

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

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

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

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

Interlocking Plant Manufacturers:

S&F = Saxby & Farmer
US&S 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 7	JAMAICA -WEST OF WASHINGTON ST. (IN SVC: 1913 WITH JAMAICA GRADE ELIMINATION. BLOCK STATION OUT OF SVC: 12/8/29 ACCOUNT JAMAICA EAST IMPROVEMENT PROJECT AND OPENING OF CABINS "J1," "J2," "J3.")
CABIN 10	TEMPORARY CABIN WEST OF HILLSIDE STATION AT SUBSTATION #4. (IN SVC: 1913 DURING JAMAICA GRADE ELIM- INATION TO CONTROL CROSSOVER OF MONTAUK BRANCH TRACK #1 AND MAIN LINE TRACK #2 AND RELATED HOME SIGNALS. OUT OF SVC: 1929-30 WITH JAMAICA EAST IMPROVEMENT AND CONTROL PASSED TO "RJ" TOWER

FURTHER EAST)

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

FROM ETT OF 5/1916.)

- TOWER #3: 1 BETWEEN WOODSIDE AND WINFIELD
(IN SVC: 7/3/1879 PER G.O. #47, EFF.
7/2/1879)
- TOWER #3: 2 BLISSVILLE, L. I. CITY (NORTH SIDE OF
TRACKS AND WEST SIDE OF GREEN-
POINT AVE. 16 LEVER SAXBY &
FARMER MECHANICAL MACHINE. IN
SVC: 1894. RENAMED "BX" IN 1907.)
- TOWER #4: 1 WINFIELD DEPOT (IN SVC: 7/3/1879 PER
G.O. #47, EFF. 7/2/1879)
- TOWER #4: 2 PENNY BRIDGE (c. 1903 ON S. SIDE OF
TRACKS AND E. OF LAUREL HILL BLVD.
CROSSING. RENAMED "PY" IN 1907.)
- TOWER #5: 1 HABERMAN (N. SIDE OF TRACKS AND E.
OF 46TH ST./CLIFTON AVE. ADJACENT
TO LAUREL HILL STATION. OUT OF SVC:
?. RELOCATED FURTHER EAST.)
- TOWER #5: 2 HABERMAN (S. SIDE OF TRACKS, E. OF
FORMER LOCATION AND E. OF HABER-
MAN STATION. RENAMED "LH" c. 1907.)
- TOWER #6 FLUSHING AVE., MASPETH (MT.OLIVET)
(N. SIDE OF MONTAUK BRANCH TRACKS
AND E. OF FLUSHING AVE. JOHNSON 8
LEVER STYLE A MECHANICAL MACH-
INE. IN SERVICE: 8/1/1895, OR 10/1895
OR 11/20/95 (?) RENAMED "MV": 1907.
RENAMED "OLIVET": 4/22/37)
- TOWER #6½ METROPOLITAN AVE. – FRESH POND
(S. SIDE OF TRACKS AND E. OF MET-
ROPOLITAN AVE. IN SVC: 6/24/1896
OR 10/14/1896 (?). 16 LEVER MECH-
ANICAL MACHINE. RENAMED "MX" IN
1907.)
- TOWER #7 BUSHWICK JCT. - FRESH POND (N. SIDE
OF TRACKS AND E. OF STATION. RE-
NAMED "BJ" IN 1907.)

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

TOWER #17 SOUTH STREET, JAMAICA (RENAMED "SJ":
1907.)

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

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

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

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

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

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

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

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

TOWER #34 WOODSIDE JUNCTION

TOWER #35 WINFIELD JUNCTION - SOUTHEAST OF
INTERSECTION OF THOMPSON AND
GREENPOINT AVENUES AND S. SIDE
OF TRACKS – L. I. CITY (S& F MECH-
ANICAL MACHINE IN SVC: 1884. RE-
NAMED "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 WHITEPOT

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 ("EAST END OF JAMAICA") (SOUTH SIDE OF TRACKS AND EAST OF NEW YORK AVENUE CROSSING. IN SVC: 1890. OUT OF SVC: ?.)

TOWER #41: 2 "OLD" JAMAICA (SOUTH SIDE OF TRACKS AND EAST SIDE OF JAMAICA STATION. 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: 1895. 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.

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. RENAMED "MT": 1907.)

TOWER #46

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

TOWER #47

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

TOWER #49

BETHPAGE JCT. - JCT. OF CENTRAL R.R. OF L.I. AND L.I.R.R.(OPENED AUG/1885, EAST SIDE OF TRACKS AND NORTH OF CENTRAL R.R. SPUR TO BETHPAGE BRICK WORKS CROSSING L.I.R.R. TRACKS. GONE BY 1897-98)

TOWER #51

ELMHURST (N. SIDE OF TRACKS AND E. OF BROADWAY CROSSING. BUILT: ? OUT OF SERVICE: 1902-03)

TOWER #52

CORONA (N. SIDE OF TRACKS AND W. OF ALBURTIS AVE. OUT OF SERVICE: 1902-1903)

TOWER #53

WHITESTONE JUNCTION (1878 BOOK OF RULES AND 1903 CR4) JCT. OF PORT WASHINGTON AND WHITESTONE BRANCHES. RENAMED "JC" IN 1907.)

- TOWER #63 MANHATTAN CROSSING (EAST NEW YORK) ON ATLANTIC BRANCH (BUILT ON SIGNAL BRIDGE WEST OF BAY RIDGE BRANCH CROSSING. IN SVC: MAY/1883. 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 MACH-

- INE. IN SVC: 3/14/1895 OR 8/15/1895 (?)
ON S. SIDE OF TRACKS AND E. OF CY-
PRESS 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 LIB-
ERTY AVE. 12 LEVER MECHANICAL
MACHIN IN SVC: 12/12/1895. RENAMED
"LM" IN 1907. CLOSED c. 1914 WHEN
EAST NEW YORK TUNNEL WAS BUILT.)
- TOWER #73 ROCKAWAY AVE. ON MANHATTAN BEACH
BRANCH (8 LEVER MECHANICAL MACH-
INE IN SVC: 3/14/1896. RENAMED "AY"
IN 1907. OUT OF SVC: ?)
- TOWER #74 FLATBUSH AVE. ON MANHATTAN BEACH
BRANCH (CLOSED: 1907)
- TOWER #74½ OCEAN AVENUE TROLLEY CROSSING –
MANHATTAN BEACH JCT. STATION,
(OCEAN AVE. – BKLYN.) ON BAY RIDGE
BRANCH- (WOODEN TOWER BUILT
SOUTH OF TRACKS AT STATION PLAT-
FORM, EAST OF JUNCTION. TOWER
WAS CLOSED FOR WINTER AND
SWITCHES WERE CONTROLLED FROM
TOWER 75 AT THE JUNCTION JUST
WEST OF TOWER 74 ½ . CLOSED: 1907
WITH GRADE ELIMINATION.)
- TOWER #75: 1 MANHATTAN BEACH JCT. (WEST OF
OCEAN AVE., BKLYN., RAILROAD EAST)
JCT. OF BAY RIDGE AND MANHATTAN
BEACH BRANCHES (BRICK TOWER ON
BAY RIDGE BRANCH NORTH OF TRACKS
AND DIRECTLY OPPOSITE THE JCT.
WYE. IN SVC: c. 1885. LAST LISTED
IN ETT AND CR4 OF 1903 AS INTER-
LOCKING. CONTINUED AS A TRAIN
ORDER AND TRAIN REPORTING OFF-
ICE AND BLOCK STATION WHEN
RACES RUN AT CONEY ISLAND JOCK-
EY CLUB. REMAINED IN SITU AT

GRADE WHEN TRACKS DEPRESSED FOR GRADE ELIMINATION PROJECT: 1909. OUT OF SVC: c. 1910 WITH DISCONTINUANCE OF RACE TRAINS. STILL INDICATED ON LIRR BLUEPRINT OF 1915 AS STILL STANDING BUT NOTED AS “ABANDONED.”)

TOWER #75: 2

BRT JCT. – MANHATTAN TERRACE, BKLYN. JCT. OF BRT EL BRIGHTON BEACH LINE AND LIRR MANHATTAN BEACH BRANCH. (WOODEN TOWER IN TEMPORARY SERVICE: 5/25/06 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 MACH- INE IN SVC: <u>?</u> . RENAMED "HJ" IN 1907.)
TOWER #102	EAST END OF HAMMEL WYE (JOHNSON 44 LEVER MECHANICAL MACHINE. OUT OF SVC: 8/2/1907. REPLACED BY "HU" TOWER.)
TOWER #105	HEMPSTEAD CROSSING, GARDEN CITY. JCT. OF HEMPSTEAD BRANCH AND N.Y. BAY EXTENSION (PER 1903 CR4.) (OPENED JAN/1890, IN NORTHWEST QUADRANT OF CROSSING. SAXBY & FARMER 36 LEVER MECHANICAL MA- CHINE. RENAMED "HC" IN 1907.)
TOWER/CABIN #? (FLUSHING AVE. 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. <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-PNEU- MATIC MACHINE IN SVC: 11/6/1904. LAST LISTED IN ETT #72 OF 10/21/1913.)
"A1" (?) CABIN (see: "J1")	JAMAICA (250' WEST OF PROSPECT ST. [159 TH ST.] TEMPORARY CABIN AC- COUNT 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.
FOR END OF DOUBLE TRACK. OUT OF
SVC: 8/1917)

“A” CABIN: 2 CENTRAL PARK (N. SIDE OF TRACKS AND
E. OF BROADWAY. IN SERVICE: 8/1917.
FOR END OF DOUBLE TRACK. OUT OF
SVC: 1918)

“A” CABIN FARMINGDALE (SOUTH SIDE OF TRACKS
AND WEST OF MAIN ST. X-ING. FORMER-
LY “B” CABIN. RENAMED IN ETT #88 EFF:
10/18/18. BLOCK OFFICE CLOSED:
8/21/25 WITH OPENING OF “B” TOWER.
CABIN REMAINED IN SERVICE TO PRO-
TECT CROSSING.)

“A” TOWER (PRR) .2 MILES EAST OF PENN STATION (OUT OF
SVC: 9/30/94)

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

“AC” TOWER JAMAICA CROSS SWITCHES (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. FORMERLY TOWER #14.
RENAMED “AC” ?. LISTED AS “AC” IN
1903 CR4)

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

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

“ADAMS” CABIN	NORTH (RAILROAD WEST) OF AQUEDUCT STA. (IND CONNECTION TO ROCKAWAY BEACH BRANCH) (TEMPORARY BLOCK STATION IN SVC. DURING RACING SEASON 6/13/55 TO 7/9/55 AND FROM 8/29/55 TO 9/20/55)
“AF”	FLATBUSH AVE. (1878 BOOK OF RULES AND 1903 CR4)
“AG”	AMAGANSETT (1903 CR4) (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: <u>?</u> . 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 <i>per The Long Island Railroader:</i>

10/11/61)

- “AN” **ARVERNE** (STRAITON AVE.) (1903 CR4)
(IN TICKET OFFICE)
- “AP” **ATLANTIC PARK** (SOUTHERN DIVISION:
1878 BOOK OF RULES) (IN TICKET OFFICE.)
- “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 POST-
PONED 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 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

BBROADWAY, 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

BBETHPAGE (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 CONSTRU-

- TION 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 1ST AND 2ND CROSSOVER SWITCHES EAST OF BAYSIDE.
IN SVC: 4/05/78. O.O.S: 5/07/78
RELOCATED AND IN SVC: 5/08/78
RELOCATED AND IN SVC: 6/07/78.
RELOCATED AND IN SVC: 8/09/78.
O.O.S: 10/14/78
IN SVC: 11/01/78. O.O.S: 12/13/78
IN SVC: 2/05/79. O.O.S: 4/23/79
IN SVC: 10/02/82 FOR ONE DAY ONLY
RELOCATED AND IN SVC: 3/14/83.
RELOCATED AND IN SVC: 4/04/83.
RELOCATED AND IN SVC: 5/09/83.

