEEN 1925 AND 1929)
"DEER" INTERLOCKING (R.C.)	WEST OF DEER PARK AT START OF DOUBLE TRACK EASTBOUND (CONTROLLED FROM "DIVIDE." IN SVC: 9/14/87 WITH INTENTION TO BE NAMED "DEER" BUT NAMED "JS" AFTER <b>JIMMY SULLIVAN</b> , LIRR SR. VICE PRESIDENT-ADMINISTRATION. REFERRED TO AS BOTH "JS" AND "DEER" INTERLOCKING ON LIRR INTERLOCKING DIAGRAM DATED 3/1/88 ( <i>Data courtesy of Jeff Erlitz</i> )
"DF" TOWER: 1	<b>FRESH POND JCT</b> (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, INCREASED TO 20 LEVERS BY 1912.)
"DF" TOWER: 2	EAST OF <b>FRESH POND</b> 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 <b>DIVIDE</b> AT JUNCTION. LOCATED BETWEEN LEGS OF WYE, EAST OF STATION. SAXBY & FARMER 48 LEVER MECHANICAL MACHINE. RENAMED: 4/23/37. US&S 9 STATION TRAFFIC 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 DIRECTLY BEHIND OLD TOWER DURING GRADE ELIMINATION. US&S 15 LEVER MODEL 14 ELECTRO-MECHANICAL MACHINE. IN SVC: 11/13/62. OUT OF SVC: 9/12/64. TRANS-CONTROL 19 LEVER CONTROL PANEL IN SVC: 9/12/64. US&S 14 STATION TRAFFIC CONTROL CENTER CONTROL PANEL IN SVC: 9/12/64. )

“DK” :1

**DEER PARK** (1903 CR4) (IN TICKET OFFICE. UNATTENDED BLOCK STATION SIGNAL IN SVC: 5/23/28 PERMISSIVE BLOCK ASPECT ADDED TO BLOCK SIGNALS: 6/25/28. BLOCK STATION TEMPORARILY RELOCATED S. SIDE OF TRACKS AND 238’ WEST OF DEER PARK AVE. IN SVC: 8/25/36 FOR GRADE CROSSING ELIMINATION. SAME DAY TRACKS IN SVC. VIA SHOO-FLY S. OF FORMER LOCATION. OUT OF SVC: 12/17/36 WITH COMPLETION OF GRADE ELIMINATION PROJECT.

“DK” : 2

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

“DOUGLASTON DRAWBRIDGE”

**DOUGLASTON ON DRAWBRIDGE** (FORMERLY “D” CABIN. SAXBY & FARMER 4 LEVER MECHANICAL MACHINE. DRAWBRIDGE 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 “**DRAW**BRIDGE” - HAMMEL  
PREVIOUSLY “HJ” TOWER, TOWER 101)  
(WEST SIDE OF TRACKS AND SOUTH  
OF CHANNEL. ORIGINAL 7 LEVER TABLE  
MACHINE REPLACED BY 16-LEVER S&F  
MECHANICAL MACHINE IN SVC: 3/1929.  
4-LEVER US&S MODEL TC TABLE MACH-  
INE IN SVC. TO CONTROL BROAD CHAN-  
NEL DRAWBRIDGE [SWINGBRIDGE] AFT-  
ER CLOSING OF FORMER “BC” CABIN:  
?. RENAMED: 4/30/37. DESTROYED  
BY TRAIN DERAILMENT: 1/3/46 AND  
DEMOLISHED. REPLACED BY “DRAW”  
CABIN:1.)

“DRAW” CABIN: 1

ON SWING BRIDGE - HAMMEL (WEST SIDE  
OF TRACKS AND SOUTH OF CHANNEL.  
REPLACED "DRAW" TOWER. IN SVC:  
1946. US&S 11 LEVER STYLE TC TABLE  
MACHINE. OUT OF SVC: 5/23/50 AND  
RELOCATED TO SOUTH OF HAMMEL  
WYE ON ELEVATED VIADUCT PER G. O.  
#1728.)

“DRAW” CABIN: 2

HAMMEL – (RELOCATED INSIDE EAST  
END OF FAR ROCKAWAY LEG OF WYE  
ON ELEVATED VIADUCT: 5/23/50.  
[APPROX. LOCATION OF FORMER “HU”  
TOWER WHEN AT GRADE] IN SVC:  
5/23/50. US&S 4 LEVER STYLE TC  
TABLE MACHINE. SWITCHES HAND-  
THROWN AND SIGNALS OPERATED  
FROM RELAY CASES IN THE 5-DAY 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”

**DOUGLSTON** (1903 CR4) (IN TICKET OFF-  
ICE.)

“DUKE” INTERLOCKING (R.C.)	EAST OF NORTHPORT (REMOTE FROM “DIVIDE”. IN SVC: 5/15/63. NAMED AFTER RETIRED CONDUCTOR HENRY L. DUKE <i>per The Long Island Railroader</i> : 10/11/61. OUT OF SVC: 10/3/77. BECAME “DUKE 1” LOCATION)
“DUKE 1” INTERLOCKING (R.C.)	EAST OF NORTHPORT (REMOTE FROM “DIVIDE.” FORMERLY “DUKE.” IN SVC: 10/3/77)
“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. DIAGONALLY ACROSS FROM <b>DUNTON</b> STATION. FORMERLY “MP” TOWER. 35-LEVER US&S MODEL 14 ELECTRO-PNEUMATIC MACHINE. IN SVC: 1/20/1914. RENAMED: 4/23/37. SIGNAL SYSTEM UPGRADED: 10/23-24/2010. TOWER OUT OF SVC: 10/24/10. REMOTE CONTROLLED FROM “JCC”. BLDG. USED BY M of E AND M of W PERSONNEL)
“DW” TOWER	WEST <b>WOODSIDE</b> (PREVIOUSLY TOWER #33. RENAMED IN 1907)
“DY”	SHEEPSHEAD <b>BAY</b> STATION (1903 CR4) (IN TICKET OFFICE.)
“E” CABIN	YARD OFFICE – ROCKAWAY PARK (SUMMER POSITION. OUT OF SERVICE: 6/1929)
“EA”	<b>EASTPORT</b> STATION (1903 CR4) (IN TICKET OFFICE.)
“EAST NEW YORK” TOWER	<b>EAST NEW YORK</b> (IN SVC: 12/28/42. US&S 11 LEVER MODEL 14 ELECTRO-MECHANICAL MACHINE. TOWER UNDERGROUND. IN LAST YEARS WAS MANNED ONLY DURING SPECIAL MOVES. OUT OF

SVC: 9/01)

“EAST NEW YORK” INTERLCKNG.  
(R.C.)      **EAST NEW YORK** (IN SVC: 2001 ? CON-)  
TROLLED FROM “BROOK”)

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

“EG”      **ELDERT’S GROVE** (SOUTHERN DIVISION:  
1878 BOOK OF RULES) (IN TICKET  
OFFICE.)

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

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

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

“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”	<b>EAST WILLISTON</b> (1903 CR4) (IN TICKET OFFICE)
“EX” TOWER	FLATBUSH AVE. <b>EXPRESS</b> 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 ( <b>FORGE</b> ) (1903 CR4) (IN TICKET OFFICE. 2-LEVER G.R.S. MECHANICAL MACHINE IN SVC: 5/28/26. 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.” RENAMED: 4/23/37 ACCOUNT PROXIMITY OF MINEOLA <b>FAIR</b> GROUNDS. RENAMED: “NASSAU”: 9/18/38.)
“FAIR” CABIN	FLUSHING MEADOWS (N. SIDE OF TRACKS AND W. OF STATION PLATFORM. TEMPORARY BLOCK STATION FOR N.Y. WORLD’S <b>FAIR</b> . US&S 17 LEVER STYLE TC TABLE MACHINE. IN SVC: 4/24/39 TO 11/4/39 AND AGAIN FROM 5/6/40 TO 11/4/40.)
“FAIR” CABIN	FLUSHING MEADOWS (S. SIDE OF TRACKS. TEMPORARY BLOCK STATION FOR N.Y. WORLD’S <b>FAIR</b> . IN SVC: 4/16/64. CONSTRUCTED WITH WIDE, GLASS, BAY WINDOW ON WEST SIDE TO ALLOW FAIR VISITORS TO VIEW BLOCK OPERATOR

	AT WORK. SIGN ATOP WINDOWS READ "COME SEE HOW WE RUN OUR RAILROAD." OUT OF SVC: 11/8/65)
"FARM 1" INTERLOCKING (R.C.)	EAST OF <b>FARMINGDALE</b> (CONTROLLED FROM "DIVIDE." IN SVC: 6/15/87)
"FARM 2" INTERLOCKING (R.C.)	EAST OF <b>FARMINGDALE</b> (CONTROLLED FROM "DIVIDE." FORMERLY "PW" TEMPORARY BLOCK STATION. REDESIGNATED "FARM 2": 9/14/87)
"FAR ROCKAWAY"	BLOCK STATION IN SVC: 7/20/85 (PER G.O. #405)
"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"	<b>FARMINGDALE</b> (1903 CR4) (IN TICKET OFFICE.)
"FH"	FLATBUSH AVE. <b>FREIGHT HOUSE</b> (CARLTON AVE. YARD) (1903 CR4)
"FK" TOWER: 1	<b>FLORAL PARK</b> - 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	<b>FLORAL PARK</b> (BRICK STRUCTURE SOUTH SIDE OF TRACKS, EAST OF TULIP AVE. AND EAST OF THE JCT. WHEN MAIN LINE WAS WIDENED TO 4 TRACKS AS FAR AS FLORAL PARK. 27-LEVER US&S MODEL 14 ELECTRO-PNEUMATIC MACHINE IN SVC: 1924. RENAMED "PARK": 4/23/37.)
"FLUSHING AVE. TROLLEY XING"	FLUSHING AVE. AND TROLLEY CROSSING

OF BUSHWICK BRANCH (N. SIDE OF TRACKS AND W. OF FLUSHING AVE. (3 LEVER 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)*

- “FM” ROSEDALE (**F**OSTER’S **M**EADOW) (1903 CR4) (IN TICKET OFFICE.)
- “FN” CABIN **F**RESH POND JCT. – JCT. OF MONTAUK BRANCH WITH BAY RIDGE BRANCH (E. SIDE OF TRACKS AND S. OF **F**RE-MONT ST. IN SERVICE: 1/17/18 – 9/10/27)
- “FN” TOWER **F**RESH POND JCT. – JCT. OF MONTAUK BRANCH WITH N.Y. CONNECTING R.R. (EX-BAY RIDGE BRANCH) (E. SIDE OF TRACKS AND S. OF **F**REMONT ST. 23 LEVER MODEL 14 ELECTRO-PNEUMATIC MACHINE. IN SERVICE: 9/10/27. RE-NAMED “FREMONT”: 4/22/37)
- “FOREST” **F**OREST 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 *per the Long Island Railroader: 10/11/61.* NAMED AFTER RETIRED FREIGHT TRAINMASTER JOE FOX AND CONDR. WALTER FOX *per W. S. Boerckel.* OUT OF SVC: 10/3/77. “FOX 1” LOCATION)
- “FOX 1” INTERLOCKING (R.C.) WEST OF KINGS PARK (REMOTE FROM “DIVIDE.” IN SVC: 10/3/77. FORMERLY “FOX.”)
- “FOX 2” INTERLOCKING (R.C.) EAST OF KINGS PARK (REMOTE FROM

“DIVIDE.” IN SVC: 10/3/77. FORMERLY  
“GREEN.”)

“FP” TOWER:1

**FLORAL PARK** - JCT. OF HEMPSTEAD AND  
CREEDMOOR BRANCHES WITH MAIN  
LINE. (ORIGINALLY TOWER 43:1, THEN  
TOWER #47. RENAMED: 1907. CALLS  
INDICATED ON LIRR JOB POSTINGS LIST  
OF 9/20/1907. RAZED: 1909 ALONG  
WITH DEPOT BUILDING WHICH IT  
SHARED. REPLACED BY FREE-STAND-  
ING “FK” TOWER: 1909.)

“FR”

**FREEPORT** (SOUTHERN DIVISION: 1878  
BOOK OF RULES AND 1903 CR4) (IN  
TICKET OFFICE.)

“FR” CABIN

**FARMINGDALE** (IN SVC: 6/24/1909 PER  
G.O. #82)

“FREMONT” TOWER

FRESH POND JCT., QUEENS- JCT. OF MON-  
TAUK BRANCH WITH N.Y. CONNECTING  
R.R. (EX-BAY RIDGE BRANCH) (E. SIDE  
OF TRACKS AND S. OF THEN-EXISTENT  
**FREMONT** ST. PREVIOUSLY “FN” TOWER.  
23-LEVER US&S MODEL 14 ELECTRO-  
PNEUMATIC MACHINE IN SVC: 8/1927.  
RENAMED: 4/22/37. 2-LEVER US&S  
STYLE TC TABLE MACHINE TO CONTROL  
“BAY” AND “BEDFORD” INTERLOCKINGS  
IN SVC: 4/4/66. “FREMONT”, “BAY” AND  
“BEDFORD” INTERLOCKINGS OUT OF  
SVC: 4/15/70. INTERLOCKING AND  
TRACKS BETWEEN “FREMONT” AND BAY  
RIDGE UNDER JURISDICTION OF PENN  
CENTRAL TRANSPORTATION CO.:  
1/20/71. TOWER ABANDONED. BURNED  
AND RAZED: PRIOR TO 1995. *per Jim  
Minor, LIRR block opr.*)

“FT” TOWER

**FLATBUSH AVE.** (UNDERGROUND: E. END  
OF STATION PLATFORM BETWEEN  
TRACKS 4 AND 5. 35-LEVER US&S  
MODEL 14 ELECTRO-PNEUMATIC  
MACHINE IN SVC: 1906. RENAMED  
“BROOK”: 4/15/37)

“FU” CORONA (NORTH SHORE DIVISION: 1878 BOOK OF RULES AND 1903 CR4) (IN TICKET OFFICE.)

“FW” TOWER **F**AR 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 **F**AIRVIEW 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: ? . RAZED: 4/20/25)

“FY” NEW YORK 34<sup>TH</sup> ST. FERRY (1903 CR4)

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

“FY” TOWER **F**REEPORT (OPENED: 12/12/26, S. SIDE OF TRACKS AND .3 MILES EAST OF STATION. 24 LEVER MECHANICAL MACHINE. RENAMED “PORT”: 4/30/37.)

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

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

OFFICE IN SVC: 1/19/35. 7 LEVER  
US&S 7 MODEL TC TABLE MACHINE.  
RENAMED "GREAT NECK": 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 LEV-  
ER MECHANICAL MACHINE. IN SERVICE:  
1925. OUT OF SVC: 6/8/34 ACCOUNT  
GRADE CROSSING ELIMINATION.)

"GA"

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

"GARDEN" TOWER

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

"GARDEN" CABIN

**GARDEN** CITY – JCT. OF HEMPSTEAD  
BRANCH. (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)  
(IN TICKET OFFICE.)

“GE” CABIN	<b>GLEN COVE</b> , GLEN ST. (S. SIDE OF TRACKS AND E. OF STATION AND ELM AVE. IN SERVICE: 1908 FOR END OF DOUBLE TRACK. OUT OF SVC: 1912 WHEN DOUBLE TRACK EXTENDED TO LOCUST VALLEY.)
“GI” CABIN	ON FAR ROCKAWAY BRANCH EAST OF ROOSEVELT AVE, <b>GIBSON</b> . (US&S 3 LEVER STYLE TC TABLE MACHINE IN SVC: 8/31/32 ACCOUNT VALLEY STREAM GRADE CROSSING ELIMINATION. RELOCATED ON ELEVATION N. OF FORMER LOCATION: 2/7/33. OUT OF SVC: 4/30/33.)
“GK”	<b>GREAT NECK</b> (1903 CR4) (IN TICKET OFFICE.)
“GN”	<b>GREAT NECK</b> (NORTH SHORE DIVISION: 1878 BOOK OF RULES) (IN TICKET OFFICE.)
“GN”	<b>GREENPORT</b> (1878 BOOK OF RULES AND 1903 CR4) (IN TICKET OFFICE. RENAMED “GY” c. 1920s.)
“GR”	<b>GREENLAWN</b> (1903 CR4) (IN TICKET OFFICE. 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 STATION IN SVC. CONTINUOUSLY: 12/11/29. BLOCK LIMIT STATION SIGNAL RELOCATED 343’ EAST OF FORMER LOCATION: 4/16/45. BLOCK LIMIT STATION OUT OF SVC: 6/12/49.)
“GREAT NECK”	<b>GREAT NECK</b> (IN TICKET OFFICE. 7-LEVER US&S 7 STYLE TC TABLE MACHINE IN SVC: 2/11/35. REDUCED TO 5 LEVER: <u>?</u> . OUT OF SVC: 2/21/63. REPLACED BY ELECTRONIC CONTROL PANEL.)
“GREEN” INTERLOCKING (R.C.)	EAST OF KINGS PARK (REMOTE FROM

	<p>“DIVIDE.” IN SVC: 12/20/63. NAMED AFTER THE LATE ENGINEER FREDERICK W. GREEN <i>per the Long Island Railroader</i>: 10/11/61. OUT OF SVC: 10/3/77. BECAME “FOX 2” LOCATION.)</p>
“GREENLAWN”	<p><b>GREENLAWN</b> (TEMPORARY BLOCK STATION IN SVC: 1/25/63. OUT OF SVC: 5/15/63)</p>
“GU”	<p><b>CUTCHOGUE</b> (1903 CR4) (IN TICKET OFFICE. OUT OF SERVICE: 9/1927. BLOCK LIMIT STATION SIGNAL IN SVC: 9/1927. OUT OF SVC: 6/12/52.)</p>
“GV”	<p>NASSAU, <b>GLEN COVE</b> (1903 CR4) (LATER: GLEN COVE) (IN TICKET OFFICE.)</p>
“GW” TOWER	<p>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)</p>
“GY”	<p>GREENPORT (PREVIOUSLY “GN”) (IN TICKET OFFICE. UNATTENDED BLOCK STATION SIGNAL AT ENTRANCE TO <b>GREENPORT YARD</b> IN SVC: 5/23/28. BLOCK STATION OUT OF SVC: BY 6/43. BLOCK LIMIT STATION SIGNALS IN SVC: BY 6/43. RELOCATED 1,080’ EAST: 2/19/74.)</p>
“GY” CABIN	<p>GREENLAWN (IN SERVICE: 1915 – 1916)</p>
“H” TOWER	<p><b>HAROLD AVE.</b>, L. I. CITY (S. SIDE OF TRACKS AND WEST OF HAROLD AVE. 47-LEVER U.S. &amp; S. MODEL 14 ELECTRO-PNEUMATIC MACHINE IN SVC: 1910. RENAMED “HAROLD”: 4/16/37)</p>
“HA”	<p>EAST <b>HAMPTON</b> (1903 CR4) (IN TICKET OFFICE. BLOCK LIMIT STATION IN SVC: 1927. OUT OF SVC: 9/17/50.)</p>
“HALL” TOWER	<p>JAMAICA (PREVIOUSLY “JE” TOWER)</p>



(SOUTH SIDE OF TRACKS, EAST OF STATION. ORIGINAL MACHINE REPLACED BY 83 LEVER MODEL 14 ELECTRO-PNEUMATIC 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: 4/16/37 ACCOUNT PROXIMITY TO UNION **HALL** STREET. SIGNAL SYSTEM UPGRADED: 11/6-7/2010. TOWER OUT OF SVC: 11/7/2010. REMOTE CONTROLLED FROM "JCC". BLDG. USED BY M of E AND M of W PERSONNEL)

"HALL EAST" (R.C.)

WEST OF THE ELEVATED TRACKS OF THE MONTAUK BRANCH AS THEY LEAVE THE MAIN LINE WEST OF HILLSIDE. CONTROLLED FROM "HALL" TOWER. IN SVC: c. 2001

"HARE" INTERLOCKING (R.C.)

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

"HAROLD" TOWER: 1

**HAROLD** AVE., L. I. CITY (PREVIOUSLY "H" TOWER) (S. SIDE OF TRACKS AND W. OF HAROLD AVE. 47-LEVER U.S. & S. MODEL 14 ELECTRO-PNEUMATIC MACHINE IN SVC: 1910. RENAMED: 4/16/37. 5 LEVER TRANS-COMBINATION 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	WOOD <b>HAVEN</b> JCT. – JCT. OF ATLANTIC AND ROCKWAY BEACH BRANCHES. (PREVIOUSLY "WT", "WOODHAVEN" TOWERS ON ATLANTIC BRANCH. SOUTH SIDE OF TRACKS WEST OF STATION, EAST OF JCT. 32-LEVER S&F MECHANICAL MACHINE IN SVC: 1922. RENAMED: 4/15/37. OUT OF SVC: 2/29/40 WITH GRADE ELIMINATION.)
"HAVEN" TOWER: 2	WOOD <b>HAVEN</b> 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	HOL <b>BAN</b> 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 <b>BEACH</b> (CONTROLLED BY "BEACH" TOWER. IN SVC: 11/13/39. OUT OF SVC: 9/26/40)
"HC" TOWER	HEMPSTEAD <b>CROSSING</b> , GARDEN CITY – JCT OF HEMPSTEAD BRANCH AND N.Y. BAY EXTENSION (PER 1903 CR4.) (NORTHWEST QUADRANT OF CROSSING. ORIGINALLY TOWER #44, 36-LEVER SAXBY & FARMER MECHANICAL MACHINE IN SVC: 1/1890. WAS RENUMBERED TOWER #105 IN 1894 WHEN BLOCK SYSTEM WAS EXTENDED EAST. TOWER #44 ASSIGNED BRUSHVILLE. RENAMED "HC" IN 1907. BECAME TRAIN ORDER OFFICE ON 10/1/1907 WHEN GARDEN CITY STATION CEASED BEING A TRAIN ORDER OFFICE. INTERLOCKING PLANT INCREASED TO 40 LEVERS: 1/28/1919. RENAMED "GARDEN": 4/30/37. OUT OF SVC: 1/27/39.)