IN SVC: 7/12/86 FOR ONE DAY ONLY
IN SVC: 7/19/86 FOR ONE DAY ONLY
IN SVC: 9/27/86 FOR ONE DAY ONLY
IN SVC: 3/28/87 FOR ONE DAY ONLY
IN SVC: 8/15/87 FOR ONE DAY ONLY
IN SVC: 8/22/87 FOR ONE DAY ONLY
IN SVC: 3/12/88. O.O.S: 3/13/88

“BAY” INTERLOCKING (R.C.) EAST OF **BAYSIDE** (CONTROLLED FROM
“HAROLD” IN SVC: 3/21/88

“BC” CABIN **BROAD CHANNEL** ON ROCKAWAY BEACH
BRANCH (BRIDGE TENDER’S CABIN ON
W. SIDE OF TRACKS AND S. OF STATION.
LOCATED ON SWING BRIDGE. IN USE
ON 1917 MAP. SAXBY & FARMER 4 LEV-
ER MECHANICAL MACHINE. BRIDGE TEN-
DER HANDLED BLOCK SIGNALS. RE-
PLACED 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. IN SERVICE: 6/1912 –
1923)

“BE” CABIN **BETHPAGE** JCT. (TEMPORARY BLOCK
STATION BUILT 1925, SOUTH SIDE
OF TRACKS, JUST WEST OF CONSTRUC-
TION SITE, FOR USE DURING CON –
STRUCTION OF “B” TOWER. CLOSED

8/21/25 WITH OPENING OF "B" TOWER)

"BEACH" TOWER

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

"BEDFORD JUNCTION"

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

“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 STA-

	TION AGAIN IN SVC: <u>?</u> . 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: <u>?</u>)
“BR”	BROOKLYN MANOR (S. OF DEPOT AND W. SIDE OF TRACKS. BLOCK STATION IN SVC: 5/22/36 ACCOUNT 91 ST AVE. BRIDGE RECONSTRUCTION. US&S 4 LEVER STYLE TC TABLE MACHINE. OUT OF SVC: 10/23/36.)
“BRENT”	BRENTWOOD . (TEMPORARY BLOCK STATION IN SVC: 9/14/87 FOR ELECTRIFICATION PROJECT. OUT OF SVC: 12/14/87.)
“BRENT” INTERLOCKING (R.C.)	EAST OF BRENTWOOD (CONTROLLED FROM “DIVIDE.” IN SVC: 12/14/87.)
“BRIDGE STREET DRAWBRIDGE”	DRAWBRIDGE WEST OF FLUSHING, BRIDGE STREET STATION ON WHITE-STONE BRANCH. 3 LEVER DWARF GROUND FRAMES AT EACH END OF DRAWBRIDGE. IN SVC: c. 1912. OUT OF SVC: c. 1930. REPLACED BY 2 LEVER S&F DWARF MACHINES: c. 1930. DRAWBRIDGE OUT OF SVC: 2/19/32 WITH BRANCH ABANDONMENT.)
“BROAD CHANNEL DRAWBRIDGE”	SWING BRIDGE ON S. SIDE OF CHANNEL. (ORIGINALLY CONTROLLED BY “BC” CABIN. ORIGINAL MACHINE REPLACED BY 4-LEVER US&S STYLE TC TAB-

LE 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., **BROOKLYN** (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., **BROOKLYN** (UNDERGROUND: RELOCATED TO YARDMASTER'S OFFICE AT E. END OF PLATFORM BETWEEN TRACKS 2 AND 3)

"BROOK 1" INTERLOCKING

EAST OF FLATBUSH AVE., **BROOKLYN** (IN SVC: 2000 ?)

"BROOK 2" INTERLOCKING

EAST OF FLATBUSH AVE., **BROOKLYN** (IN SVC: 2000 ?)

"BS" CABIN

BAYSIDE (S. SIDE OF TRACKS AND W. OF STATION. IN SERVICE: 12/26/19 – 10/1926)

"BS" TOWER

BLISSVILLE, L.I. CITY – JCT. OF MONTAUK BRANCH AND MONTAUK CUT-OFF. (SEE: "BX" TOWER. RENAMED "BLISS": 4/22/37)

"BT"

BLUEPOINT (1903 CR4) (IN TICKET OFFICE.)

"BU"

BUSHWICK (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”	BALDWIN (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”	BAYSHORE (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 IMPROVEMENT EAST” PROJECT.)
“C”	COLLEGE POINT (NORTH SHORE DIVISION: 1878 BOOK OF RULES AND 1903 CR4) (IN TICKET OFFICE.)
“C” CABIN	CUMBERLAND STREET , JAMAICA ON OLD SOUTHERN ROAD (IN SVC: 1913 DURING JAMAICA GRADE ELIMINATION.)
“C” TOWER (PRR)	PENNSYLVANIA STATION, NY (OUT OF SVC: 9/30/94)

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

“CA” MORRIS PARK SHOPS (1903 CR4)

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

“CANAL” FLUSHING MEADOWS (FOR SEWER LINE CONSTRUCTION ADJACENT TO FLUSHING CREEK. US&S 6 LEVER STYLE TC TABLE MACHINE IN SVC: 7/13/38. OUT OF SVC: 9/19/38)

“CD” FLUSHING, **CENTRAL DEPOT** (NORTH SHORE DIVISION: 1878 BOOK OF RULES) (IN TICKET OFFICE.)

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

“CE” **LAWRENCE** (1903 CR4) (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 OFFICE.)
“CM”	CREEDMOOR (NORTH SHORE DIVISION: 1878 BOOK OF RULES) (IN TICKET OFFICE.)
“CM” CABIN	CENTER MORICHES (OPENED: 1916 ON S. SIDE OF TRACKS AND E. OF DEPOT)
“CN” TOWER	CHESTNUT ST. JCT. , EAST NEW YORK (LOCATED ON SIGNAL BRIDGE ON ATLANTIC BRANCH WEST OF RAILROAD AVE. AND RAILROAD AVE. STATION. FORMERLY TOWER #65. CONTROLLED CONNECTION BETWEEN L.I.R.R. AND B.R.T. SYSTEMS DURING PERIOD OF JOINT OPERATIONS. RENAMED IN 1907.

- US&S 11 LEVER MECHANICAL MACHINE IN SVC: ?. 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" **CORONA** (IN TICKET OFFICE.)
- "CO" CABIN **CORONA** (TEMPORARY CABIN ACCOUNT GRADE CROSSING ELIMINATION. US&S 3 LEVER STYLE TC TABLE MACHINE IN SVC: 5/8/30. 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 *per The Long Island Railroader: 10/11/61.* BECAME "HUNT 3" LOCATION.)
- "CP" CABIN **CENTRAL ISLIP** (SOUTH SIDE OF TRACKS AND WEST OF STATION. CALL LETTERS MOUNTED ON CABIN BUT NEVER PLACED IN SVC. LOADED ON FLATCAR AND RELOCATED TO CAMP UPTON JCT: 1916. RENAMED "WC" CABIN. AGENT AT CENTRAL ISLIP PAID EXTRA TO HANDLE "CI" BLOCK IN TICKET OFFICE. *Per George G. Ayling, Block Opr. At "CI": 1910-1923, Agent/Opr: 1923-1954.*)
- "CP" **CENTRAL PARK** (BLOCK HANDLED AT STA: 8/1918 UNTIL 8/1925. FORMERLY "PK")
- "CR" EAST OF GARDEN CITY (CENTRAL EXTENSION) (7,875' EAST OF "HC" INTERLOCKING STATION. POSSIBLY NAMED FOR PROXIMITY TO **CLINTON ROAD**: *Dave Keller, CURTIS ENGINEERING*, SIDING FOR WHICH WAS AT THE CABIN'S LOCATION: *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 MEADOWBROOK COUNTRY CLUB POLO TOURNAMENT. 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]. CLOSED 1945 WITH END OF W.W.II. MOVED TO PRIVATE PROPERTY AS TOOL SHED.)
- “CV” CABIN **OZONE PARK** (500’ WEST OF SIGNAL BRIDGE 93 ON N. SIDE OF TRACKS, TEMPORARY CABIN ACCOUNT OZONE PARK GRADE CROSSING ELIMINATION. US&S 9 LEVER STYLE TC TABLE MACHINE IN SVC: 5/5/30. OUT OF SVC: 3/25/31.)
- “CY” TOWER **CYPRESS AVE. TROLLEY CROSSING** – BAY RIDGE/MANHATTAN BEACH BRANCH (8 LEVER MECHANICAL MACHINE. IN SVC: 3/14/1895 OR 8/15/1895 (?). FORMERLY TOWER 71. RENAMED: 1907. OUT OF SVC: 1914 ACCOUNT GRADE CROSSING ELIMINATION.)
- “D” **FRESH POND JUNCTION** (SOUTHERN DIVISION: 1878 BOOK OF RULES)
- “D” **BUSHWICK JUNCTION** (1903 CR4)

- “D” CABIN: 1 **DOUGLASTON DRAWBRIDGE (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 **DOUGLASTON DRAWBRIDGE (SWING-BRIDGE) (N. SIDE OF TRACKS, ON E. SIDE OF ALLEY CREEK. IN SERVICE: 1924-1926. 4-LEVER S&F MECHANICAL MACHINE. AFTER 1926 BECAME BRIDGE TENDER’S CABIN. RENAMED “DOUGLASTON DRAWBRIDGE.”**
- “DB” TOWER **DUTCH KILLS DRAW BRIDGE OVER DUTCH KILLS CREEK, L. I. CITY (N. SIDE OF MONTAUK BRANCH TRACKS AND W. OF THE CREEK. FORMERLY TOWER #2: 2. 8 LEVER SAXBY & FARMER MECHANICAL MACHINE IN SVC: 1892. MOVED TO N. SIDE OF TRACKS WITH ENLARGEMENT OF NORTH YARD AND INSTALLATION OF CONNECTION TO DOCK YARD: 1903-04. 29 LEVER UNION S & S MODEL 14 ELECTRIC MACHINE IN SVC: 10/12/1905. RENAMED “DB”: 1907. OUT OF SVC: 10/1915 [*per Bob Emery’s maps*] GONE FROM ETT OF 5/1916.)**
- “DB” CABIN **DUTCH KILLS DRAW BRIDGE - L.I. CITY (8-LEVER S&F MECHANICAL MACHINE IN SVC: 10/1915 ON N. SIDE OF MONTAUK BRANCH TRACKS AND E. OF DRAWBRIDGE [SWING BRIDGE] OVER DUTCH KILLS CREEK.)**
- “DE” **LONG ISLAND CITY (GONE BETWEEN 1925 AND 1929)**
- “DF” TOWER: 1 **FRESH POND JCT (EAST OF FRESH POND STA. - S. SIDE OF TRACKS AND E. OF JUNCTION. IN SERVICE: 1883 – 1917. FORMERLY TOWER #8. JOHNSON 12 LEVER MECHANICAL MACHINE, INCREASED TO 20 LEVERS BY 1912.)**

- “DF” TOWER: 2 EAST OF **FRESH POND** STA. (OPENED: 12/1917 ON N. SIDE OF TRACKS AND WEST OF N.Y. INTERCONNECTING R.R. TRESTLE. SAXBY & FARMER 36 LEVER MECHANICAL MACHINE. RENAMED “POND”: 4/22/37.)
- “DIVIDE” TOWER: 1 HICKSVILLE (PREVIOUSLY “HX”, “HN” TOWERS) (PORT JEFFERSON BRANCH AND MAIN LINE **DIVIDE** AT JUNCTION. LOCATED BETWEEN LEGS OF WYE, EAST OF STATION. SAXBY & FARMER 48 LEVER MECHANICAL MACHINE. RE-NAMED: 4/23/37. US&S 9 STATION 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 COM-

PLETION 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 INTERLOCKING STATION OUT OF SVC: 7/6/48. CABIN RAZED: 1950.)

“DRAW” TOWER

ON SWING BRIDGE (INCORRECTLY REFERRED TO AS “**DRAWBRIDGE**” - 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 MACHINE IN SVC. TO CONTROL BROAD CHANNEL DRAWBRIDGE [SWINGBRIDGE] AFTER 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 (EAST SIDE OF TRACKS AND SOUTH OF CHANNEL. IN SVC: 1946. US&S 11 LEVER STYLE TC TABLE MACHINE. OUT OF SVC: 5/23/50.)

“DRAW” CABIN: 2

HAMMEL – (RELOCATED INSIDE EAST END OF FAR ROCKAWAY LEG OF WYE ON ELEVATED VIADUCT: 5/23/50. [APPROX. LOCATION OF FORMER “HU” TOWER WHEN AT GRADE] IN SVC:

	5/28/50. US&S 4 LEVER STYLE TC TABLE MACHINE. SWITCHES HAND-THROWN AND SIGNALS OPERATED FROM RELAY CASES IN THE 5-DAY INTERIM <i>per Art Huneke</i> . OUT OF SVC: 10/3/55 WITH END OF LIRR SERVICE. CABIN STILL STANDING 9/6/62 <i>per Dick Makse</i>)
“DU”	DOUGLSTON (1903 CR4) (IN TICKET OFFICE.)
“DUKE” INTERLOCKING (R.C.)	EAST OF NORTHPORT (REMOTE FROM “DIVIDE”. IN SVC: 5/15/63. NAMED AFTER RETIRED CONDUCTOR HENRY L. DUKE <i>per The Long Island Railroader</i> : 10/11/61. OUT OF SVC: 10/3/77. BECAME “DUKE 1” LOCATION)
“DUKE 1” INTERLOCKING (R.C.)	EAST OF NORTHPORT (REMOTE FROM “DIVIDE.” FORMERLY “DUKE.” IN SVC: 10/3/77)
“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 DUNTON 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 WOODSIDE (PREVIOUSLY TOWER #33. RENAMED IN 1907)
“DY”	SHEEPSHEAD BAY STATION (1903 CR4) (IN TICKET OFFICE.)

“E” CABIN	YARD OFFICE – ROCKAWAY PARK (SUMMER POSITION. OUT OF SERVICE: 6/1929)
“EA”	EASTPORT STATION (1903 CR4) (IN TICKET OFFICE.)
“EAST NEW YORK” TOWER	EAST NEW YORK (IN SVC: 12/28/42. 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” INTERLKNNG. (R.C.)	EAST NEW YORK (IN SVC: 2001 ? CON-) TROLLED FROM “BROOK”)
“EC” TOWER	GOOSE CREEK ON ROCKAWAY BEACH BR. (W. SIDE OF TRACKS AND 700’ EAST OF STATION, LOCATED ON JAMAICA BAY TRESTLE. FORMERLY TOWER #94. USED DURING SUMMERS ONLY. OUT OF SVC: 19 <u>?</u>)
“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 ACCOUNT 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 SUMMERS ONLY. FORMERLY TOWER #96)
“EVANS” INTERLOCKING (R.C.)	EAST OF NORTHPORT (REMOTE FROM “DIVIDE.” IN SVC: 5/15/63. NAMED AFTER THE LATE TRAIN DISPATCHER THOMAS B. EVANS <i>per The Long Island Railroad-er: 10/11/61</i> . OUT OF SVC: 10/3/77. BECAME “DUKE 2” LOCATION.)
“EW”	EAST WILLISTON (1903 CR4) (IN TICKET OFFICE)
“EX” TOWER	FLATBUSH AVE. EXPRESS YARD (IN SVC. BY 1907 ON S. SIDE OF TRACKS TO CONTROL THE 8 EXPRESS TRACKS AT THE TERMINAL. US&S 11 LEVER ELECTRO-PNEUMATIC MACHINE IN SVC: 3/1908. OUT OF SERVICE: 4/28/23. DUTIES HANDLED BY “FT” TOWER.)
“F”	MASTIC (FORGE) (1903 CR4) (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.” RE-AMED: 4/23/37 ACCOUNT PROXIMITY OF MINEOLA FAIR GROUND. RENAMED: “NASSAU”: 9/18/38.)

“FAIR” TOWER	FLUSHING MEADOWS (N. SIDE OF TRACKS AND W. OF STATION PLATFORM. TEMPORARY BLOCK STATION FOR N. Y. WORLD’S FAIR . US&S 17 LEVER STYLE TC TABLE MACHINE. IN SVC: 4/24/39 TO 11/4/39 AND AGAIN FROM 5/6/40 TO 11/4/40.)
“FAIR”	FLUSHING MEADOWS (TEMPORARY BLOCK STATION FOR N.Y. WORLD’S FAIR . IN SVC: 4/16/64. OUT OF SVC: 11/8/65)
“FARM 1” INTERLOCKING (R.C.)	EAST OF FARMINGDALE (CONTROLLED FROM “DIVIDE.” IN SVC: 6/15/87)
“FARM 2” INTERLOCKING (R.C.)	EAST OF FARMINGDALE (CONTROLLED FROM “DIVIDE.” FORMERLY “PW” TEMPORARY BLOCK STATION. REDESIGNATED “FARM 2”: 9/14/87)
“FB” CABIN	FARMINGDALE (NEAR W. END OF S. SIDING. IN SVC: 6/24/1909 PER G.O. #82. FOR MANUAL BLOCK. USED IN CONJUNCTION WITH “CD” CABIN AND “HX” TOWER. GONE BY 1911 ETT WHEN MANUAL BLOCK NO LONGER IN EFFECT ON MAIN LINE EAST OF “HX”.)
“FD”	FARMINGDALE (1903 CR4) (IN TICKET OFFICE.)
“FH”	FLATBUSH AVE. FREIGHT HOUSE (CARLTON AVE. YARD) (1903 CR4)
“FK” TOWER: 1	FLORAL PARK - JCT. OF HEMPSTEAD AND CREEDMOOR BRANCHES WITH MAIN LINE. (WOOD STRUCTURE BUILT 1909, NORTH SIDE OF MAIN LINE TRACKS AND EAST OF TULIP AVENUE. JOHNSON 32 LEVER MECHANICAL MACHINE. OUT OF SVC: 1924.)
“FK” TOWER: 2	FLORAL PARK (BRICK STRUCTURE SOUTH SIDE OF TRACKS, EAST OF TULIP AVE.

AND EAST OF THE JCT. WHEN MAIN LINE WAS WIDENED TO 4 TRACKS AS FAR AS FLORAL PARK. 27-LEVER US&S MODEL 14 ELECTRO-MECHANICAL 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" LOCA-

	TION)
“FOX 1” INTERLOCKING (R.C.)	WEST OF KINGS PARK (REMOTE FROM “DIVIDE.” IN SVC: 10/3/77. FORMERLY “FOX.”)
“FOX 2” INTERLOCKING (R.C.)	EAST OF KINGS PARK (REMOTE FROM “DIVIDE.” IN SVC: 10/3/77. FORMERLY “GREEN.”)
“FP”	FLORAL PARK - JCT. OF HEMPSTEAD AND CREEDMOOR BRANCHES WITH MAIN LINE. (ORIGINALLY TOWER 43:1, THEN TOWER #47. RENAMED: 1907. CALLS INDICATED ON LIRR JOB POSTINGS LIST OF 9/20/1907. RAZED: 1909 ALONG WITH DEPOT BUILDING WHICH IT SHARED. REPLACED BY “FK” TOWER: 1)
“FR”	FREEPORT (SOUTHERN DIVISION: 1878 BOOK OF RULES AND 1903 CR4) (IN TICKET OFFICE.)
“FR” CABIN	FARMINGDALE (IN SVC: 6/24/09 PER G.O. #82)
“FREMONT” TOWER	FRESH POND JCT., QUEENS– JCT. OF MONTAUK BRANCH WITH N.Y. CONNECTING R.R. (EX-BAY RIDGE BRANCH) (E. SIDE OF TRACKS AND S. OF THEN-EXISTENT FREMONT ST. PREVIOUSLY “FN” TOWER. 23-LEVER 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. <i>per Jim Minor, LIRR block opr.</i>)

“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	FAR ROCKAWAY (SOUTH SIDE OF TRACKS AND EAST OF STATION. SAXBY & FARMER 32 LEVER MECHANICAL MACHINE. IN SVC: 6/18/1907. RENAMED “ROCK”: 5/11/37.)
“FX” TOWER	FAIRVIEW AVE., HAMMEL (X REPRESENTED A JCT. OR CROSSING OF TRACKS BY TRACKS) (INSIDE WEST END OF WYE, AT WEST STATION PLATFORM. JOHNSON 16 LEVER MECHANICAL MACHINE. IN SVC: 4/19/07. OUT OF SVC. FOR THE WINTER: 10/10/22. PERMANENTLY OUT OF SVC: ? . RAZED: 4/20/25)
“FY”	NEW YORK 34 TH ST. FERRY (1903 CR4)
“FY” CABIN	FREEPORT (S. SIDE OF TRACKS AND E. OF STATION AND S. MAIN ST. 4 LEVER S&F MECHANICAL MACHINE. IN SVC: 1908 TO PROTECT CROSSING OF LIRR TRACKS BY NY & LI TRACTION CO. OUT OF SVC: 12/12/26 WITH OPENING OF “FY” TOWER. CABIN CONTINUED IN USE TO OPERATE CROSSING GATES. OUT OF SVC. WITH GRADE CROSSING ELIMINATION: 1959.)
“FY” TOWER	FREEPORT (OPENED: 12/12/26, S. SIDE OF TRACKS AND .3 MILES EAST OF STATION. 24 LEVER MECHANICAL MACHINE. RENAMED “PORT”: 4/30/37.)
“G”	GARDEN CITY (NORTH SHORE DIVISION:

1878 BOOK OF RULES AND 1903 CR4)
(IN TICKET OFFICE. BLOCK STATION
REMOVED FROM TICKET OFFICE:
10/1/1907. BLOCK HANDLED BY "HC"
TOWER EAST OF DEPOT.)