“HD”	<b>HEMPSTEAD</b> (NORTH SHORE DIVISION: 1878 BOOK OF RULES AND 1903 CR4) (IN TICKET OFFICE.)
“HF”	<b>FLUSHING</b> (BRIDGE STREET) (1903 CR4) (IN TICKET OFFICE. CALL LETTERS AFTER 1926. RAZED. SIGNAL RE- MOVED: 1932 WITH BRANCH ABAND- ONMENT)
“HG” CABIN	<b>HIGBIE AVE.</b> , LAURELTON (N. SIDE OF TRACKS AND W. OF HIGBIE AVE. IN SERVICE: 8/25/19. OUT OF SVC: 7/6/23)
“HI”	<b>HOLLIS STATION</b> (1903 CR4) (IN TICKET OFFICE.)
“HILLSIDE YARD OFFICE”	<b>HILLSIDE</b> a.k.a. “HOLBAN YARD SWITCH- MAN’S CABIN” ON INTERLOCKING DIA- GRAMS (US&S 1 LEVER STYLE TC TA- BLE MACHINE IN SVC: 2/26/31. OUT OF SVC: 7/6/71)
“HJ” TOWER	<b>HAMMEL</b> (BROAD CHANNEL) SWING BRIDGE ( <b>HAMMEL JCT.</b> ) (WEST SIDE OF TRACKS AND SOUTH OF CHANNEL. FORMERLY TOWER #101. RENAMED IN 1907. ORIGINAL 7-LEVER TABLE MACH- INE REPLACED BY 16-LEVER S&F MECHANICAL MACHINE IN SVC: 3/1929. RENAMED “DRAW”: 5/1/37.)
“HM”	<b>BERLIN SIDING</b> (DUNTON) (1903 CR4)
“HM” TOWER	<b>HEMPSTEAD</b> (OPENED SEPT/1912, EAST SIDE OF TRACKS AND NORTH OF JACK- SON ST. 4 LEVER DWARF MACHINE. OUT OF SVC: 4/3/33.
“HM”	<b>HEMPSTEAD</b> (IN TICKET OFFICE. UNAT- TENDED BLOCK STATION AND SIGNAL, LOCATED 370’ WEST OF “HM” INTER- LOCKING 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 S&F MECHANICAL MACHINE. FORMERLY “HX” UNTIL 11/23/28. RENAMED “DIVIDE”: 4/23/37.)
“HO” CABIN	<b>HORTON AVE.</b> , VALLEY STREAM. (US&S 11 LEVER STYLE TC TABLE MACHINE IN SVC: 8/10/32 ACCOUNT VALLEY STREAM GRADE CROSSING ELIMINATION. OUT OF SVC: 6/27/33.)
“HOLLIS” TOWER	<b>HOLLIS</b> (PREVIOUSLY “IS” TOWER) (NORTH SIDE OF TRACKS AT EAST END OF STATION PLATFORM. 32-LEVER JOHNSON MECHANICAL MACHINE IN SVC: 1905. RENAMED: 4/23/37. OUT OF SVC: 12/19/57.)
“HOLLIS” INTERLOCKING (R.C.)	<b>HOLLIS</b> (CONTROLLED FROM “QUEENS.” IN SVC: 12/19/57)
“HOLTSVILLE”	<b>HOLTSVILLE</b> (W.W.I) (LATER “HV”) (IN TICKET OFFICE.)
“HQ” TOWER	<b>HEMPSTEAD TURNPIKE AND TROLLEY CROSSING OF MAIN LINE WEST OF QUEENS</b> (QUEENS VILLAGE). (FORMERLY TOWER #44½. IN SVC: 7/1905. RENAMED: 1907. OUT OF SVC: 1/7/23 DUE TO GRADE CROSSING ELIMINATION.)
“HQ” CABIN	WEST OF ROCKAWAY JUNCTION – HILLSIDE (GONE BY 1920s)
“HS”	HAMMEL STATION (JUNCTION) (1903 CR4) ( <b>HAMMELS</b> ) (IN TICKET OFFICE.)

“HT”	<b>HEWLETT</b> (1903 CR4) (IN TICKET OFFICE.)
“HU” TOWER	HAMMEL WYE ( <b>HAMMEL JUNCTION?</b> ) (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 <b>HUNTINGTON</b> (REMOTE FROM “DIVIDE.” IN SVC: 6/26/72. FORMERLY “BURKE.”)
“HUNT 2” INTERLOCKING (R.C.)	WEST OF <b>HUNTINGTON</b> (REMOTE FROM “DIVIDE.” IN SVC: 6/26/72)
“HUNT 3” INTERLOCKING (R.C.)	EAST OF <b>HUNTINGTON</b> (REMOTE FROM “DIVIDE.” IN SVC: 6/26/72. FORMERLY “COREY.”)
“HV”	<b>HOLTSVILLE</b> (W.W.I) (IN TICKET OFFICE. 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	<b>HAWTHORNE AVE.</b> , VALLEY STREAM. CONTROLLED TEMP. CONNECTION TO W. HEMPSTEAD BRANCH. (US&S 11 LEVER STYLE TC TABLE MACHINE IN SVC: 8/10/32 ACCOUNT VALLEY STREAM GRADE CROSSING ELIMINATION. OUT OF SVC: 6/27/33.)
“HX”	HOLLAND (1903 CR4) (IN TICKET OFFICE.)
“HX” CABIN	HICKSVILLE (S. SIDE OF TRACKS AND EAST OF JERUSALEM AVE. IN SVC: 1890. OUT OF SVC: 5/27/1909.)
“HX” TOWER	HICKSVILLE – JCT. OF PORT JEFFERSON

BRANCH AND MAIN LINE. (BETWEEN LEGS OF WYE, EAST OF STATION) (48 LEVER S&F MECHANICAL MACHINE. IN SVC: 5/27/09. 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) (IN TICKET OFFICE.)

"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.) (IN TICKET OFFICE. 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. JOHNSON 32 LEVER MECHANICAL MACHINE. IN SVC: 1905 AS TOWER # 43: 3 (?). RENAMED "IS" IN 1907. WHEN STATION WAS ELEVATED, IT WAS RELOCATED ADJACENT TO WEST SIDE OF TOWER. "IS" RENAMED "HOLLIS": 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. [159<sup>TH</sup> 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.)**
- “J2” CABIN **JAMAICA (50’ WEST OF BRENTON AVE. [170<sup>TH</sup> ST.] TEMPORARY CABIN ACCOUNT “JAMAICA IMPROVEMENT EAST” PROJECT. JOB ADVERTISED: 6/26/29. US&S 7 LEVER STYLE TC TABLE MACHINE IN SVC: 12/8/29. OUT OF SVC: 6/21/30.)**
- “J3” CABIN **JAMAICA (SEE “C3” CABIN) 177<sup>TH</sup> STREET. (300’ WEST OF “RJ” INTERLOCKING STATION. TEMPORARY CABIN ACCOUNT “JAMAICA IMPROVEMENT EAST” PROJECT. US&S 7 LEVER CIRCUIT CONTROLLER MACHINE IN SVC: 12/8/29. RELOCATED ON ELEVATION S. OF FORMER LOCATION: 6/21/30. OUT OF SVC: 3/8/31.)**
- “J4” CABIN **JAMAICA (JOB ADVERTISED 6/30/30. TEMPORARY CABIN ACCOUNT “JAMAICA IMPROVEMENT EAST” PROJECT. US&S 6 LEVER STYLE TC TABLE MACHINE IN SVC: 6/21/30. OUT OF SVC: 2/26/31.)**
- “J” **JAMAICA STATION (1878 BOOK OF RULES AND 1903 CR4) (IN TICKET OFFICE.)**
- “J” TOWER: 1 **JAMAICA (WOODEN TOWER AT SOUTH SIDE OF TRACKS AND WEST OF STATION AT UNION HALL STREET LOCATION. OUT OF SVC: 1913 WITH GRADE ELIMINATION.)**
- “J” TOWER: 2 **JAMAICA (BRICK TOWER NORTH SIDE OF**

	TRACKS AND WEST OF NEW STATION LOCATION AT SUTPHIN BLVD., AFTER GRADE ELIMINATION. ORIGINAL US&S 107-LEVER MODEL 14 ELECTRO-PNEUMATIC MACHINE IN SVC: 1913. RENAMED "JAY": 4/16/37.
"JA" 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.)
"JA" TOWER	VAN WYCK AVE., JAMAICA ("JAMAICA BLOCK") (ORIGINALLY TOWER #40: 1. RENUMBERED 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. RENAMED: 4/16/37 AS PHONETIC SPELLING OF "J" [ <b>JAY</b> ]. INTERLOCKING REBUILT WITH US&S 123 LEVER, MODEL 14 ELECTRO-PNEUMATIC MACHINE, IN SVC: 2/21/43. SIGNAL SYSTEM UPGRADED: 10/23-24/2010. TOWER OUT OF SVC: 10/24/10. REMOTE CONTROLLED FROM "JCC". BLDG. USED BY M of E AND M of W PERSONNEL)
"JAMAICA CONTROL CENTER" ("JCC")	JAMAICA ("204") (IN SVC: 1980s. CONTROLLED INTERLOCKINGS ON PORT WASHINGTON BR. AFTER "HAROLD" CLOSED: 1999 <i>per Jim Minor, LIRR block operator</i> )
"JC" TOWER :1	WHITESTONE <b>JUNCTION</b> (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 <b>JUNCTION</b> - EAST OF CORONA. ( <b>CORONA JCT.?</b> ) 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	GLENDALE <b>JCT.</b> - 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)
“JJD-1” INTERLOCKING (R.C.)	FORMERLY “MS-1” – MASTIC-SHIRLEY. (CONTROLLED FROM “BABYLON”. RENAMED IN HONOR OF FORMER LIRR PRESIDENT <b>JAMES J. DERMODY</b> . EFFECTIVE: 5/18/ 2009.)
“JJD-2” INTERLOCKING (R.C.)	FORMERLY “MS-2” – MASTIC-SHIRLEY. (CONTROLLED FROM “BABYLON”.) RENAMED IN HONOR OF FORMER LIRR PRESIDENT <b>JAMES J. DERMODY</b> . EFFECTIVE: 5/18/ 2009.)
“JE” TOWER :1	JAMAICA ( <b>JAMAICA EAST</b> : “EAST END OF JAMAICA”) (SOUTH SIDE OF TRACKS AND EAST SIDE OF “OLD” JAMAICA STATION FORMERLY TOWER #41: 2. RENAMED: 1907. OUT OF SVC: 3/8/1913.)
“JE” TOWER :2	JAMAICA ( <b>JAMAICA EAST</b> : SOUTH SIDE OF TRACKS AND EAST OF NEW ELEVATED STATION LOCATION AT SUTPHIN BLVD. 71 LEVER MODEL 14 ELECTRO-MECHANICAL MACHINE IN SVC: 1913. RE-

PLACED BY 83 LEVER MODEL 14 ELECTRO-PNEUMATIC 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) (IN TICKET OFFICE. 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 CREED-  
MOOR BRANCH WITH MAIN LINE PER  
1903 CR4. STATION CALLS SHARED  
WITH TOWER 43: 1 [LATER TOWER 47]  
BUILT INTO DEPOT ROOF ABOVE.)

“JO” KINGS PARK (ST. **JOHNSLAND**) (1903 CR4)  
(IN TICKET OFFICE. UNATTENDED  
BLOCK STATION SIGNAL IN SVC: 5/1928.  
PERMISSIVE BLOCK ASPECT ADDED TO  
BLOCK SIGNALS: 6/25/28. BLOCK OFF-  
ICE CLOSED IN DEPOT: 6/1932. SEMA-  
PHORE 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. FORM-  
ERLY TOWER #40: 2. RENAMED: 1907.  
PHOTOGRAPHED WITH CALLS AS OF  
12/19/1908. REVERTED TO GATE TOW-  
ER SHORTLY THEREAFTER AND CALLS  
REMOVED IN PHOTO TAKEN  
12/29/1908.)

“JS” INTERLOCKING (R.C.) WEST OF DEER PARK AT START OF DOU-  
BLE TRACK EASTBOUND (CONTROLLED  
FROM “DIVIDE.” IN SVC: 9/14/87.  
NAMED AFTER **JIMMY SULLIVAN**, LIRR  
SR. VICE PRESIDENT-ADMINISTRATION.  
ALSO REFERRED TO AS “DEER” INTER-  
LOCKING ON LIRR INTERLOCKING DIA-  
GRAM DATED 3/1/88)

“JT” TOWER “**JAMAICA AIR TOWER**” ON ATLANTIC BR.  
AT EAST END OF JAMAICA YARD (S.  
SIDE OF TRACKS, W. OF OLD DEPOT

LOCATION AND W. OF ROCKAWAY RD. FORMERLY TOWER 15. **1<sup>ST</sup> 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) (IN TICKET OFFICE. 2-LEVER GRS WALL TYPE MECHANICAL MACHINE IN SVC: ?. 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) (IN TICKET OFFICE. BLOCK OFFICE CLOSED IN DEPOT AND UNATTENDED BLOCK STATION SIGNALS IN SERVICE: 1927. OUT OF SVC: 9/21/32.)
- “KI” **MERRICK** (1903 CR4) (IN TICKET OFFICE.)
- “KN” CABIN **LYNBROOK** (S. SIDE OF TRACKS AND W. OF ATLANTIC AVE. IN SERVICE: 1910-1913 TO CONTROL SWITCH ON WEST SIDE OF ATLANTIC AVE. AT END OF LONG BEACH BRANCH DOUBLE TRACK. “KN” CABIN AND SWITCH REMOVED: 1913. #2 LONG BEACH TRACK EXTENDED ACROSS ATLANTIC AVE., INTO THE “RUN-AROUND” TRACK WHICH WAS EXTENDED TO “RO” CABIN, BECOMING

THE NEW END OF DOUBLE TRACK ON  
THE LONG BEACH BRANCH.)