- "G" **GREAT NECK** (IN TICKET OFFICE. BLOCK OFFICE IN SVC: 1/19/35. 7 LEVER US&S 7 MODEL TC TABLE MACHINE. RENAMED "GREAT NECK": 4/22/37.)
- "G" CABIN: 1 **GREAT NECK** (N. SIDE OF TRACKS AND E. OF STATION. IN SERVICE: 1911. OUT OF SVC: ? (*Alternate data: in svc: 1907, out of svc: 1925 per Jeff Erlitz*)
- "G" CABIN: 2 **GREAT NECK** (BLOCK STATION IN SVC: 6/8/34 ACCOUNT GRADE CROSSING ELIMINATION. OUT OF SVC: 1/19/35 WITH COMPLETION OF PROJECT.)
- "G" TOWER **GREAT NECK** (N. SIDE OF TRACKS AND E. OF STATION. SAXBY & FARMER 12 LEVER MECHANICAL MACHINE. IN SERVICE: 1925. OUT OF SVC: 6/8/34 ACCOUNT GRADE CROSSING ELIMINATION.)
- "GA" **GLEN HEAD** (1903 CR4) (IN TICKET OFFICE.)
- "GARDEN" TOWER **HEMPSTEAD CROSSING – GARDEN CITY - JCT. OF HEMPSTEAD, CENTRAL AND MINEOLA-HEMPSTEAD BRANCHES.** (FORMERLY "HC" TOWER. NORTHWEST QUADRANT OF CROSSING. SAXBY & FARMER 40 LEVER MECHANICAL MACHINE. RENAMED: 4/30/37. OUT OF SVC: 1/27/39.)
- "GARDEN" CABIN **GARDEN CITY – JCT. OF HEMPSTEAD BRANCH.** (OPENED 1/27/39, NORTH SIDE OF TRACKS, WEST SIDE OF FRANKLIN AVE., 650' WEST OF FORMER 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	GLEN COVE, GLEN ST. (S. SIDE OF TRACKS AND E. OF STATION AND ELM AVE. IN SERVICE: 1908 FOR END OF DOUBLE TRACK. OUT OF SVC: 1912 WHEN DOUBLE TRACK EXTENDED TO LOCUST VALLEY.)
“GI” CABIN	ON FAR ROCKAWAY BRANCH EAST OF ROOSEVELT AVE, GIBSON . (US&S 3 LEVER STYLE TC TABLE MACHINE IN SVC: 8/31/32 ACCOUNT VALLEY STREAM GRADE CROSSING ELIMINATION. RELOCATED ON ELEVATION N. OF FORMER LOCATION: 2/7/33. OUT OF SVC: 4/30/33.)
“GK”	GREAT NECK (1903 CR4) (IN TICKET OFFICE.)
“GN”	GREAT NECK (NORTH SHORE DIVISION: 1878 BOOK OF RULES) (IN TICKET OFFICE.)
“GN”	GREENPORT (1878 BOOK OF RULES AND 1903 CR4) (IN TICKET OFFICE. RENAMED “GY” c. 1920s.)
“GR”	GREENLAWN (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”	GREAT NECK (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 “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.)
“GREENLAWN”	GREENLAWN (TEMPORARY BLOCK STATION IN SVC: 1/25/63. OUT OF SVC: 5/15/63)
“GU”	CUTCHOGUE (1903 CR4) (IN TICKET OFFICE. OUT OF SERVICE: 9/1927. BLOCK LIMIT STATION SIGNAL IN SVC: 9/1927. OUT OF SVC: 6/12/52.)
“GV”	NASSAU, GLEN COVE (1903 CR4) (LATER: GLEN COVE) (IN TICKET OFFICE.)
“GW” TOWER	GLENDALE (S. SIDE OF TRACKS AND E. OF COOPER AVE. FORMERLY TOWER 9. IN SERVICE BY 1907, VERY POSSIBLY IN SVC. SOME YEARS EARLIER. CLOSED: 1908)
“GY”	GREENPORT (PREVIOUSLY “GN”) (IN TICKET OFFICE. UNATTENDED BLOCK STATION SIGNAL AT ENTRANCE TO GREENPORT YARD 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.)
“GY” CABIN	GREENLAWN (IN SERVICE: 1915 – 1916)
“H” TOWER	HAROLD AVE. , L. I. CITY (S. SIDE OF TRACKS AND WEST OF HAROLD AVE. 47-LEVER U.S. & S. MODEL 14 ELECTRO-PNEUMATIC MACHINE IN SVC: 1910.

	RENAMED "HAROLD": 4/16/37)
"HA"	EAST HAMPTON (1903 CR4) (IN TICKET OFFICE. BLOCK LIMIT STATION IN SVC: 1927. OUT OF SVC: 9/17/50.)
"HALL" TOWER	JAMAICA (PREVIOUSLY "JE" TOWER) (SOUTH SIDE OF TRACKS, EAST OF STATION. 83 LEVER MODEL 14 ELECTRO-PNEUMATIC MACHINE. 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)
"HARE" INTERLOCKING (R.C.)	WEST OF SMITHTOWN (REMOTE FROM "DIVIDE." NAMED AFTER RETIRED CONDUCTOR JAMES HARE <i>per the Long Island Railroader: 10/11/61</i> . IN SVC: 12/20/63 TO 8/26/71; 9/14/71 TO 10/3/77. BECAME "POST 1" LOCATION.)
"HAROLD" TOWER: 1	HAROLD AVE., L. I. CITY (PREVIOUSLY "H" TOWER) (S. SIDE OF TRACKS AND W. OF HAROLD AVE. 47-LEVER U.S. & S. MODEL 14 ELECTRO-PNEUMATIC MACHINE IN SVC: 1910. RENAMED: 4/16/37. 5 LEVER TRANS-CONTROL MINI-LEVER CONTROL PANEL IN SVC: 2/21/63 FOR CONTROL OF GREAT NECK INTERLOCKING. OUT OF SVC: 7/90. DEMOLISHED: 7/1990.)
"HAROLD" TOWER: 2	HAROLD AVE., L. I. CITY (OPENED: 7/90, OUT OF SVC: 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 HAVEN JCT. – JCT. OF ATLANTIC AND ROCKWAY BEACH BRANCHES. (PREVIOUSLY "WT", "WOODHAVEN" TOWERS ON ATLANTIC BRANCH.

	<p>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.)</p>
“HAVEN” TOWER: 2	<p>WOODHAVEN JCT. (RELOCATED 271’ EAST OF FORMER LOCATION. US&S 6 LEVER STYLE TC TABLE MACHINE IN SVC: 2/29/40. OUT OF SVC: 12/28/42 WITH GRADE ELIMINATION. REPLACED BY UNDERGROUND “WOODHAVEN” TOWER.)</p>
“HB” CABIN	<p>HOLBAN YARD ON SPRINGFIELD BRANCH, HOLLIS (N. SIDE OF TRACKS AND W. OF LINDEN BLVD. ORIGINALLY “ST. ALBANS.” RENAMED “HB” IN 1907. RENAMED “YD”: 1909, CLOSED: 1/1929)</p>
“HB” INTERLOCKING (R.C.)	<p>HOWARD BEACH (CONTROLLED BY “BEACH” TOWER. IN SVC: 11/13/39. OUT OF SVC: 9/26/40)</p>
“HC” TOWER	<p>HEMPSTEAD CROSSING, GARDEN CITY – JCT OF HEMPSTEAD BRANCH AND N.Y. BAY EXTENSION (PER 1903 CR4.) (NORTHWEST QUADRANT OF CROSSING. FORMERLY TOWER #105. 36-LEVER SAXBY & FARMER MECHANICAL MACHINE IN SVC: 1/1890. 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.)</p>
“HD”	<p>HEMPSTEAD (NORTH SHORE DIVISION: 1878 BOOK OF RULES AND 1903 CR4) (IN TICKET OFFICE.)</p>
“HF”	<p>FLUSHING (BRIDGE STREET) (1903 CR4) (IN TICKET OFFICE. CALL LETTERS AFTER 1926. RAZED. SIGNAL RE-</p>

	LEVER S&F MECHANICAL MACHINE. FORMERLY "HX" UNTIL 11/23/28. RENAMED "DIVIDE": 4/23/37.)
"HO" CABIN	HORTON AVE. , VALLEY STREAM. (US&S 11 LEVER STYLE TC TABLE MACHINE IN SVC: 8/10/32 ACCOUNT VALLEY STREAM GRADE CROSSING ELIMINA- TION. OUT OF SVC: 6/27/33.)
"HOLLIS" TOWER	HOLLIS (PREVIOUSLY "IS" TOWER) (NORTH SIDE OF TRACKS AT EAST END OF STATION PLATFORM. 32-LEVER JOHNSON MECHANICAL MACHINE IN SVC: 1905. RENAMED: 4/23/37. OUT OF SVC: 12/19/57.)
"HOLLIS" INTERLOCKING (R.C.)	HOLLIS (CONTROLLED FROM "QUEENS." IN SVC: 12/19/57)
"HOLTSVILLE"	HOLTSVILLE (W.W.I) (LATER "HV") (IN TICKET OFFICE.)
"HQ" TOWER	HEMPSTEAD TURNPIKE AND TROLLEY CROSSING OF MAIN LINE WEST OF QUEENS (QUEENS VILLAGE). (FORMER- LY TOWER #44½. IN SVC: 7/1905. RE- NAMED: 1907. OUT OF SVC: 1/7/23 DUE TO GRADE CROSSING ELIMINA- TION.)
"HQ" CABIN	WEST OF ROCKAWAY JUNCTION – HILL- SIDE (GONE BY 1920s)
"HS"	HAMMEL STATION (JUNCTION) (1903 CR4) (HAMMELS) (IN TICKET OFFICE.)
"HT"	HEWLETT (1903 CR4) (IN TICKET OFFICE.)
"HU" TOWER	HAMMEL WYE (HAMMEL JUNCTION?) (IN- SIDE EAST END OF WYE. REPLACED TOWER #102. JOHNSON 44 LEVER STYLE A MECHANICAL MACHINE IN SVC: 8/2/07. OUT OF SVC: 2/19/32.)
"HUNT 1" INTERLOCKING (R.C.)	WEST OF HUNTINGTON (REMOTE FROM

“DIVIDE.” IN SVC: 6/26/72. FORMERLY
“BURKE.”)

“HUNT 2” INTERLOCKING (R.C.) WEST OF **HUNTINGTON** (REMOTE FROM
“DIVIDE.” IN SVC: 6/26/72)

“HUNT 3” INTERLOCKING (R.C.) EAST OF **HUNTINGTON** (REMOTE FROM
“DIVIDE.” IN SVC: 6/26/72. FORMERLY
“COREY.”)

“HV” **HOLTSVILLE** (W.W.I) (IN TICKET OFFICE.
BLOCK OFFICE CLOSED IN DEPOT.
BLOCK AND UNATTENDED BLOCK STA-
TION OUT OF SVC: 5/23/28)

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

“HW” CABIN **HAWTHORNE AVE., VALLEY STREAM.**
CONTROLLED TEMP. CONNECTION TO
W. HEMPSTEAD BRANCH.
(US&S 11 LEVER STYLE TC TABLE MACH-
INE IN SVC: 8/10/32 ACCOUNT VALLEY
STREAM GRADE CROSSING ELIMINA-
TION. 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 AS-
PECT 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. WHEN STATION WAS ELEVATED, IT WAS RELOCATED ADJACENT TO WEST SIDE OF TOWER. FORMERLY TOWER #43: 3 [?]. JOHNSON 32 LEVER MECHANICAL MACHINE. IN SVC: 1905. RENAMED: 1907. RENAMED “HOLLIS”: 4/23/37.)

“ISLAND PARK”

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

“ISLAND PARK”

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

“J1” CABIN

JAMAICA (SEE “A1” CABIN) (250’ WEST OF PROSPECT ST. [159TH ST.] TEMPORARY CABIN ACCOUNT “JAMAICA IMPROVEMENT EAST” PROJECT. US&S 8 LEVER CIRCUIT CONTROLLER MACHINE. IN SVC: 12/8/29. RELOCATED ON ELEVATION S. FORMER LOCATION: 6/21/30. OUT OF

SVC:3/8/31.)