“KN” CABIN: 1

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

“KN” CABIN: 2

PITKIN AVE., EAST NEW YORK ON BAY  
RIDGE BRANCH (W. SIDE OF TRACKS  
AND N. OF SUTTER AVE. IN SERVICE:  
1925. OUT OF SVC: 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 (IN AND OUT OF TICKET  
OFFICE.) OUT OF SVC: 1916. RELOCAT-  
ED TO “KO” CABIN EAST OF DEPOT.  
BLOCK OFFICE MOVED BACK INTO  
STATION TICKET OFFICE WITH CLOS-  
ING OF “KO” CABIN. 2-LEVER US&S  
MODEL 6 ELECTRICAL LOCKED SEMA-  
PHORE INDICATORS AND CIRCUIT CON-  
TROLLERS IN SVC: 10/30/34. 2 LEV-  
ER TABLE MACHINE. CONVERTED TO  
POSITION LIGHT SIGNALS: 12/9/54.  
RENAMED “RONKONKOMA” IN 6/61.  
“KO” BLOCK LIMIT SIGNAL LOCATED  
ON BLOCK SIGNAL MAST IN SVC:  
7/1/81. REPLACED WITH BLOCK LIMIT  
STATION SIGNALS AND RELOCATED  
5, 628' EAST OF FORMER LOCATION IN  
SVC: 11/13/87. OUT OF SVC: 12/14/87.

“KO” CABIN

RONKONKOMA (S. SIDE OF TRACKS AND  
E. OF STATION. IN SERVICE: 1916.  
PERMISSIVE BLOCK ASPECT ADDED TO  
BLOCK SIGNAL: 6/25/28. BLOCK STA-  
TION OUT OF SVC: 10/26/31. UNATTEND-  
ED BLOCK STATION IN SVC. CONTINU-  
OUSLY: 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 RONKONKOMA (CONTROLLED FROM “DIVIDE.” IN SVC: 12/14/87)

“KO 2” INTERLOCKING (R.C.) AND BLOCK STATION

EAST OF RONKONKOMA (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 MON-

	TAUK 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 ( <i>Per Art Huneke</i> ). PRE-1907 PHOTO SHOWS LEVERS POSITIONED OUTSIDE THE CABIN. FORMERLY CABIN #11½. RENAMED IN 1907. REBUILT: 1909. OUT OF SVC: 1924.)
“LA” TOWER	<b>LOCUST MANOR</b> (S. SIDE OF TRACKS AND W. END OF STATION PLATFORM, E. OF <b>LOCUST AVENUE</b> . 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 <b>LARRY DIXON</b> . IN SVC: 7/1/81)
“LEAD” CABIN	EAST SIDE OF SWING BRIDGE AT REYNOLD’S CHANNEL - LONG BEACH (PREVIOUSLY “WL” [WRECK <b>LEAD</b> ] 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 REYNOLD’S CHANNEL (DRAWBRIDGE LOCATED 400’ EAST OF FORMER LOCATION IN SVC: 5/2/88. INTERLOCKING STATION RELOCATED 450’ EAST OF FORMER LOCATION ON S. SIDE OF TRESTLE ADJACENT TO DRAWBRIDGE IN SVC: 5/9/88)
“LH” TOWER	HABERMAN ( <b>LAUREL HILL</b> ) (S. SIDE OF TRACKS, E. OF HABERMAN STATION – FORMERLY TOWER 5: 2)
“LK” INTERLOCKING	SOUTH OF OZONE PARK STA. (OUT OF SVC: 1931)
“LM” TOWER	EAST NEW YORK ON MANHATTAN BEACH

BRANCH (W. OF TRACKS AND S. OF LIBERTY AVE. 12 LEVER MECHANICAL MACHINE IN SVC: 12/12/ 1895. FORMERLY TOWER #72. RENAMED: 1907. OUT OF SERVICE: c. 1914. WHEN EAST NEW YORK TUNNEL WAS BUILT.)

“LOCUST” TOWER

**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: ?)

“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 (IN TICKET OFFICE.)
“M” CABIN	FREIGHT DRAWBRIDGE (LIFT BRIDGE) OVER DUTCH KILLS CREEK, L. I. CITY (CONTROLLED <b>MONTAUK</b> 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”	<b>MANOR</b> (1878 BOOK OF RULES AND 1903 CR4) (LATER: MANORVILLE) (IN TICKET OFFICE.)
“MA”	<b>MASSAPEQUA</b> (IN TICKET OFFICE.)
“MAIN STREET DRAWBRIDGE”	FLUSHING CREEK (TWO SETS OF MA- CHINES, ONE ON EITHER END OF BRIDGE. WEST END: 2 LEVER DWARF MACHINE. EAST END: 3 LEVER DWARF MACHINE. BOTH IN SVC: c. 1914. OUT OF SVC: 10/15/29 [?]. SINGLE S&F 4 LEVER DWARF MACHINE REPLACED BOTH MACHINES: 10/15/29 [?]. 4 LEV- ER US&S STYLE TC TABLE MACHINE REPLACED S&F MACHINE: 5/24/34 [?] UNATTENDED: 2/28/37. OUT OF SVC: 2/9/38.)
“MB”	<b>MANHATTAN BEACH</b> (1903 CR4) (IN TICK- ET OFFICE.)
“MB”: 1	EAST OF <b>MEADOWBROOK</b> (CENTRAL EX- TENSION) (11,170’ EAST OF “HC” INTER- LOCKING STATION. TEMPORARY BLOCK STATION IN SVC: 9/6/30. OUT OF SVC: 9/13/30.)
“MB”: 2	<b>MEADOWBROOK</b> (1,500’ WEST OF MEAD- OWBROOK STATION, IN SVC: 9/19/36 FOR ONE DAY ONLY (REASON ?). AGAIN IN SVC: 10/12/36 FOR ONE DAY ONLY ACCOUNT VANDERBILT CUP RACE HELD AT ROOSEVELT RACEWAY. AGAIN IN SVC:

7/3/37 ACCOUNT SAME EVENT. EVENT POSTPONED 2 DAYS ACCOUNT RAIN. ASSUMED BLOCK STATION ACTUALLY OPENED ON ACTUAL DATE OF EVENT: 7/5/37.

(see: *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?**) (IN TICKET OFFICE.)

“MD”

**MEDFORD** (1878 BOOK OF RULES) (IN TICKET OFFICE. 2-LEVER GRS WALL TYPE MECHANICAL MACHINE IN SVC: ?. 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. BLOCK STATION AND “MD” BLOCK SEMAPHORE SIGNAL OUT OF SVC: SOMETIME AFTER 2/26/39 (PER INTERLOCKING DRAWINGS) AND MAST REMOVED. THEREAFTER, UNATTENDED BLOCK STATION ONLY. PERMANENTLY OUT OF SVC: 6/7/40 ACCOUNT GRADE CROSSING ELIMINATION OF STATE ROUTE 112.)

“MERILLON AVE.”

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

“METROPLITAN AVE. TROLLEY XING”

BUSHWICK BRANCH (3-LEVER MECHANICAL MACHINE [MAKER??] IN SVC: 1902. IN USE AS LATE AS 1937-38 PER LIRR INTERLOCKING BLUEPRINT. OUT OF SVC: ?.)

“MF” CABIN

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

- “MI” **MINEOLA** (IN TICKET OFFICE.)
- “MI” **MILLER’S PLACE** (SUMMER ONLY PER 1903 CR4) LATER: MILLER PLACE. (IN TICKET OFFICE. UNATTENDED BLOCK STATION SIGN AND LIGHTS IN SVC: 12/15/28. 2<sup>ND</sup> 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 147<sup>TH</sup> ST. OVERPASS. IN SVC: 1919 - OCT/1926)
- “MJ” TOWER **MANHATTAN BEACH JCT.** EAST (RAILROAD WEST) OF STATION - OCEAN AVE., BKLYN. (JCT. OF BAY RIDGE AND MANHATTAN BEACH BRANCHES. (BRICK TOWER ON BAY RIDGE BRANCH. BUILT INTO EMBANKMENT ON N. SIDE OF TRACKS. 24 LEVER GRS TYPE B ELECTRO-MECHANICAL MACHINE: 16 ELECTRIC LEVERS, 8 MECHANICAL LEVERS IN SVC: 1917-1918. INTERLOCKING GREATLY REBUILT: 1927. RENAMED “BEDFORD”: 4/22/37.)
- “MK” **MONTAUK** (1903 CR4) (IN TICKET OFFICE. OUT OF SVC: 6/1/27 WITH OPENING OF NEW STATION / BLOCK STATION FACILITIES. MAY HAVE REOPENED FOR TEMPORARY SUMMER SERVICE ONLY [?])
- “MN” CABIN **MANHASSET SIDING** (N. SIDE OF TRACKS AND E. OF PLANDOME ROAD. IN SVC: 12/26/19. 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) (IN TICKET OFFICE.)
- “MO” CENTRE **MORICHES** (1903 CR4) (IN TICKET OFFICE. 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** (IN TICKET OFFICE.) 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. IN SVC: 5/30/2010: NOON UNTIL 8:59 PM. OUT OF SVC: 10/10/2010)
- “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./ 130<sup>TH</sup> 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) (IN TICKET OFFICE.)
- “MR” CABIN **MANORVILLE – JCT. OF MANORVILLE BR.** WITH MAIN LINE (6-LEVER MECHANICAL MACHINE IN SVC: 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. CABIN PERMANENTLY O.O.S: 9/09/42 AND SIGNAL MASTS ALL CUT OFF AT 10' ABOVE GROUND. BLOCK LIMIT SIGNAL PERMANENTLY OUT OF SVC PER G.O. #1404 EFF: 6/25/48. JUNCTION AND MAIN TRACK TO EASTPORT OUT OF SVC PER G.O. #1710 EFF: 12/27/49.)

"MR" BLOCK LIMIT 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) (IN TICKET OFFICE.)

"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 <b>MASTIC SHIRLEY</b> (BLOCK STATION CONTROLLED FROM “PD.” IN SVC: 2/5/80. OUT OF SVC: 5/6/2006)
“MS 1” :1 INTERLOCKING (R.C.)	EAST OF MASTIC SHIRLEY (NORTH OF TRACKS, WEST END OF NORTH SIDING. CONTROLLED FROM “BABYLON.” IN SVC: 5/6/2006. RENAMED “JJD-1” EFFECTIVE: 5/18/09)
“MS 2” INTERLOCKING (R.C.)	EAST OF <b>MASTIC SHIRLEY</b> (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 “JJD-2” EFFECTIVE: 5/18/09)
“MT” TOWER: 1	MINEOLA ( <b>MINEOLA TOWER</b> : 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 <sup>ND</sup> STOREY OF THE TOWER AT THE REAR WITH THE 2 <sup>ND</sup> STOREY OF THE 1910 SUB STATION AT THE FRONT WITH STAIRS AT THE SUB STATION SIDE TO COMPENSATE FOR THE DIFFERENCE IN 2 <sup>ND</sup> 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” NEW TOWER BUILT AROUND THE ORIGINAL 1890 52 LEVER MECHANICAL MACHINE. REAMED “FAIR”: 4/23/37. RENAMED “NASSAU”: 9/18/38) ( <i>EAST LEG OF WYE OUT OF SVC: 5/18/27</i> )

“MU”	<b>MURRAY HILL</b> (1903 CR4) (IN TICKET OFFICE.)
“MV” TOWER	FLUSHING AVE., MASPETH ( <b>MT.OLIVET</b> ) (SOUTH SIDE OF MONTAUK BRANCH TRACKS AND WEST OF FLUSHING AVE. IN SVC; 8/1/1895 OR 10/1895 OR 11/20/1895 (?). FORMERLY TOWER #6. JOHNSON 8 LEVER STYLE A MECHANICAL MACHINE. RENAMED “MV”: 1907. RENAMED “OLIVET”: 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	<b>MYRTLE AVE.</b> TROLLEY CROSSING ON BAY RIDGE/MANHATTAN BEACH BRANCH. (12 LEVER MECHANICAL MACHINE. FORMERLY TOWER #70. RENAMED: 1907. OUT OF SVC: 1914 ACCOUNT GRADE CROSSING ELIMINATION.)
“MY”	MONTAUK (IN TICKET OFFICE. UNATTENDED BLOCK STATION SIGNAL IN SVC: 5/1928 AT ENTRANCE TO <b>MON</b> - <b>TAUK YARD</b> . 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 <b>BAB</b> - <b>YLON</b> WITH CLOSING OF “PD” TOWER: 5/6/2006)
“N1” CABIN	ELMHURST ( <b>NEWTOWN</b> : TEMPORARY CABIN IN SVC: 1926-27 DURING GRADE ELIMINATION)
“N2” CABIN	ELMHURST ( <b>NEWTOWN</b> : TEMPORARY CABIN

	IN SVC: 1926-27 DURING GRADE ELIMINATION)
"N-72" CABIN	LOCATION? IN SVC. 1906
"N"	ELMHURST (NEWTOWN) (1903 CR4) (IN TICKET OFFICE.)
"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. ORIGINAL 1890 S & F 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 (IN TICKET OFFICE.)
“NC”	PECONIC (1903 CR4) (IN TICKET OFFICE. 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) (IN TICKET OFFICE.)
“ND”	HAMPTON BAYS (GOOD GROUND) (1903 CR4) (IN TICKET OFFICE. 2-LEVER US&S MODEL 6 ELECTRICAL LOCKED SEMAPHORE INDICATOR AND CIRCUIT CONTROLLER IN SVC: 1920. UNATTENDED BLOCK STATION SIGNAL IN SVC: 5/23/28. 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 <b>NECK</b> (CONTROLLED FROM JAMAICA CONTROL CTR. IN SVC: 1980s)
“NH”	<b>NEPTUNE HOUSE</b> (SOUTHERN DIVISION: 1878 BOOK OF RULES) (IN TICKET OFFICE.)
“NI”	ST. ALBANS (1903 CR4) (IN TICKET OFFICE.)
“NI” CABIN	EAST WILLISTON (S. SIDE OF TRACKS AND 3,820’ W. OF STATION, EAST END OF TEMPORARY TRACKS. POSSIBLY

NAMED THUS DUE TO PROXIMITY OF **NATIONAL BISCUIT CO'S**. NEW SIDING (INSTALLED 1936). TEMPORARY BLOCK STATION IN SVC: 3/25/36 ACCOUNT JERICHO TPKE. (ROUTE 25) GRADE CROSSING ELIMINATION. USED IN CONJUNCTION WITH "WA" CABIN AT WEST END OF TEMPORARY TRACKS. OUT OF SVC: 8/31/36 WITH COMPLETION OF GRADE CROSSING ELIMINATION.

"NO" CABIN: 1

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

"NO" CABIN: 2

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

"NO" TOWER: 1

EAST NEW YORK ON ATLANTIC BRANCH (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<sup>RD</sup> ST. US&S 23 LEVER MODEL 14 ELECTRO-PNEUMATIC MACHINE. IN SVC: PER ETT. EFFECTIVE: 10/19/1927. OUT OF SVC: 1/21/33.)

"NP"

"**NEW NORTHPORT**" (1878 BOOK OF RULES) NORTHPORT (PER 1903 CR4) (IN TICKET OFFICE. 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 STA-

	TION SIGNALS OUT OF SVC: 5/15/63.)
“NS”	OYSTER BAY (1903 CR4) (IN TICKET OFFICE.)
“NT” CABIN	<b>NORTHPORT</b> (IN SERVICE: 1915 – 1916)
“NU” CABIN	<b>NEW UTRECHT AVE.</b> , BAY RIDGE ON BAY RIDGE BRANCH (S. SIDE OF TRACKS AND W. OF NEW UTRECHT AVE. IN SVC: 1/17/1918. OUT OF SVC: 9/30/1927 DUE TO OPENING OF 14 <sup>TH</sup> AVE. BRIDGE AND ELECTRIFICATION OF BRANCH AND OPENING OF “NU” TOWER.)
“NU” TOWER	<b>NEW UTRECHT AVE.</b> , BAY RIDGE ON BAY RIDGE BRANCH (S. SIDE OF TRACKS BETWEEN NEW UTRECHT AND 14 <sup>TH</sup> AVENUES AT EAST END OF BAY RIDGE YARD. SAXBY & FARMER 24 LEVER MECHANICAL MACHINE. IN SVC: 9/30/27 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	<b>NEW UTRECHT AVE.</b> , 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	<b>OAKDALE</b> (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”	<b>LONG BEACH</b> (1903 CR4) (IN TICKET OFFICE.)
“OD”	<b>OAKDALE</b> (SOUTHERN DIVISION: 1878 BOOK OF RULES AND 1903 CR4) (IN TICKET OFFICE.)

“OLIVET” TOWER	FLUSHING AVE., MASPETH (MT. <b>OLIVET</b> ) (S. SIDE OF MONTAUK BRANCH TRACKS AND W. OF FLUSHING AVE. 8-LEVER JOHNSON STYLE A MECHANICAL MACHINE. FORMERLY TOWER #6 AND “MV” IN 1907. RENAMED: 4/22/37. OUT OF SVC: 6/24/49.)
“ON”	<b>OCEAN POINT</b> (SOUTHERN DIVISION: 1878 BOOK OF RULES) (IN TICKET OFFICE.)
“OP”	CEDARHURST ( <b>OCEAN POINT</b> ) (1903 CR4) (IN TICKET OFFICE.)
“OY” TOWER	<b>LOCUST VALLEY</b> (N. SIDE OF TRACKS AT E. END OF STATION PLATFORM. 8-LEVER STD. SIGNAL CO. STYLE A MECHANICAL MACHINE IN SVC: 6/1912. RENAMED “LOCUST”: 4/30/37.)
“OYSTER BAY” INTLKG. (R.C.)	<b>OYSTER BAY</b> (BLOCK STATION CONTROLLED FROM “NASSAU.” IN SVC: 11/17/75.)
“OZ”	<b>OZONE PARK STATION</b> (1903 CR4) (IN TICKET OFFICE.)
“OZONE” TOWER	WOODHAVEN JCT. ON ROCKAWAY BEACH BRANCH – JCT. OF ATLANTIC AND ROCKAWAY BEACH BRANCHES (W. SIDE OF TRACKS AND S. OF STATION. FORMERLY “RK”. 23-LEVER US&S MODEL 14 ELECTRO-PNEUMATIC MACHINE. RENAMED: 4/15/37 ALTHOUGH AN ENTIRE STATION STOP NORTH OF <b>OZONE</b> PARK. OUT OF SERVICE: 10/3/55. STILL STANDING IN 1964. GONE BY 1970.)
“P”	<b>PATCHOGUE</b> (SOUTHERN DIVISION: 1878 BOOK OF RULES) (IN TICKET OFFICE.)
“PA”	<b>PARKVILLE</b> (1903 CR4) (JUNCTION OF PROSPECT PARK AND CONEY ISLAND RAIL ROAD WITH THE LONG ISLAND

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

“PARK” TOWER

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

“PC”

**PEARSALL’S CORNER** (SOUTHERN DIVISION: 1878 BOOK OF RULES) (LYNBROOK: JCT OF LONG BEACH BRANCH PER 1903 CR4) (IN TICKET OFFICE.)

“PD” TOWER

PATCHOGUE (SOUTH SIDE OF TRACKS AT EAST END OF STATION PLATFORM AND WEST SIDE OF SOUTH OCEAN AVE. CROSSING FOR PROTECTION OF LIRR TRACKS CROSSED BY THE SUFFOLK TRACTION CO., BOUND FOR **PATCHOGUE DOCK**. SAXBY & FARMER 20 LEVER MECHANICAL MACHINE IN SVC: 5/29/12. 2-LEVER US&S MODEL 6 ELECTRICAL LOCKED SEMAPHORE INDICATOR AND CIRCUIT CONTROLLER IN SVC: 1913 INTERLOCKING REBUILT AND TWO TC STYLE 1-LEVER TABLE MACHINES ADDED DESIGNATED “L” AND “R” TO CONTROL TRAIN MOVEMENTS OVER HAND OPERATED SWITCHES INSTALLED IN RAISED LOCATIONS IN SE AND SW CORNERS OF TOWER, IN SVC: 9/28/17. 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 (IN TICKET OFFICE 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) (IN TICKET OFFICE.)
- “PO”      **PORT JEFFERSON** (SIGNAL ON N. SIDE OF TRACKS AT EASTERNMOST END OF STATION PLATFORM) (IN TICKET OFFICE.)

UNNATTENDED BLOCK STATION IN  
SVC: 9/28/29. OUT OF SVC: 3/29/39  
WITH WADING RIVER BRANCH ABAND-  
ONMENT.)

“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. SAXBY  
& FARMER 36-LEVER MECHANICAL  
MACHINE. TOWER REMODELED 1967.  
INTERLOCKING AND PLANT TAKEN OUT  
OF SVC: 10/14/85 PER G.O. #409 AND  
\*\*UPPER LEVEL BECAME CAR CONTROL  
AND TRAINMASTER'S OFFICE. LOWER  
LEVEL AND/OR ATTACHED ADJACENT  
FORMER CREW LOCKER ROOM HOUSED  
CAR INSPECTORS. TRANSFER OF OWN-  
ERSHIP AND OPERATION TO NY & AT-  
LANTIC RAILWAY: MAY 11, 1997 WHEN  
THAT RAILROAD TOOK OVER LIRR  
FREIGHT OPERATIONS\*\* WITH A 20-  
YEAR LEASE. *(Data between asterisks  
courtesy of retired LIRR conductor Ben  
Jankowski)*

“PORT” TOWER: 1

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

“PORT” CABIN

FREE**PORT** (TEMPORARY BLOCK 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<sup>ND</sup> “PORT” TOWER PLACED IN SVC.)

“PORT TOWER: 2	<b>FREEPORT</b> (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. STILL STANDING (9/2013) FOR MANNED USE IN THE EVENT OF AN EMERGENCY. ( <i>Robert Myers data</i> )
“PORT” INTERLOCKING (R.C.)	EAST OF <b>FREEPORT</b> (WAS REMOTE FROM “VALLEY” OR “BABYLON.” IN SVC: 5/16/83. NOW REMOTE FROM “VALLEY”)
“PORT JEFFERSON”	<b>PORT JEFFERSON</b> (FORMERLY “JF.” RENAMED: 6/61. BLOCK SIGNAL TEMPORARILY OUT OF SVC: 4/18/88. “JF” BLOCK LIMIT STATION IN SVC: 4/18/88. “PORT JEFFERSON” AGAIN IN SVC: <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.”)
“POWELL’S CREEK DRAWBRIDGE”	POWELL’S CREEK NEAR LONG BEACH (4-LEVER S&F MECHANICAL MACHINE IN SVC: 1902. IN USE AS LATE AS 1937-38 PER LIRR INTERLOCKING BLUEPRINT. OUT OF SVC: <u>?</u> .)
“PR” CABIN	PENNSYLVANIA AVENUE, EAST NEW YORK, (S. SIDE OF TRACKS AND EAST OF PENNSYLVANIA AVE. SAXBY & FARMER 8 LEVER MECHANICAL MACHINE IN SVC: 6/1916. OUT OF SVC: 9/5/28.)