- “J2” CABIN **JAMAICA (50’ WEST OF BRENTON AVE. [170TH 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) 177TH STREET. (300’ WEST OF “RJ” INTERLOCKING STATION. TEMPORARY CABIN ACCOUNT “JAMAICA IMPROVEMENT EAST” PROJECT. US&S 7 LEVER CIRCUIT CONTROLLER MACHINE IN SVC: 12/8/29. 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. REPLACED 1938 WITH US&S 123 LEVER MODEL 14 ELECTRO-PNEUMATIC MACHINE. 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. RE-NUMBERED TOWER #36: 1 IN 1903. RENAMED “JA” IN 1907. RENAMED “V” (VAN WYCK AVE.): 6/1911. OUT OF SVC: 1913 WITH RELOCATION AND ELEVATION OF JAMAICA TERMINAL.)
“JAMAICA AIR TOWER”	SEE: TOWER #15 AND “JT” TOWER.
“JAY” TOWER	JAMAICA (PREVIOUSLY “J” TOWER) (NORTH SIDE OF TRACKS AND WEST OF STATION. US&S 123-LEVER MODEL 14 ELECTRO-PNEUMATIC MACHINE INSTALLED 1938. RENAMED: 4/16/37 AS PHONETIC SPELLING OF “J” [JAY]. 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 JUNCTION (1878 BOOK OF RULES AND 1903 CR4) EAST OF CORONA. (CORONA JCT.?) JCT. OF PORT WASHINGTON AND WHITESTONE BRANCHES. FORMERLY TOWER #53. RENAMED IN 1907. OUT OF SVC: 6/30/14)
“JC” TOWER: 2	WHITESTONE JUNCTION - EAST OF CORONA. (CORONA JCT.?) JUNCTION OF PORT WASHINGTON AND WHITESTONE BRANCHES. (OPENED 6/30/14, NORTH SIDE OF PORT WASHINGTON BRANCH TRACKS, EAST OF THE JUNCTION AND WEST OF FLUSHING CREEK. SAXBY & FARMER 24 LEVER MECHANICAL MACHINE WITH US&S 5 LEVER STYLE TC TA-

BLE MACHINE TO OPERATE DRAW-BRIDGE OVER FLUSHING CREEK. OUT OF SVC: 2/19/32 WITH BRANCH ABANDONMENT. RAZED SHORTLY THEREAFTER)

“JD” TOWER

GLENDALE **JCT.** - JCT. OF ROCKAWAY BEACH AND MONTAUK BRANCHES. (LOCATED ON MONTAUK BRANCH: S. SIDE OF TRACKS AND EAST OF JCT. FORMERLY TOWER 10. OUT OF SERVICE: 1910)

“JDD-1” INTERLOCKING (R.C.)

FORMERLY “MS-1” – MASTIC-SHIRLEY. (CONTROLLED FROM “BABYLON”. RENAMED IN HONOR OF FORMER LIRR PRESIDENT **JAMES J. DERMODY**. EFFECTIVE: 5/18/ 2009.)

“JDD-2” INTERLOCKING (R.C.)

FORMERLY “MS-2” – MASTIC-SHIRLEY. (CONTROLLED FROM “BABYLON”.) RENAMED IN HONOR OF FORMER LIRR PRESIDENT **JAMES J. DERMODY**. EFFECTIVE: 5/18/ 2009.)

“JE” TOWER :1

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

“JE” TOWER :2

JAMAICA (**JAMAICA EAST**: SOUTH SIDE OF TRACKS AND EAST OF NEW ELEVATED STATION LOCATION AT SUTPHIN BLVD. 71 LEVER MODEL 14 ELECTRO-MECHANICAL MACHINE IN SVC: 1913. REPLACED BY 83 LEVER MODEL 14 ELECTRO-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 **J**EFFERSON (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. **J**AMES (IN SERVICE: 1915 – 1916)

“JN”

STEWART **J**UNCTION (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. **J**OHNSLAND) (1903 CR4) (IN TICKET OFFICE. UNATTENDED BLOCK STATION SIGNAL IN SVC: 5/1928. PERMISSIVE BLOCK ASPECT ADDED TO BLOCK SIGNALS: 6/25/28. BLOCK OFFICE CLOSED IN DEPOT: 6/1932. SEMAPHORE BLADES REMOVED FROM MAST BY AUGUST/1934. NEW DEPOT IN SVC:

	1948. BLOCK LIMIT STATION OUT OF SVC: 6/12/49.)
“JO” TOWER (PRR)	.1 MILES EAST OF PENN STATION, NY (OUT OF SVC: 9/30/94)
“JO” INTERLOCKING (R.C.)	EAST OF PENN STATION (CONTROLLED FROM PSCC. IN SVC: 9/30/94)
“JS” TOWER	“OLD” JAMAICA (NORTH SIDE OF TRACKS, AT WEST END OF PLATFORMS. FORMERLY TOWER #40: 2. RENAMED: 1907. PHOTOGRAPHED WITH CALLS AS OF 12/19/1908. REVERTED TO GATE TOWER SHORTLY THEREAFTER AND CALLS REMOVED IN PHOTO TAKEN 12/29/1908.)
“JS” INTERLOCKING (R.C.)	WEST OF DEER PARK (CONTROLLED FROM “DIVIDE.” IN SVC: 9/14/87. NAMED AFTER JIMMY SULLIVAN , LIRR SR. VICE PRESIDENT-ADMINISTRATION)
“JT” TOWER	“ JAMAICA AIR TOWER ” ON ATLANTIC BR. AT EAST END OF JAMAICA YARD (S. SIDE OF TRACKS, W. OF DEPOT AND W. OF ROCKAWAY ROAD. FORMERLY TOWER 15. 1ST COMPLETELY PNEUMATIC INTERLOCKING ON THE LIRR) OUT OF SVC: 1913 WITH GRADE ELIMINATION AND YARD TRACK RELOCATION.)
“K”	MATTITUCK (1878 BOOK OF RULES AND 1903 CR4) (IN TICKET OFFICE. 2-LEVER GRS WALL TYPE MECHANICAL MACHINE IN SVC: <u>?</u> . 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. RELOCATED TO "KO" CABIN EAST OF DEPOT. BLOCK OFFICE MOVED BACK INTO STATION TICKET OFFICE WITH CLOSING OF "KO" CABIN. 2-LEVER US&S MODEL 6 ELECTRICAL LOCKED SEMAPHORE INDICATORS AND CIRCUIT CONTROLLERS IN SVC: 10/30/34. 2 LEVER 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

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

"KO 1" INTERLOCKING (R.C.)

WEST OF RON**K**ONKOMA (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 MONTAUK BRANCH (S. SIDE OF TRACKS AND W. OF CROSSING OF JAMAICA AND LEFFERTS AVES. FOUR-LEVER MACHINE TO OPERATE TROLLEY DERAILS. NOT A SIGNAL STATION; NO TELEGRAPH, NO TELEPHONE (*Per Art Huneke*). PRE-1907 PHOTO SHOWS LEVERS POSITIONED OUTSIDE THE CABIN. FORMERLY CABIN #11½. RENAMED IN 1907. REBUILT: 1909. OUT OF SVC: 1924.)

“LA” TOWER

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

“LD” BLOCK LIMIT STATION

RIVERHEAD (S. OF MAIN TRACK, 100' E. OF GRIFFING AVE. NAMED IN HONOR OF FORMER SUPT. OF TRANSPOR-

	TATION LARRY DIXON . IN SVC: 7/1/81)
“LEAD” CABIN	REYNOLD’S CHANNEL SWING BRIDGE ON LONG BEACH BRANCH (PREVIOUSLY “WL” [WRECK LEAD] CABIN. RENAMED: 5/1/37. US&S 7 LEVER STYLE TC TABLE MACHINE OUT OF SVC: 4/29/88. SWING BRIDGE OUT OF SVC: 5/2/88)
“LEAD” TOWER	DRAWBRIDGE – LONG BEACH AT 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 (LAUREL HILL) (S. SIDE OF TRACKS, E. OF HABERMAN STATION – FORMERLY TOWER 5: 2)
“LK” INTERLOCKING	SOUTH OF OZONE PARK STA. (OUT OF SVC: 1931)
“LM” TOWER	EAST NEW YORK ON MANHATTAN BEACH BRANCH (W. OF TRACKS AND S. OF LIBERTY AVE. 12 LEVER MECHANICAL MACHINE IN SVC: 12/12/ 1895. FORMERLY TOWER #72. RENAMED: 1907. OUT OF SERVICE: c. 1914. WHEN EAST NEW YORK TUNNEL WAS BUILT.)
“LOCUST” TOWER	LOCUST VALLEY (BUILT: 1912 ON N. SIDE OF TRACKS AT EAST END OF STATION PLATFORM. FORMERLY “OY”. RENAMED: 4/30/37. 8 LEVER STD. SIGNAL CO. STYLE A MECHANICAL MACHINE. REPLACED WITH US&S 3 LEVER STYLE B-30 CONTROL PANEL: 11/11/65. RELOCATED FROM TOWER TO HUT : 11/17/75 AND TOWER ABANDONED. IN USE AS NASSAU COUNTY POLICE PRECINCT ANNEX. EXTERIOR COMPLETELY RESTORED TO ORIGINAL CONDITION FOR USE BY NASSAU COUNTY POLICE AND DEDICATED AT CEREMONY:

	8/8/2006)
“LOCUST” INTERLOCKING (R.C.)	LOCUST VALLEY (BLOCK STATION REMOTE FROM “NASSAU.” IN SVC: 11/17/75)
“LONG BEACH”	(TEMPORARY BLOCK STATION LOCATED AT E. END OF “LEAD” TRESTLE, LONG BEACH . IN SVC: 5/9/88. OUT OF SVC: <u>?</u>)
“LONG ISLAND CITY” TOWER	LONG ISLAND CITY (GONE BY 1920s)
“LR” TOWER	LIBERTY AVE. (ROCKAWAY BEACH BR.) (ON SIGNAL BRIDGE SOUTH OF LIBERTY AVE. IN SVC: 1904. FORMERLY TOWER #92. STYLE A 12 LEVER MECHANICAL MACHINE IN SVC: 1904. OUT OF SVC: 1/30/25.)
“LYNN” CABIN	LYNBROOK STATION PLAZA (TEMPORARY CABIN DURING GRADE ELIMINATION AT THE JCT. OF MONTAUK AND LONG BEACH BRANCHES. US&S 17 LEVER STYLE TC TABLE MACHINE IN SVC: 5/12/38. OUT OF SVC: 10/18/38.)
“M”	LINDENHURST (IN TICKET OFFICE.)
“M” CABIN	FREIGHT DRAWBRIDGE (LIFT BRIDGE) OVER DUTCH KILLS CREEK, L. I. CITY (CONTROLLED MONTAUK CUT-OFF, BLISS – YARD A SECONDARY TRACKS. S. SIDE OF TRACKS AND EAST END OF BRIDGE. IN SVC: 8/1910. SAXBY & FARMER 10 LEVER MECHANICAL MACHINE. OUT OF SVC: <u>?</u>)
“MA”	MANOR (1878 BOOK OF RULES AND 1903 CR4) (LATER: MANORVILLE) (IN TICKET OFFICE.)
“MA”	MASSAPEQUA (IN TICKET OFFICE.)
“MAIN STREET DRAWBRIDGE”	FLUSHING CREEK (TWO SETS OF MACHINES, ONE ON EITHER END OF

BRIDGE. WEST END: 2 LEVER DWARF MACHINE. EAST END: 3 LEVER DWARF MACHINE. BOTH IN SVC: c. 1914. OUT OF SVC: 10/15/29 [?]. SINGLE S&F 4 LEVER DWARF MACHINE REPLACED BOTH MACHINES: 10/15/29 [?]. 4 LEVER US&S STYLE TC TABLE MACHINE REPLACED S&F MACHINE: 5/24/34 [?] UNATTENDED: 2/28/37. OUT OF SVC: 2/9/38.)