SIGNAL PERMANENTLY OUT OF SVC  
PER G.O. #1404 EFF: 6/25/48. JUNC-  
TION AND MAIN TRACK TO EASTPORT  
OUT OF SVC PER G.O. #1710 EFF:  
12/27/49.)

“PT” BLOCK LIMIT STATION WEST OF **EASTPORT** - IN SERVICE: 9/9/42.  
RELOCATED 570’ EAST OF FORMER LO-  
CATION ON N. SIDE OF MAIN TRACK:  
4/25/49. OUT OF SVC: 5/6/2006)

“PW” CABIN WEST OF **PINELAWN** (END OF DOUBLE  
TRACK) (NORTH SIDE OF TRACKS. IN  
SERVICE: 8/1918. APPEARS IN ETT #88  
EFF: 10/18/18. MOVED TO S. SIDE OF  
TRACKS. UNATTENDED BLOCK STATION  
SIGNAL IN SVC: 5/23/28 [?]. PERMIS-  
SIVE BLOCK ASPECT ADDED TO BLOCK  
SIGNALS: 6/25/28. BLOCK AND UNAT-  
TENDED BLOCK STATION OUT OF SVC:  
7/29/30. AUTOMATIC BLOCK CON-  
TROLLED 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 EXTEN-  
SION 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. RE-  
NAMED 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) (IN TICKET OFFICE. BLOCK LIMIT STATION IN SVC: 1927. OUT OF SVC: 9/17/50.)
- “QN” **QUEENS** (LATER QUEENS VILLAGE) (1878 BOOK OF RULES) (IN TICKET OFFICE.)
- “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.)
- “QU” TOWER: 2 **QUEENS VILLAGE** (BRICK TOWER N. SIDE OF TRACKS AND EAST OF QUEENS VILLAGE STATION AND WEST OF BELMONT PARK JUNCTION. 15-LEVER US&S MODEL 14 ELECTRO-PNEUMATIC MACHINE IN SVC: 1924. RENAMED “QUEENS”: 4/23/37.)
- “QUEENS” TOWER **QUEENS VILLAGE** (FORMERLY “QU” TOWER :2. RENAMED: 4/23/37. 15-LEVER US&S MODEL 14 ELECTRO-MECHANICAL MACHINE IN SVC: 1924. OUT OF SVC: 10/17/57. REPLACED BY 43-LEVER US&S MODEL 14 ELECTRO-MECHANICAL MACHINE IN SVC: 10/17/57. QUINDAR ELECTRONICS ALL-RELAY CONTROL PANEL IN SVC: 11/5/76 TO CONTROL SIGNALS AND SWITCHES AT BELLEROSE.)
- “QY” CABIN **JCT. OF BELMONT PARK RACE TRACK WITH MAIN LINE EAST OF QUEENS VILLAGE.** (BUILT 1905 S. SIDE OF TRACKS AND EAST OF MADISON AVE. USED ONLY DURING RACING EVENTS AT BELMONT PARK. POSSIBLY NAMED FOR **QUEENS WYE?** CLOSED 1924)

“R”	<b>JAMESPORT</b> (1903 CR4) (IN TICKET OFFICE. BLOCK OFFICE IN STATION OUT OF SERVICE: 1927. BLOCK STATION OUT OF SVC: BY 6/43. BLOCK LIMIT STATION SIGNALS IN SVC: BY 6/43)
“R” TOWER (PRR)	SUNNYSIDE, LONG ISLAND CITY (WEST OF HAROLD AVE., NORTH OF THE MAIN IN THE CLASSIFICATION YARD. 71 LEVER, US&S MODEL 14 ELECTRO-PNEUMATIC MACHINE. IN SVC: 11/1910.)
“R” TOWER	<b>RICHMOND HILL STORAGE YARD</b> - EAST OF RICHMOND HILL STATION AND MORRIS PARK SHOPS (SOUTH SIDE OF MONTAUK BRANCH TRACKS, NORTH OF MORRIS PARK SHOPS. US&S 23 LEVER MODEL 14 ELECTRO-MECHANICAL MACHINE IN SVC: 1913. OUT OF SVC: 8/16/28.)
“RA”	FAR <b>ROCKAWAY</b> (SOUTHERN DIVISION: 1878 BOOK OF RULES AND 1903 CR4) (IN TICKET OFFICE.)
“RACE” CABIN	AQUEDUCT <b>RACEWAY</b> (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	<b>RICHMOND HILL</b> (FORMERLY TOWER 12)
“RD”	<b>RICHMOND HILL STATION</b> (1903 CR4) (IN TICKET OFFICE.)
“RH”	<b>RIVERHEAD</b> (1878 BOOK OF RULES AND 1903 CR4) (IN TICKET OFFICE. UNATTENDED BLOCK STATION SIGNAL IN SVC: 5/23/28. PERMISSIVE BLOCK ASPECT ADDED TO BLOCK SIGNALS: 6/25/28. BLOCK STATION OUT OF SVC: 7/22/57)

- “RI” WANTAGH (1903 CR4) (IN TICKET OFFICE.)
- “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 interlocking map*) FOR 4-TRACKING OF MAIN LINE EAST OF JUNCTION. 1<sup>ST</sup> & 2<sup>ND</sup> 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 STATION BUILDING AT GRADE ON W. SIDE OF TRACKS. TAYLOR 28 LEVER MECHANICAL MACHINE IN SVC: 12/1906. OUT OF SVC: 5/8/30 AND RAZED WITH OZONE PARK GRADE CROSSING ELIMINATION.)
- “RK” TOWER: 2 WOODHAVEN JCT. (ON ROCKAWAY BEACH BR.) JCT. OF ATLANTIC AND ROCKAWAY BEACH BRANCHES (W. SIDE OF TRACKS AND S. OF STATION. 23-LEVER US&S MODEL 14 ELECTRO-PNEUMATIC MACHINE IN SVC: 3/25/31. 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 INTERLOCKING 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) (IN TICKET OFFICE.)

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

"ROCK" TOWER: 1 FAR **ROCKAWAY** (PREVIOUSLY "FW" TOWER) (SOUTH SIDE OF TRACKS AND EAST OF STATION. 32-LEVER GRS-S&F MECHANICAL MACHINE IN SVC: 1907. RENAMED: 5/11/37. OUT OF SVC: 7/8/41.)

“ROCK” TOWER: 2	FAR <b>ROCK</b> AWAY (LOCATED EAST OF NAME-OKE 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”	<b>ROCKVILLE</b> 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 (REMOTE FROM “VALLEY” OR “BABYLON.” IN SVC: 4/30/83.)
“RONKONKOMA”	<b>RONKONKOMA</b> (IN TICKET OFFICE. PREVIOUSLY “KO.” RENAMED: 6/61. ? LEVER TABLE MACHINE. OUT OF SVC: 12/14/87 WITH STATION RELOCATION DUE TO ELECTRIFICATION PROJECT)
“ROSLYN”	<b>ROSLYN</b> (TEMPORARY BLOCK STATION FOR ROSLYN ROAD BRIDGE REBUILDING. US&S 4 LEVER STYLE TC TABLE MACHINE. IN SVC: 9/30/40. OUT OF SVC: 2/19/41.)
“ROSLYN”	<b>ROSLYN</b> (TEMPORARY BLOCK STATION FOR SINGLE TRACKING DURING TRACK REHABILITATION. IN SVC: 12/18/78. OUT OF SVC: 1/4/79.)
“RP”	<b>ROCKY POINT</b> (SUMMER ONLY PER 1903 CR4) (IN TICKET OFFICE.)
“RT”	SHEEPSHEAD BAY <b>RACE TRACK</b> (IN USE DURING RACING SEASON) (1903 CR4)

	(IN TICKET OFFICE.)
“RT”	LOCUST AVENUE, LOCUST MANOR (1903 CR4) (JAMAICA <b>RACE TRACK</b> . IN SVC: DURING RACES ONLY.) (IN TICKET- OFFICE.)
“RT”	GRAVESEND <b>RACE TRACK</b> (ON PROSPECT PARK & CONEY ISLAND RAILROAD) (IN USE DURING RACING SEASON) (1903 CR4) (IN TICKET OFFICE.)
“RU”	WEST <b>BURY</b> (1903 CR4) (IN TICKET OFFICE.)
“RY”	<b>ROSLYN</b> (1903 CR4) (IN TICKET OFFICE.)
“S” CABIN: 1	<b>SYOSSET</b> (S. SIDE OF TRACKS AND E. OF STATION. IN SERVICE: 1911 – 1914)
“S” CABIN: 2	<b>SYOSSET</b> (N. SIDE OF TRACKS AT END OF DBL. TRACK. BLOCK STATION IN SVC: 1914. OUT OF SVC: 4/1/38. UNAT- TENDED BLOCK STATION IN SVC: 4/1/38 WHEN SPRING SWITCH IN- STALLED. CABIN IN SVC PART-TIME: 6/12/49.)
“S” BLOCK STATION	<b>SYOSSET</b> (END OF DBL. TRACK) (OUT OF SERVICE: 10/7/61)
“S” BLOCK LIMIT STATION	<b>SYOSSET</b> (END OF DBL. TRACK) (UNAT- TENDED BLOCK STATION IN SVC: 4/1/38 WHEN SPRING SWITCH IN- STALLED. UNATTENDED BLOCK SIG- NAL RELOCATED 121’ WEST OF FORM- ER LOCATION: 11/27/39. OUT OF SVC: 6/12/49 WHEN CABIN PLACED IN SVC. PART-TIME.)
“SA”	<b>SAYVILLE</b> (1878 BOOK OF RULES AND 1903 CR4) (IN TICKET OFFICE.)
“SB”	<b>SAG HARBOR</b> (1878 BOOK OF RULES AND 1903 CR4) (RENAMED “SH”) (IN TICKET- OFFICE.)



“SD”	<b>SOUTHOLD</b> (1878 BOOK OF RULES AND 1903 CR4) (IN TICKET OFFICE. 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	<b>SEASIDE</b> (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”	<b>SPRINGFIELD STATION</b> (1903 CR4) (IN TICKET OFFICE.)
“SF”	<b>SEAFORD</b> (IN TICKET OFFICE.)
“SF” CABIN	<b>PORT JEFFERSON</b> (S. SIDE OF TRACKS, WEST END OF WEST YARD AND E. OF BAYLIS AVE. IN SERVICE: 1915 – 1916)
“SG” CABIN: 1	<b>THOMPSON’S SIDING:</b> W. OF BRENTWOOD (N. SIDE OF TRACKS AND W. OF 2 <sup>ND</sup> 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 <b>SIDING</b> . 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)  
(IN TICKET OFFICE.)