- “MB” **MANHATTAN BEACH** (1903 CR4) (IN TICKET OFFICE.)
- “MB”: 1 EAST OF **MEADOWBROOK** (CENTRAL EXTENSION) (11,170’ EAST OF “HC” INTERLOCKING STATION. TEMPORARY BLOCK STATION IN SVC: 9/6/30. OUT OF SVC: 9/13/30.)
- “MB”: 2 **MEADOWBROOK** (1,500’ WEST OF MEADOWBROOK STATION, IN SVC: 9/19/36 FOR ONE DAY ONLY (REASON ?). AGAIN IN SVC: 10/12/36 FOR ONE DAY ONLY ACCOUNT VANDERBILT CUP RACE HELD AT ROOSEVELT RACEWAY. AGAIN IN SVC: 7/3/37 ACCOUNT SAME EVENT. EVENT POSTPONED 2 DAYS ACCOUNT RAIN. ASSUMED BLOCK STATION ACTUALLY OPENED ON ACTUAL DATE OF EVENT: 7/5/37.
(see: *The Vanderbilt Cup* by Dennis David: <http://www.ddavid.com/formula1/vand2.htm>)
- “MC” **MINEOLA STATION** (JUNCTION AND CROSSING OF HEMPSTEAD AND OYSTER BAY BRANCHES PER 1903 CR4. POSSIBLY NAMED FOR **MINEOLA CROSSING?**) (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:

	<p>6/25/28. BLOCK STATION OUT OF SVC: <u>?</u>. BLOCK STATION AGAIN IN SVC: <u>6/23/35</u>. BLOCK STATION AND “MD” BLOCK SEMAPHORE SIGNAL OUT OF SVC: 9/15/1935 AND MAST REMOVED. THEREAFTER, UNATTENDED BLOCK STATION ONLY. OUT OF SVC: 6/7/40 ACCOUNT GRADE CROSSING ELIMINATION OF STATE ROUTE 112.)</p>
“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 MECHAN-MACHINE [MAKER??] IN SVC: 1902. IN USE AS LATE AS 1937-38 PER LIRR INTERLOCKING BLUEPRINT. OUT OF SVC: <u>?</u> .)
“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 ND STATION BURNED: (1928 <i>per Vincent Seyfried, 10/1934 per Bob Emery.</i>) 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 TH 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. INTER-LOCKING GREATLY REBUILT: 1927. RE-NAMED "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./**
130TH STREET (BRICK TOWER ON N. SIDE OF TRACKS AND WEST OF MONTAUK BRANCH UNDERJUMP. 35-LEVER US&S MODEL 14 ELECTRO-PNEUMATIC MACHINE. IN SVC: 1/20/1914. RENAMED “DUNTON”: 4/23/37.)
- “MR” **MORRIS PARK STATION (1903 CR4)**
(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. BLOCK LIMIT SIGNAL PERMANENTLY OUT OF SVC: 6/25/48. JUNCTION AND MAIN TRACK TO EASTPORT OUT OF SVC: 12/27/49.)

“MR” BLOCK LIMIT STATION	MANORVILLE (RELOCATED 865’ EAST OF FORMER LOCATION ON S. SIDE OF MAIN TRACK: 4/3/50
“MS”	FLUSHING, MAIN STREET (NORTH SHORE DIVISION: 1878 BOOK OF RULES AND 1903 CR4) (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 MASTIC SHIRLEY (BLOCK STATION CONTROLLED FROM “PD.” IN SVC: 2/5/80. OUT OF SVC: 5/6/2006)
“MS 1” :1 INTERLOCKING (R.C.)	EAST OF MASTIC SHIRLEY (NORTH OF TRACKS, WEST END OF NORTH SIDING. CONTROLLED FROM “BABYLON.” IN SVC: 5/6/2006. RENAMED “JDD-1” EFFECTIVE: 5/18/09)
“MS 2” INTERLOCKING (R.C.)	EAST OF MASTIC SHIRLEY (BLOCK STATION CONTROLLED FROM “PD. IN SVC: 2/5/80. OUT OF SVC: 5/6/2006)
“MS 2” :1 INTERLOCKING (R.C.)	EAST OF MASTIC SHIRLEY (SOUTH OF TRACKS, EAST END OF NORTH SIDING. CONTROLLED FROM “MS 1.” IN SVC: 5/6/2006. RENAMED “JDD-2” EFFECTIVE: 5/18/09)
“MT” TOWER: 1	MINEOLA (MINEOLA TOWER: BRICK TOWER IN SVC: 1890, SOUTH SIDE OF MAIN LINE TRACKS AT EAST END OF WOODEN STATION PLATFORM, EAST OF MINEOLA BLVD. TO CONTROL JCT. OF MINEOLA-HEMPSTEAD AND OYSTER BAY BRANCHES

WITH MAIN LINE. SAXBY & FARMER 52 LEVER MECHANICAL MACHINE. FORMERLY TOWER #45: 2. AN "L"-SHAPED BRIDGE CONNECTED THE 2ND STOREY OF THE TOWER AT THE REAR WITH THE 2ND STOREY OF THE 1910 SUB STATION AT THE FRONT WITH STAIRS AT THE SUB STATION SIDE TO COMPENSATE FOR THE DIFFERENCE IN 2ND STOREY ELEVATIONS. TOWER DESTROYED IN FREIGHT TRAIN DERAILMENT: 12/31/22.)

"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) (EAST LEG OF WYE OUT OF SVC: 5/18/27)

"MU"

MURRAY HILL (1903 CR4) (IN TICKET OFFICE.)

"MV" TOWER

FLUSHING AVE., MASPETH (**MT.OLIVET**) (SOUTH SIDE OF MONTAUK BRANCH TRACKS AND WEST OF FLUSHING AVE. IN SVC; 8/1/1895 OR 10/1895 OR 11/20/1895 (?). FORMERLY TOWER #6. JOHNSON 8 LEVER STYLE A MECHANICAL MACHINE. RENAMED "MV": 1907. RENAMED "OLIVET": 4/22/37.)

"MX" TOWER

METROPOLITAN AVENUE, QUEENS (S. SIDE OF TRACKS AND E. OF METROPOLITAN AVE. - FORMERLY TOWER 6 ½. 16 LEVER MECHANICAL MACHINE. RENAMED IN 1907. GONE BY 1928)

"MY" TOWER

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

"MY"

MONTAUK (IN TICKET OFFICE. UNAT-

	TENDED BLOCK STATION SIGNAL IN SVC: 5/1928 AT ENTRANCE TO MON- TAUK YARD . OUT OF SVC: SPRING/ 1942 WITH RELOCATION OF STATION FACILITIES AND YARD SOUTH OF FORMER LOCATION. BLOCK LIMIT STATION SIGNALS AT ENTRANCE TO NEW YARD IN SVC: SPRING/1942 [?] SHOWS IN SVC. PER ETT OF 6/43. SIG- NALS RELOCATED 1,680' EAST OF FORM- ER LOCATION: 6/30/76. R. C. FROM BAB- YLON WITH CLOSING OF "PD" TOWER: 5/6/2006)
"N1" CABIN	ELMHURST (NEWTOWN : TEMPORARY CABIN IN SVC: 1926-27 DURING GRADE ELIMIN- ATION)
"N2" CABIN	ELMHURST (NEWTOWN : TEMPORARY CABIN IN SVC: 1926-27 DURING GRADE ELIMIN- ATION)
"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 MACH- INE IN SERVICE: 1918. OUT OF SVC: 11/15/33)
"NASSAU" TOWER	MINEOLA – JCT. OF MINEOLA- HEMP- STEAD AND OYSTER BAY BRANCHES WITH MAIN LINE. (PREVIOUSLY "MT" & "FAIR" TOWERS. RENAMED: 9/18/38. ORIGINAL 1890 S & F 52 LEVER MECH- ANICAL MACHINE. BRISTOL ALL-RELAY CONTROL PANEL CONTROLLING "LOC- UST" IN SVC: 11/17/75. MECHANICAL MACHINE REMOVED c. 1997 AND RE-

	PLACED WITH ELECTRONIC CONTROL 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 STA-

TION OUT OF SVC: 9/2/58. BLOCK LIMIT STATION IN SVC: 9/2/58. OUT OF SVC: ?. RELOCATED 918' EAST OF MP 81. IN SVC: 6/4/79. R. C. FROM BABYLON: 5/6/2006)

“NECK” INTERLOCKING (R.C.) EAST OF GREAT **NECK** (CONTROLLED FROM JAMAICA CONTROL CTR. IN SVC: 1980s)

“NH” **NEPTUNE HOUSE** (SOUTHERN DIVISION: 1878 BOOK OF RULES) (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. 92ND ST.)

“NO” CABIN: 2 **NEW LOTS AVE.**, EAST NEW YORK ON BAY RIDGE BRANCH (N. SIDE OF TRACKS AT E 92ND ST. IN SERVICE: 1925. OUT OF SVC: BY OCTOBER/1927)

“NO” TOWER: 1 EAST NEW YORK ON ATLANTIC BRANCH (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. 93RD ST. US&S 23 LEVER MODEL 14 ELECTRO-PNEUMATIC MACHINE. IN SVC: PER ETT. EFFECTIVE: 10/19/1927. OUT OF SVC: 1/21/33.)
“NP”	“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 STATION SIGNALS OUT OF SVC: 5/15/63.)
“NS”	OYSTER BAY (1903 CR4) (IN TICKET OFFICE.)
“NT” CABIN	NORTHPORT (IN SERVICE: 1915 – 1916)
“NU” CABIN	NEW UTRECHT AVE., BAY RIDGE ON BAY RIDGE BRANCH (S. SIDE OF TRACKS AND W. OF NEW UTRECHT AVE. IN SVC: 1/17/1918. OUT OF SVC: 9/30/1927 DUE TO OPENING OF 14TH AVE. BRIDGE AND ELECTRIFICATION OF BRANCH AND OPENING OF “NU” TOWER.)
“NU” TOWER	NEW UTRECHT AVE., BAY RIDGE ON BAY RIDGE BRANCH (S. SIDE OF TRACKS BETWEEN NEW UTRECHT AND 14TH AVENUES AT EAST END OF BAY RIDGE YARD. SAXBY & FARMER 24 LEVER MECHANICAL MACHINE. IN SVC: 9/30/27 WITH ELECTRIFICATION OF BRANCH. OUT OF SVC: 8/1/32. STILL STANDING AS LATE AS 1938, BUT HEAVILY VANDALIZED. RAZED: 19__?)
“NU” BLOCK LIMIT STATION	NEW UTRECHT AVE., BAY RIDGE, BKLYN. (LOCATED ON BAY RIDGE BRANCH.

	UNATTENDED BLOCK STATION IN SVC: 8/1/32. MOVED WEST: 3/2/66. OUT OF SVC: 4/4/66. RENAMED "BAY" BLOCK LIMIT STATION.)
"OA" CABIN	OAKDALE (S. SIDE OF OLD TRACK ALIGN- MENT AND EAST OF STATION AT END OF DOUBLE TRACK. IN SVC: 5/19/1906. OUT OF SVC: 11/27/17 WHEN DOUBLE TRACK EXTENDED TO EAST OF SAYVILLE AND "Y" CABIN PLACED IN SVC.)
"OB"	LONG BEACH (1903 CR4) (IN TICKET OFF- ICE.)
"OD"	OAKDALE (SOUTHERN DIVISION: 1878 BOOK OF RULES AND 1903 CR4) (IN TICKET OFFICE.)
"OLIVET" TOWER	FLUSHING AVE., MASPETH (MT. OLIVET) (S. SIDE OF MONTAUK BRANCH TRACKS AND W. OF FLUSHING AVE. 8-LEVER JOHNSON STYLE A MECHANICAL MACH- INE. FORMERLY TOWER #6 AND "MV" IN 1907. RENAMED: 4/22/37. OUT OF SVC: 6/24/49.)
"ON"	OCEAN POINT (SOUTHERN DIVISION: 1878 BOOK OF RULES) (IN TICKET OFFICE.)
"OP"	CEDARHURST (OCEAN POINT) (1903 CR4) (IN TICKET OFFICE.)
"OY" TOWER	LOCUST VALLEY (N. SIDE OF TRACKS AT E. END OF STATION PLATFORM. 8-LEV- ER STD. SIGNAL CO. STYLE A MECH- ANICAL MACHINE IN SVC: 6/1912. RE- NAMED "LOCUST": 4/30/37.)
"OYSTER BAY" INTLKG. (R.C.)	OYSTER BAY (BLOCK STATION CON- TROLLED FROM "NASSAU." IN SVC: 11/17/75.)
"OZ"	OZONE PARK STATION (1903 CR4) (IN TICKET OFFICE.)