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

“SH” **SAG HARBOR** (PREVIOUSLY “SB”. IN  
TICKET OFFICE. UNATTENDED 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 STA-  
TION FOR SINGLE TRACKING DURING  
TRACK REHABILITATION. BOUNCING  
BACK AND FORTH BETWEEN 1<sup>ST</sup> AND 2<sup>ND</sup>  
CROSSOVER SWITCHES EAST OF ELM-  
HURST STATION.  
IN SVC: 4/05/78. O.O.S: 5/07/78  
IN SVC: 6/23/78. O.O.S: 8/09/78  
IN SVC: 11/01/78.  
RELOCATED AND IN SVC: 12/13/78.  
RELOCATED AND IN SVC: 2/05/79.  
RELOCATED AND IN SVC: 4/23/79.  
RELOCATED AND IN SVC: 5/28/79.  
O.O.S: 6/25/79  
IN SVC: 8/13/79. O.O.S: 8/17/79  
IN SVC: 10/03/79 FOR ONE DAY ONLY  
IN SVC: 12/10/79.  
RELOCATED AND IN SVC: 5/14/80.  
O.O.S: 6/03/80  
IN SVC: 10/02/82 FOR ONE DAY ONLY  
IN SVC: 8/15/87 FOR ONE DAY ONLY  
IN SVC: 8/22/87 FOR ONE DAY ONLY

“SHEA” INTERLOCKING (R.C.) **SHEA STADIUM** (CONTROLLED FROM  
“HAROLD” IN SVC: 3/21/88)

“SI” CABIN **SMITHTOWN** (IN SERVICE: 1915 – 1916)

"SJ" TOWER	JAMAICA – SOUTH STREET - OLD SOUTHERN ROAD S. OF BEAVER ST. STATION ( <b>SOUTH JAMAICA</b> ) (E. SIDE OF TRACKS AND S. OF L.I. ELECTRIC RY. TROLLEY CROSSING. FORMERLY TOWER 17 [?]. CLOSED: 1913 WITH GRADE ELIMINATION PROJECT.)
"SJ"	<b>SAINT JAMES</b> (1903 CR4) (IN TICKET OFFICE. UNATTENDED BLOCK SIGNS AND LIGHTS INSTALLED: 5/1928. PERMISSIVE 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	<b>SPEONK</b> (GONE BY 1920s)
"SK"	<b>SPEONK</b> (1903 CR4) (IN TICKET OFFICE. 2-LEVER US&S MODEL 6 ELECTRICAL LOCKED SEMAPHORE INDICATOR AND CIRCUIT CONTROLLER IN SVC: 7/18/23. 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.)	<b>SPEONK</b> (NORTH OF TRACKS AND EAST OF PHILLIPS AVE. CONTROLLED FROM "BABYLON." IN SVC: 5/6/2006.)
"SK 2" INTERLOCKING (R.C.)	<b>SPEONK</b> (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 <sup>RD</sup> ELECTRIFIED TRACK BETWEEN SPRINGFIELD

JCT. AND VALLEY STREAM. STILL AP-  
PEARS IN 1911 EMPLOYEE TIMETABLE.  
OUT OF SVC: ?.)

“SMITH ST. BRIDGE”

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

“SN”

**SOUTHAMPTON** (1878 BOOK OF RULES  
AND 1903 CR4) (IN TICKET OFFICE. 2-  
LEVER S&F MECHANICAL MACHINE AND  
1-LEVER ELECTRICAL LOCKED SEMA-  
PHORE INDICATOR AND CIRCUIT CON-  
TROLLER IN SVC: 1920. UNATTENDED  
BLOCK STATION SIGNAL IN SVC: 5/23/28.  
BLOCK STATION IN DEPOT OUT OF SVC:  
1/18/32. UNATTENDED BLOCK STATION  
IN SVC. CONTINUOUSLY: 1/18/32. UN-  
ATTENDED BLOCK STATION SIGNAL RE-  
LOCATED 890’ EAST OF FORMER LOCA-  
TION: 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 HOL-  
IDAYS 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) (IN TICKET OFFICE.)

“SP”

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

“SP” TOWER

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

	5/10/1906. 16 LEVER 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) (IN TICKET OFFICE.)
“SR” CABIN	W. OF LAURELTON (S. SIDE OF TRACKS AND E. OF <b>SPRINGFIELD</b> BLVD. IN SERVICE: 1912 – 1923)
“ST” CABIN	<b>SMITHTOWN</b> – IN SVC: 1915. OUT OF SVC: 1915 (SAME YEAR).
“ST”	<b>SMITHTOWN</b> (1903 CR4) (IN TICKET OFFICE. UNATTENDED BLOCK STATION SIGNAL IN SVC: 5/23/28. PERMISSIVE 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., <b>ST. ALBANS</b> . IN SERVICE: 1906. RENAMED “HB” IN 1907. LATER RENAMED “YD”)
“STONY 1” INTERLOCKING (R.C.)	WEST OF <b>STONY</b> BROOK (CONTROLLED FROM “DIVIDE.” IN SVC: 1992)

“STONY 2” INTERLOCKING (R.C.)	EAST OF <b>STONY</b> BROOK (CONTROLLED FROM “DIVIDE.” IN SVC: 1992)
“SW”	<b>STEWART</b> MANOR (IN TICKET OFFICE. 2-LEVER US&S MODEL TC TABLE MACHINE IN SVC: 10/8/34. OUT OF SVC: 12/19/46.)
“SW” CABIN	NEW HYDE PARK ROAD, <b>STEWART</b> 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: ? 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”	<b>SYOSSET</b> (1903 CR4) (IN TICKET OFFICE.)
“SY” CABIN	<b>SAYVILLE</b> (IN SVC: 1915, OUT OF SVC: 11/27/17.
“THOMPSONS SIDING”	AT <b>SIDING – THOMPSONS</b> (FORMER NAME OF BRENTWOOD: WEST OF PRESENT-DAY BRENTWOOD. LATER “SG” CABIN LOCATED EAST OF FIFTH AVE.)
“U”	LINDENHURST (1903 CR4) (IN TICKET OFFICE.)
“U”	CAMP <b>UPTON</b> PASSENGER YARD – (SHOWS ON LIRR VALUATION MAP OF 1916. NOT INDICATED ON ETT EFF. 1919.)
“UN”	<b>HUNTINGTON</b> (1878 BOOK OF RULES AND 1903 CR4) (IN TICKET OFFICE. UN-ATTENDED 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 SVC:  
5/22/62)

“V” TOWER

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

“VA” TOWER: 1

**VALLEY STREAM** - JCT. OF FAR ROCK-  
AWAY AND WEST HEMPSTEAD BRANCHES  
WITH MONTAUK BRANCH. (LOCATED ON  
S. SIDE OF MONTAUK BRANCH TRACKS  
AT W. END OF STATION PLATFORM. 56  
LEVER 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 BRANCH-  
ES WITH MONTAUK BRANCH. BUILT EAST  
OF STATION AND JUNCTION. US&S 35  
LEVER MODEL 14 ELECTRO-PNEUMATIC  
MACHINE. IN SVC: 6/27/33. RE-  
NAMED “VALLEY”: 4/30/37.)

“VALLEY” TOWER

**VALLEY STREAM** – JCT. OF FAR ROCKA-  
WAY AND WEST HEMPSTEAD BRANCHES  
WITH MONTAUK BRANCH. (FORMERLY  
“VA”. US&S 35 LEVER MODEL 14 ELECT-  
RO-PNEUMATIC MACHINE. RENAMED:  
4/30/37. QUINDAR ELECTRONICS ALL-  
RELAY CONTROL PANEL CONTROLLING  
SIGNALS AND SWITCHES AT “ROCKY” AND  
“PORT” IN SVC: 4/30/83.)

“VAN” TOWER

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

	INCREASED TO 19 LEVERS: <u>?</u> . RE-NAMED: 4/15/37. UNDERGROUND LOCATION. CLOSED: SUMMER/1999)
“VD” TOWER	<b>VANDERBILT AVE.</b> , BKLYN. (S. SIDE OF TRACKS AND W. OF VANDERBILT AVE. AND ENTRANCE TO VANDERBILT AVE. YARD [“VD” YARD]. 11-LEVER US&S MODEL 14 ELECTRO-MECHANICAL MACHINE IN SVC: 8/3/06. MACHINE INCREASED TO 19 LEVERS: <u>?</u> . RE-NAMED “VAN”: 4/15/37.)
“VI” TOWER	INTERSTATE PARK (ALSO KNOWN AS TOWER #44 AND “BRUSHVILLE TOWER”, LAST LISTED: 1897)
“VK”	<b>VANDERVEER PARK</b> (1903 CR4) (IN TICKET OFFICE.)
“VN”	<b>BROOKHAVEN</b> (1903 CR4) (IN TICKET OFFICE. BLOCK OFFICE CLOSED IN STATION AND UNATTENDED BLOCK STATION SIGNAL IN SVC: 1927. OUT OF SVC: BY 6/43. IN SVC AGAIN: ?. OUT OF SVC: 9/17/50.)
“VN” CABIN	VALLEY STREAM ON FAR ROCKAWAY BR. (LOCATED AT W. END OF WYE. IN SERVICE: 5/17/1906 PER G.O. #24 DURING INSTALLATION OF 3 <sup>RD</sup> ELECTRIFIED TRACK BETWEEN SPRINGFIELD JCT. AND VALLEY STREAM. OUT OF SVC: c. 1910.)
“VR”	<b>ARVERNE</b> (1903 CR4) (IN TICKET OFFICE.)
“VS”	<b>VALLEY STREAM</b> (SOUTHERN DIVISION: 1878 BOOK OF RULES AND 1903 CR4) (IN TICKET OFFICE.)
“VY”	LOCUST <b>VALLEY</b> STATION (1903 CR4) (IN TICKET OFFICE.)
“W-75” CABIN	LOCATION? IN SVC. c. 1906



“W”	HICKSVILLE (1878 BOOK OF RULES AND 1903 CR4) (IN TICKET OFFICE.)
“WA” TOWER	BELLEROSE ( <b>WEST FLORAL PARK</b> ) (FORMERLY TOWER #46. IN SVC: 10/1/1905. RENAMED IN 1907. OUT OF SVC. AND REPLACED BY “BE” CABIN PER ETT #49 EFF. 9/1908 ( <i>Data per Art Huneke</i> ))
“WA” CABIN	EAST WILLISTON (S. SIDE OF TRACKS AND 1,270 W. OF STATION. TEMPORARY BLOCK STATION IN SVC: 3/25/36 AC-COUNT JERICHO TPKE. (ROUTE 25) GRADE CROSSING ELIMINATION. USED IN CONJUNCTION WITH “NI” CABIN. OUT OF SVC: 8/31/36 WITH COMPLETION OF GRADE CROSSING ELIMINATION.
“WANTAGH” INTERLKG. (R.C.)	<b>WANTAGH</b> (REMOTE FROM “PORT” OR “BABYLON”. IN SVC: 6/7/71. REMOTE FROM “VALLEY” OR BABYLON: 5/16/83.)
“WC”	<b>WARDENCLYFFE</b> (1903 CR4) LATER: SHOREHAM (IN TICKET OFFICE.)
“WC” CABIN	CAMP UPTON JCT.- JCT. OF CAMP UPTON SPUR AND MAIN LINE. (W.W.I) (WEST OF <b>WAMPMISSICK</b> 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”: 1910-1923, agent/opr: 1923-1954</i> . INDICATED ON 1916 VALUATION MAP. OUT OF SVC: ETT #94 EFF. 1921 )
“WD”	<b>WOODHAVEN</b> (ATLANTIC DIVISION: 1878 BOOK OF RULES) (IN TICKET OFFICE.)
“WD”	<b>WOODSIDE</b> (NORTH SHORE DIVISION: 1878 BOOK OF RULES) (IN TICKET OFFICE.)
“WD” TOWER	<b>“WEST END TRESTLE”</b> (HAMILTON BEACH) (E. SIDE OF TRACKS AND S. OF STATION. FORMERLY TOWER #93. 16-LEVER S&F