"OZONE" TOWER	WOODHAVEN JCT. ON ROCKAWAY BEACH BRANCH – JCT. OF ATLANTIC AND ROCKAWAY BEACH BRANCHES (W. SIDE OF TRACKS AND S. OF STATION. FORMERLY "RK". 23-LEVER US&S MODEL 14 ELECTRO-PNEUMATIC MACHINE. RENAMED: 4/15/37 ALTHOUGH AN ENTIRE STATION STOP NORTH OF OZONE PARK. OUT OF SERVICE: 10/3/55. STILL STANDING IN 1964. GONE BY 1970.)
"P"	PATCHOGUE (SOUTHERN DIVISION: 1878 BOOK OF RULES) (IN TICKET OFFICE.)
"PA"	PARKVILLE (1903 CR4) (JUNCTION OF PROSPECT PARK AND CONEY ISLAND RAIL ROAD WITH THE LONG ISLAND RAIL ROAD) (BUILT S. SIDE OF BAY RIDGE BRANCH TRACKS AND WEST SIDE OF B.R.T. TRACKS AT GRAVESEND AVENUE) (IN TICKET OFFICE.)
"PARK" TOWER	FLORAL PARK – JCT. OF HEMPSTEAD AND CREEDMOOR BRANCHES WITH MAIN LINE. (PREVIOUSLY 2nd "FK" TOWER. SOUTH SIDE OF MAIN LINE TRACKS AND EAST OF TULIP AVE. AND THE JUNCTION WITH THE HEMPSTEAD BRANCH, WHEN MAIN LINE WAS WIDENED TO 4 TRACKS AS FAR AS FLORAL PARK. 27-LEVER US&S MODEL 14 ELECTRO-PNEUMATIC MACHINE IN SVC: 1924. RENAMED: 4/23/37. OUT OF SVC: 12/15/60 DUE TO GRADE ELIMINATION.)
"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 **P**ATCHOGUE **D**OCK. 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 **P**ENNSYLVANIA 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” **P**ATCHOGUE (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 ABANDONMENT.)
- "POND" TOWER FRESH **POND** JUNCTION - EAST OF STATION, FRESH POND (PREVIOUSLY "DF" TOWER) (NORTH SIDE OF TRACKS AND WEST OF N.Y. INTERCONNECTING R.R. TRESTLE. RENAMED: 4/22/37. REMODELED 1967)
- "PORT" TOWER: 1 **FREEPORT** (S. SIDE OF TRACKS, .3 MILES E. OF STATION. FORMERLY "FY". SAXBY & FARMER 24 LEVER MECHANICAL MACHINE IN SVC: 1926. RENAMED: 4/30/37. OUT OF SVC: 5/5/59 WHEN TEMPORARY TRACKS PLACED IN SERVICE ACCOUNT GRADE CROSSING ELIMINATION.)
- "PORT" CABIN **FREEPORT** (TEMPORARY BLOCK STATION RELOCATED TO SHOO-FLY NEAR MEADOWBROOK PKY. OVERPASS: 3,500' EAST OF FORMER TOWER LOCATION: 5/5/59 ACCOUNT GRADE CROSSING ELIMINATION PROJECT. US&S 15 LEVER MODEL 14 ELECTROMECHANICAL MACHINE. OUT OF SVC: 10/11/60 WHEN ELEVATED TRACKS

	AND 2 ND "PORT" TOWER PLACED IN SVC.)
"PORT TOWER: 2	FREEPORT (RELOCATED 2,765' WEST OF PREVIOUS TOWER, N. SIDE OF TRACKS AND EAST OF STATION. US&S STYLE UR CONTROL PANEL IN SVC: 10/11/60. OUT OF SVC: 5/16/83. <i>Considered still in place per Jeff Erlitz: 2/2007.</i>)
"PORT" INTERLOCKING (R.C.)	EAST OF FREEPORT (WAS REMOTE FROM "VALLEY" OR "BABYLON." IN SVC: 5/16/83. NOW REMOTE FROM "VALLEY")
"PORT JEFFERSON"	PORT JEFFERSON (FORMERLY "JF." RENAMED: 6/61. BLOCK SIGNAL TEMPORARILY OUT OF SVC: 4/18/88. "JF" BLOCK LIMIT STATION IN SVC: 4/18/88. "PORT JEFFERSON" AGAIN IN SVC: <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.)

“PSCC”

PENN STATION CENTRAL CONTROL
(.3 MILES EAST OF PENN STATION)
(IN SVC: 1995)

“PT” TOWER

LYNBROOK - (**PEARSALL’S TOWER**: JCT.
OF LONG BEACH AND MONTAUK
BRANCHES. (WOODEN TOWER LOCATED
ON MONTAUK BRANCH S. SIDE OF
TRACKS AND E. OF ATLANTIC AVE. AT
STATION PLATFORM. IN SERVICE: 1884 (?)
– 1910. SAXBY & FARMER MECHANICAL
MACHINE IN SVC: BY 1884. FORMERLY
TOWER 21. RENAMED IN 1907)

“PT” CABIN

WEST OF EAST**PORT** – JCT. OF MONTAUK
BRANCH AND MANORVILLE-EASTPORT
CONNECTION (IN SVC: 1916 SOUTH
SIDE OF MONTAUK BRANCH TRACKS,
EAST OF EAST LEG OF JUNCTION WYE
AND WEST OF STATION. 4-LEVER
DWARF MACHINE AND 1-LEVER US&S
MODEL 6 ELECTRICAL LOCKED SEMA-
PHORE INDICATOR & CIRCUIT CONTROL-
LER IN SVC: 1923. UNATTENDED
BLOCK STATION SIGNAL IN SVC:
5/23/28. PERMISSIVE BLOCK ASPECT
ADDED TO BLOCK SIGNAL: 6/25/28.
FULL TIME BLOCK OFFICE PERMANENT-
LY OUT OF SVC: 1/19/33. UNATTENDED
BLOCK STATION AND SIGNAL RELOCATED
550’ WEST OF FORMER LOCATION AND IN
SVC. CONTINUOUSLY: 1/19/33. BLOCK
STATION MANNED “SUMMERS ONLY” AF-
TER 1/19/33. PARTIAL DATES AVAILABLE
AS FOLLOWS:
IN SVC: 6/25/33. O.O.S: 9/ ?/33
IN SVC: 6/23/35. O.O.S: 9/15/35
IN SVC: 6/21/36. O.O.S: 9/20/36
IN SVC: 6/20/37. O.O.S: 9/19/37
IN SVC: 6/19/38. O.O.S: 9/18/38
IN SVC: 6/ ?/39. O.O.S: 9/17/39
IN SVC: 6/ ?/40. O.O.S: 9/08/40
IN SVC: 6/ ?/42. O.O.S: 9/09/42
UNATTENDED BLOCK STATION IN SVC. AT
ALL OTHER TIMES. BLOCK LIMIT SIGNAL

	PERMANENTLY OUT OF SVC: 6/25/48. JUNCTION AND MAIN TRACK TO EAST- PORT OUT OF SVC: 12/27/49.)
“PT” BLOCK LIMIT STATION	WEST OF EAST PORT - 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: <u>?</u> . 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”	JAMESPORT (1903 CR4) (IN TICKET OFF-

	ICE. 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	RICHMOND HILL STORAGE YARD - EAST OF RICHMOND HILL STATION AND MORRIS PARK SHOPS (SOUTH SIDE OF MONTAUK BRANCH TRACKS, NORTH OF MORRIS PARK SHOPS. US&S 23 LEVER MODEL 14 ELECTRO-MECHANICAL MACHINE IN SVC: 1913. OUT OF SVC: 8/16/28.)
“RA”	FAR ROCKAWAY (SOUTHERN DIVISION: 1878 BOOK OF RULES AND 1903 CR4) (IN TICKET OFFICE.)
“RACE” CABIN	AQUEDUCT RACEWAY (TEMPORARY BLOCK STATION IN SERVICE DURING RACING SEASON ONLY. EAST SIDE OF TRACKS AND SOUTH OF AQUEDUCT STA. IN SVC: 6/14/54 TO 7/10/54; 8/30/54 TO 9/21/54; 6/13/55 TO 7/9/55; 8/29/55 TO 9/20/55.)
“RC” TOWER	RICHMOND HILL (FORMERLY TOWER 12)
“RD”	RICHMOND HILL STATION (1903 CR4) (IN TICKET OFFICE.)
“RH”	RIVERHEAD (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. 2 LEVER MECHANICAL MACHINE. IN SVC: 1895. REPLACED WITH US&S 23 LEVER STYLE F ALL-ELECTRIC MACHINE IN SVC: 1906. TOWER RENAMED IN 1907. US&S 3 LEVER CIRCUIT CONTROLLER MACHINE IN SVC: 1926 *per Henry Wilhelm map* FOR 4-TRACKING OF MAIN LINE EAST OF JUNCTION. 1ST & 2ND TRICKS 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 **ROCKAWAY** (LOCATED EAST OF NAMEOKE AVENUE, 576’ EAST OF FORMER LOCATION, ON SOUTH SIDE OF TRACKS. US&S19 LEVER MODEL 14 ELECTROMECHANICAL MACHINE. IN SVC: 7/8/41. OUT OF SVC: 11/20/50.)

“ROCK”	ROCKVILLE CENTRE (TEMPORARY BLOCK STATION FOR SINGLE TRACKING DURING TRACK REHABILITATION. IN SVC: 11/19/79 TO 1/7/80; 6/11/80 TO 8/29/80; 9/4/80 TO 10/6/80; IN SVC. AGAIN: 2/10/81 TO 6/9/81.)
“ROCKY”	ROCKVILLE CENTRE (TEMPORARY BLOCK STATION LOCATED AT CROSSOVER SWITCHES E. OF ROCKVILLE CENTRE STATION. IN SVC: 4/30/83 FOR ONE DAY ONLY.)
“ROCKY” INTERLOCKING (R.C.)	2,750’ EAST OF ROCKVILLE CENTRE (REMOTE FROM “VALLEY” OR “BABYLON.” IN SVC: 4/30/83.)
“RONKONKOMA”	RONKONKOMA (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”	ROSLYN (TEMPORARY BLOCK STATION FOR ROSLYN ROAD BRIDGE REBUILDING. US&S 4 LEVER STYLE TC TABLE MACHINE. IN SVC: 9/30/40. OUT OF SVC: 2/19/41.)
“ROSLYN”	ROSLYN (TEMPORARY BLOCK STATION FOR SINGLE TRACKING DURING TRACK REHABILITATION. IN SVC: 12/18/78. OUT OF SVC: 1/4/79.)
“RP”	ROCKY POINT (SUMMER ONLY PER 1903 CR4) (IN TICKET OFFICE.)
“RT”	SHEEPSHEAD BAY RACE TRACK (IN USE DURING RACING SEASON) (1903 CR4) (IN TICKET OFFICE.)
“RT”	LOCUST AVENUE, LOCUST MANOR (1903 CR4) (JAMAICA RACE TRACK . IN SVC: DURING RACES ONLY.) (IN TICKET OFFICE.)