	MECHANICAL MACHINE IN SVC: 1904. RENAMED "WD" IN 1907. RENAMED "BEACH": 5/1/37.)
"WE"	<b>WHITESTONE</b> LANDING (1903 CR4) (IN TICKET OFFICE. BLOCK STATION OUT OF SVC: 2/19/32 WITH BRANCH ABANDONMENT.)
"WEST HEMPSTEAD" INTERLKG.	<b>WEST HEMPSTEAD</b> (INTERLOCKING AND BLOCK STATION CONTROLLED FROM "VALLEY." IN SVC: 1/1/2005)
"WG"	<b>WADING</b> RIVER (1903 CR4) (IN TICKET OFFICE. UNATTENDED BLOCK STATION SIGNAL IN SERVICE: 5/23/28. BLOCK OFFICE CLOSED IN DEPOT: <u>?</u> . BLOCK LIMIT STATION SIGNAL IN SVC: <u>?</u> . RENAMED "WY": 6/21/36.
"WH"	<b>WESTHAMPTON</b> (1878 BOOK OF RULES AND 1903 CR4) (IN TICKET OFFICE. UNATTENDED BLOCK STATION SIGNAL IN SVC: 5/23/28. BLOCK STATION OUT OF SVC: BY 6/43. BLOCK LIMIT STATION SIGNAL IN SVC: PRIOR TO 6/43. BLOCK LIMIT STATION SIGNAL MOVED 1,500' WEST OF FORMER LOCATION ON SOUTH SIDE OF MAIN TRACK: 10/30/53. R. C. FROM BABYLON: 5/6/2006)
"WHITE POT" CABIN	ON MAIN LINE EAST OF PRESENT DAY REGO PARK (S. SIDE OF TRACKS AND W. OF <b>WHITE POT</b> ROAD. IN SERVICE PRIOR TO 1903)
"WI"	<b>WOODSIDE</b> STATION (1903 CR4) (IN TICKET OFFICE.)
"WIN" TOWER	<b>WINFIELD</b> , QUEENS – JCT. OF MAIN LINE AND PORT WASHINGTON BRANCH (N. SIDE DIVISION) (WINFIELD JCT.) (PREVIOUSLY "WJ" TOWER, TOWER #35. RENAMED: 4/16/37. 40 LEVER G.R.S. ELECTRO-MECHANICAL MACHINE. US&S 5 LEVER STYLE TC TABLE MA-

	<p>CHINE TO CONTROL ROCKAWAY BEACH TRACKS TO WHITE POT JUNCTION IN SVC: 8/12/54. DESTROYED BY FIRE AND PLACED OUT OF SVC: 3/28/77. (<i>per N. Y. Times: 3/29/77</i>) REMAINING NON-CONTROLLED HOME SIGNALS MADE AUTOMATIC: 8/25/80.)</p>
“WIN”	<p><b>WINFIELD JCT.</b>, QUEENS (TEMPORARY BLOCK STATION FOR SINGLE TRACKING DURING TRACK REHABILITATION. IN SVC: 6/25/79 TO 7/13/79; 11/19/79 TO 12/10/79.)</p>
“WJ” TOWER	<p><b>WOODSIDE JUNCTION</b> (1903 CR4) (PREVIOUSLY TOWER #34. OUT OF SVC: <u>?</u>)</p>
“WJ” TOWER	<p><b>WINFIELD JUNCTION.</b>, QUEENS - JCT. OF MAIN LINE AND PORT WASHINGTON BRANCH (NORTH SIDE DIVISION). (NORTH SIDE OF PORT WASHINGTON BRANCH [NORTH SIDE DIVISION] TRACKS, EAST OF JUNCTION. FORMERLY TOWER #35. S&amp;F MECHANICAL MACHINE IN SVC: 1884. REBUILT: 3/1/1898 [?] MOVED: 12/1915, SOUTH SIDE OF TRACKS, .7 MILES EAST OF WOODSIDE. 40-LEVER GRS MODEL 2 UNIT LEVER TYPE ELECTRO-MECHANICAL MACHINE IN SVC: 1908. RENAMED “WIN”: 4/16/37.)</p>
“WJ” CABIN	<p>WINFIELD, QUEENS (TEMPORARY CABIN IN SVC: 12/1915 DURING GRADE ELIMINATION AND MOVING OF “WJ” TOWER.)</p>
“WK”	<p><b>WEST DEER PARK</b> (1878 BOOK OF RULES) RENAMED WYANDANCH (1903 CR4) (IN TICKET OFFICE. UNATTENDED BLOCK STATION SIGNAL IN SVC: 5/23/28. WESTWARD BLOCK SIGNAL RELOCATED TO N. SIDE OF MAIN TRACK OPPOSITE EASTWARD BLOCK SIGNAL: 6/25/28. PERMISSIVE BLOCK ASPECT ADDED TO BLOCK SIGNALS: 6/25/28. BLOCK STATION OUT OF SVC: 10/17/28. BLOCK</p>

STATION IN SVC. (SUMMERS ONLY ?):  
?. BLOCK STATION OUT OF SVC:  
10/21/29. UNATTENDED BLOCK STA-  
TION IN SVC. CONTINUOUSLY: 10/21/29.  
BLOCK STATION AGAIN IN SVC: 5/29/31.  
OUT OF SVC: 9/1934. BLOCK LIMIT STA-  
TION SIGNAL IN SVC: 9/1934. OUT OF  
SVC: 4/25/49.)

“WL” TOWER

REYNOLDS CHANNEL ON LONG BEACH  
BRANCH. (**WRECK LEAD**: W. SIDE OF  
TRACKS AND N. OF CHANNEL. 4 LEVER  
S&F DWARF INTERLOCKING MACHINE IN  
SVC: 1/15/27. OUT OF SVC: 7/10/31  
WHEN REPLACED BY “WL” CABIN.)

“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. 7-LEVER US&S  
MODEL 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<sup>ST</sup> “WL”  
CABIN. 7-LEVER US&S 7 MODEL TC  
TABLE MACHINE IN SVC: 1934. RE-  
NAMED “LEAD”: 5/1/37.)

“WM”

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

“WM” BLOCK LIMIT 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 STA-  
TION.)

“WN”

**WINFIELD STATION** (1878 BOOK OF RULES  
AND 1903 CR4) (IN TICKET OFFICE.)

“WN”	<b>WAINSCOTT</b> (IN TICKET OFFICE.)
“WO”	<b>WOODMERE</b> (1903 CR4) (IN TICKET OFFICE.)
“WOOD” INTERLOCKING (R.C.)	EAST OF <b>WOODSIDE</b> (CONTROLLED FROM “HAROLD” IN SVC: 3/21/88) OUT OF SVC: 1995 WHEN “HAROLD” REMOTELY CONTROLLED FROM PSCC.
“WOODHAVEN” TOWER	<b>WOODHAVEN</b> JCT. (BELOW ATLANTIC AVE.) JCT. OF ATLANTIC AND ROCKAWAY BEACH BRANCHES (ON SOUTH SIDE OF TRACKS AND EAST OF ORIGINAL STATION SITE REPLACING “HAVEN”: 2. US&S 15 LEVER MODEL 14 ELECTROMECHANICAL MACHINE IN SVC: 12/28/42. OUT OF SVC: 2/4/56.)
“WP”	ISLIP (TEMPORARY BLOCK STATION ACCOUNT GRADE CROSSING ELIMINATION OF CARLETON AVE. [ROUTE 111]. S. SIDE OF TRACKS AT W. END OF SINGLE TRACK. IN SVC: 11/30/31. USED IN CONNECTION WITH “EP” TEMPORARY BLOCK STATION. OUT OF SVC: 4/26/32.)
“WR”	<b>WATERMILL</b> (1903 CR4) (IN TICKET OFFICE. BLOCK STATION IN DEPOT OUT OF SVC: 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 <b>WRECK LEAD</b> CHANNEL.)
“WS”	<b>WHITESTONE</b> (NORTH SHORE DIVISION: 1878 BOOK OF RULES AND 1903 CR4) (IN TICKET OFFICE.)

“WS” BLOCK STATION	LONG ISLAND CITY (NEAR <b>WHEELSPUR</b> YARD) (UNATTENDED BLOCK STATION 1,875’ WEST OF DUTCH KILLS DRAW-BRIDGE IN SVC: 4/6/39. APPEARS ON ETT AS LATE AS 1941.)
“WS” BLOCK LIMIT STATION	LONG ISLAND CITY (NEAR <b>WHEELSPUR</b> 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 <b>WOODHAVEN TOWER?</b> SAXBY & FARMER 32 LEVER MECHANICAL MACHINE IN SVC: 1922. RENAMED “HAVEN” (1 <sup>ST</sup> ): 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 STATION SIGNAL. FORMERLY “WG”. RENAMED: 6/21/36. RELOCATED ONE MILE WEST OF FORMER LOCATION WITH RELOCATION OF STATION FACILITIES AND TRACK CUT-BACK: 1/18/38. UNATTENDED BLOCK STATION 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 SERVICE: 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. TEMPORARY CABIN OUT OF SVC: 6/30/30. END OF DOUBLE TRACK MOVED BACK TO ORIGINAL LOCATION AFTER COMPLETION OF PROJECT, FORMER CABIN RELOCATED TO SOUTH SIDE OF TRACKS, PLACED BACK IN SERVICE: 6/30/30. PERMANENTLY OUT OF SVC: 6/7/39. SPRING SWITCH INSTALLED. PROTECED 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”	<b>Y</b> APHANK (1878 BOOK OF RULES AND 1903 CR4) (IN TICKET OFFICE. 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 <sup>TH</sup> AND 6 <sup>TH</sup> STREETS. (PREVIOUSLY TOWER #30. IN SVC: 7/1884. RENAMED “YD” IN 1907.)
“YD” CABIN	HOLBAN <b>Y</b> 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**

<b><u>Station/Location:</u></b>	<b><u>Calls:</u></b>
A&P WAREHOUSE	AP
AMAGANSETT	AG
AMITYVILLE	A; AMITYVILLE INTERLKG.
AQUEBOGUE	AQ
AQUEDUCT	AQ
AQUEDUCT RACE TRACK	ADAMS CABIN; AQUEDUCT; RACE CABIN
ARVERNE	AN; AV; VR
ATLANTIC PARK	AP
AUBURNDALE	AD
AUTUMN AVENUE	AUTUMN TOWER
BABYLON	BABYLON EAST, BABYLON TOWER: 1, 2; BABYLON 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 46:1; 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
BRUSHVILLE	SAEE: "INTERSTATE PARK"
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; TOWER 44:1; TOWER 105; HC TOWER; GARDEN CABIN; GARDEN INTERLKG; GARDEN TOWER
GIBSON	GI CABIN
GLEN COVE, (GLEN ST.)	GD; GE CABIN
GLEN COVE (NASSAU)	GV
GLENDALE	GW TOWER; TOWER 9
GLENDALE JCT.	JD TOWER; TOWER 10
GLEN HEAD	GA
GOOD GROUND (HAMPTON BAYS)	ND
GOOSE CREEK	EC TOWER; TOWER 94; TOWER 95
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
HEMPSTEAD X-ING	SEE: "GARDEN CITY"
HEWLETT	HT
HICKSVILLE	DIVIDE TOWER: 1, 2; HN TOWER, HX CABIN; HX TOWER; W
HILLSIDE (ROCKAWAY JCT.)	HQ CABIN; RJ; RH TOWER; CABIN 10; TOWER 42
HOLBAN YARD	HB CABIN; ST. ALBAN'S CABIN
HOLLAND	HX
HOLLIS	HI; HOLLIS TOWER; IS TOWER; TOWER 43: 2, TOWER 43: 3 (?)
HOLTSVILLE	HOLTSVILLE; HV
HOWARD BEACH	HB INTERLKG.
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; JJD1, 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 45:1; TOWER 48

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; TOWER 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 (HEMP. TPKE X-ING)	CABIN 44½; HQ CABIN
QUEENS (VILLAGE)	QN; QU TOWER: 1, 2; QUEENS TOWER; TOWER 45: 2
QUOGUE	Q
RAUNT, THE	ER TOWER; TOWER 96
REGO PARK	WHITE POT CABIN
REYNOLDS CHANNEL	LEAD CABIN; LEAD TOWER; WL 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 FLORAL PARK	SEE "BELLEROSE"
WEST GOOSE CREEK	WU TOWER; TOWER 95
WESTHAMPTON	WH
WEST HEMPSTEAD	WM; WEST HEMPSTEAD INTERLKG.

WEST WOODSIDE	CU; DW TOWER; TOWER 2: 1; TOWER 33
WHITE POT JCT.	WHITE POT CABIN; TOWER 36: 2
WHITESTONE	WS
WHITESTONE JCT;	JC TOWER: 1, 2; TOWER 53
WHITESTONE LDG.	WE; STAFF CABIN W
WINFIELD	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