“RT”	GRAVESEND RACE TRACK (ON PROSPECT PARK & CONEY ISLAND RAILROAD) (IN USE DURING RACING SEASON) (1903 CR4) (IN TICKET OFFICE.)
“RU”	WESTBURY (1903 CR4) (IN TICKET OFFICE.)
“RY”	ROSLYN (1903 CR4) (IN TICKET OFFICE.)
“S” CABIN: 1	SYOSSET (S. SIDE OF TRACKS AND E. OF STATION. IN SERVICE: 1911 – 1914)
“S” CABIN: 2	SYOSSET (N. SIDE OF TRACKS AT END OF DBL. TRACK. BLOCK STATION IN SVC: 1914. OUT OF SVC: 4/1/38. UNATTENDED BLOCK STATION IN SVC: 4/1/38 WHEN SPRING SWITCH INSTALLED. CABIN IN SVC PART-TIME: 6/12/49.)
“S” BLOCK STATION	SYOSSET (END OF DBL. TRACK) (OUT OF SERVICE: 10/7/61)
“S” BLOCK LIMIT STATION	SYOSSET (END OF DBL. TRACK) (UNATTENDED BLOCK STATION IN SVC: 4/1/38 WHEN SPRING SWITCH INSTALLED. UNATTENDED BLOCK SIGNAL RELOCATED 121’ WEST OF FORMER LOCATION: 11/27/39. OUT OF SVC: 6/12/49 WHEN CABIN PLACED IN SVC. PART-TIME.)
“SA”	SAYVILLE (1878 BOOK OF RULES AND 1903 CR4) (IN TICKET OFFICE.)
“SB”	SAG HARBOR (1878 BOOK OF RULES AND 1903 CR4) (RENAMED “SH”) (IN TICKET OFFICE.)
“SD”	SOUTHOLD (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)

“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 STATION FOR SINGLE TRACKING DURING TRACK REHABILITATION. BOUNCING BACK AND FORTH BETWEEN 1 ST AND 2 ND CROSSOVER SWITCHES EAST OF ELMHURST STATION. IN SVC: 4/05/78. O.O.S: 5/07/78 IN SVC: 6/23/78. O.O.S: 8/09/78 IN SVC: 11/01/78. RELOCATED AND IN SVC: 12/13/78. RELOCATED AND IN SVC: 2/05/79. RELOCATED AND IN SVC: 4/23/79. RELOCATED AND IN SVC: 5/28/79. O.O.S: 6/25/79 IN SVC: 8/13/79. O.O.S: 8/17/79 IN SVC: 10/03/79 FOR ONE DAY ONLY IN SVC: 12/10/79. RELOCATED AND IN SVC: 5/14/80. O.O.S: 6/03/80 IN SVC: 10/02/82 FOR ONE DAY ONLY IN SVC: 8/15/87 FOR ONE DAY ONLY IN SVC: 8/22/87 FOR ONE DAY ONLY
“SHEA” INTERLOCKING (R.C.)	SHEA STADIUM (CONTROLLED FROM “HAROLD” IN SVC: 3/21/88)
“SI” CABIN	SMITHTOWN (IN SERVICE: 1915 – 1916)
“SJ” TOWER	JAMAICA – SOUTH STREET - OLD SOUTHERN ROAD S. OF BEAVER ST. STATION (SOUTH JAMAICA) (E. SIDE OF TRACKS AND S. OF L.I. ELECTRIC RY. TROLLEY CROSSING. FORMERLY TOWER 17 [?]. CLOSED: 1913 WITH GRADE ELIMINA-

	TION PROJECT.)
SJ”	SAINT JAMES (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	SPEONK (GONE BY 1920s)
“SK”	SPEONK (1903 CR4) (IN TICKET OFFICE. 2-LEVER US&S MODEL 6 ELECTRICAL LOCKED SEMAPHORE INDICATOR AND CIRCUIT CONTROLLER IN SVC: 7/18/23. 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.)	SPEONK (NORTH OF TRACKS AND EAST OF PHILLIPS AVE. CONTROLLED FROM “BABYLON.” IN SVC: 5/6/2006.)
“SK 2” INTERLOCKING (R.C.)	SPEONK (SOUTH OF TRACKS AND ADJACENT TO SOUTH SIDING. CONTROLLED FROM “BABYLON.” IN SVC: 5/6/2006.)
“SM” CABIN	LAURELTON ON OLD SOUTHERN ROAD EAST OF STATION AT END OF DOUBLE TRACK (IN SVC: 5/17/06 PER G.O. #24 DURING INSTALLATION OF 3 RD ELECTRIFIED TRACK BETWEEN SPRINGFIELD JCT. AND VALLEY STREAM. STILL APPEARS IN 1911 EMPLOYEE TIMETABLE. OUT OF SVC: <u>?</u> .)
“SMITH ST. BRIDGE”	ON SIGNAL BRIDGE EAST OF SMITH ST. (166 TH 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 SEMAPHORE INDICATOR AND CIRCUIT CONTROLLER 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. UNATTENDED BLOCK STATION SIGNAL RELOCATED 890’ EAST OF FORMER LOCATION: 7/19/34. UNATTENDED BLOCK SIGNAL RELOCATED 890’ WEST OF FORMER LOCATION: ?. BLOCK STATION IN DEPOT AGAIN IN SVC: ?. OUT OF SVC: 7/22/57. BLOCK LIMIT STATION SIGNALS IN SVC: 7/22/57. TEMPORARY BLOCK STATION FOR SUNDAYS AND HOLIDAYS IN SVC: 5/24/87. OUT OF SVC: 9/27/87. AGAIN IN SVC: 5/27/88. OUT OF SVC: 9/88? BLOCK LIMIT STATION SIGNALS R.C. FROM BABYLON: 5/6/2006)
- “SO” **SOUTH OYSTER BAY** (SOUTHERN DIVISION: 1878 BOOK OF RULES) MASSAPEQUA (PER 1903 CR4) (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 SIGNAL BRIDGE WEST OF FOSTER’S MEADOW RD. AND APPROX 1,000’ EAST OF EARLIER TOWER #19 PER G.O. #12: 5/10/1906. 16 LEVER STYLE A MECHANICAL MACHINE. OUT OF SVC: 9/10/23)
- “SQ” TOWER **EMMONS AVE. TROLLEY CROSSING – (EMMONS AVE., LATER NEPTUNE AVE., BKLYN.) ON MANHATTAN BEACH BRANCH.** (20 LEVER MECHANICAL

	MACHINE. IN SVC: 10/1898. PREVIOUSLY TOWER #79 ½)
“SR”	SEASIDE (1903 CR4) (IN TICKET OFFICE.)
“SR” CABIN	W. OF LAURELTON (S. SIDE OF TRACKS AND E. OF SPRINGFIELD BLVD. IN SERVICE: 1912 – 1923)
“ST” CABIN	SMITHTOWN – IN SVC: 1915. OUT OF SVC: 1915 (SAME YEAR).
“ST”	SMITHTOWN (1903 CR4) (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., ST. ALBANS . IN SERVICE: 1906. RENAMED “HB” IN 1907. LATER RENAMED “YD”)
“STONY 1” INTERLOCKING (R.C.)	WEST OF STONY BROOK (CONTROLLED FROM “DIVIDE.” IN SVC: 1992)
“STONY 2” INTERLOCKING (R.C.)	EAST OF STONY BROOK (CONTROLLED FROM “DIVIDE.” IN SVC: 1992)
“SW”	STEWART MANOR (IN TICKET OFFICE. 2-LEVER US&S MODEL TC TABLE MACHINE IN SVC: 10/8/34. OUT OF SVC:

12/19/46.)

“SW” CABIN NEW HYDE PARK ROAD, **STEWART MANOR** (SOUTH SIDE OF TRACKS AT E. END OF STATION PLATFORM AND W. SIDE OF NEW HYDE PARK RD. BLOCK STATION 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” **SYOSSET** (1903 CR4) (IN TICKET OFFICE.)

“SY” CABIN **SAYVILLE** (IN SVC: 1915, OUT OF SVC: 11/27/17.)

“THOMPSONS SIDING” AT **SIDING – THOMPSONS** (FORMER NAME OF BRENTWOOD: WEST OF PRESENT-DAY BRENTWOOD. LATER “SG” CABIN LOCATED EAST OF FIFTH AVE.)

“U” LINDENHURST (1903 CR4) (IN TICKET OFFICE.)

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

“UN” **HUNTINGTON** (1878 BOOK OF RULES AND 1903 CR4) (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 BRANCHES WITH MONTAUK BRANCH. BUILT EAST OF STATION AND JUNCTION. US&S 35 LEVER MODEL 14 ELECTRO-PNEUMATIC MACHINE. IN SVC: 6/27/33. RENAMED “VALLEY”: 4/30/37.)

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

“VAN” TOWER **VANDERBILT AVE.**, BKLYN. (“VD” YARD) (PREVIOUSLY “VD” TOWER. 11-LEVER US&S MODEL 14 ELECTRO-MECHANICAL MACHINE IN SVC: 8/3/06. MACHINE INCREASED TO 19 LEVERS: ?. RENAMED: 4/15/37. UNDERGROUND LOCATION. CLOSED: SUMMER/1999)

“VD” TOWER **VANDERBILT AVE.**, BKLYN. (S. SIDE OF TRACKS AND W. OF VANDERBILT AVE. AND ENTRANCE TO VANDERBILT AVE.

YARD ["VD" YARD]. 11-LEVER US&S MODEL 14 ELECTRO-MECHANICAL MACHINE IN SVC: 8/3/06. MACHINE INCREASED TO 19 LEVERS: ?. RENAMED "VAN": 4/15/37.)

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

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

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

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

"VR" **ARVERNE** (1903 CR4) (IN TICKET OFFICE.)

"VS" **VALLEY STREAM** (SOUTHERN DIVISION: 1878 BOOK OF RULES AND 1903 CR4) (IN TICKET OFFICE.)

"VY" LOCUST **VALLEY** 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 (WEST FLORAL PARK)** (FORMERLY TOWER #46. IN SVC: 10/1/1905. RENAMED IN 1907. OUT OF SVC: 6/3/12)

"WA" CABIN	EAST WILLISTON (S. SIDE OF TRACKS AND 1,270 W. OF STATION. TEMPORARY BLOCK STATION IN SVC: 3/25/36 ACCOUNT JERICHO TPKE. (ROUTE 25) GRADE CROSSING ELIMINATION. USED IN CONJUNCTION WITH "NI" CABIN. OUT OF SVC: 8/31/36 WITH COMPLETION OF GRADE CROSSING ELIMINATION.
"WANTAGH" INTERLKG. (R.C.)	WANTAGH (REMOTE FROM "PORT" OR "BABYLON". IN SVC: 6/7/71. REMOTE FROM "VALLEY" OR BABYLON: 5/16/83.)
"WC"	WARDENCLYFFE (1903 CR4) LATER: SHOREHAM (IN TICKET OFFICE.)
"WC" CABIN	CAMP UPTON JCT.- JCT. OF CAMP UPTON SPUR AND MAIN LINE. (W.W.I) (WEST OF WAMPMISSICK SIDING <i>per Richard Makse</i> . FORMERLY THE UNUSED "CP" CABIN ERECTED AT CENTRAL ISLIP. LOADED ON FLATCAR AND RELOCATED HERE: 1916 <i>per George G. Ayling, block opr. at "CI": 1910-1923, agent/opr: 1923-1954</i> . INDICATED ON 1916 VALUATION MAP. OUT OF SVC: ETT #94 EFF. 1921)
"WD"	WOODHAVEN (ATLANTIC DIVISION: 1878 BOOK OF RULES) (IN TICKET OFFICE.)
"WD"	WOODSIDE (NORTH SHORE DIVISION: 1878 BOOK OF RULES) (IN TICKET OFFICE.)
"WD" TOWER	"WEST END TRESTLE" (HAMILTON BEACH) (E. SIDE OF TRACKS AND S. OF STATION. FORMERLY TOWER #93. 16-LEVER S&F MECHANICAL MACHINE IN SVC: 1904. RENAMED "WD" IN 1907. RENAMED "BEACH": 5/1/37.)
"WE"	WHITESTONE LANDING (1903 CR4) (IN TICKET OFFICE. BLOCK STATION OUT OF SVC: 2/19/32 WITH BRANCH ABANDONMENT.)

- “WEST HEMPSTEAD” INTERLKG. **WEST HEMPSTEAD** (INTERLOCKING AND BLOCK STATION CONTROLLED FROM “VALLEY.” IN SVC: 1/1/2005)
- “WG” **WADING RIVER** (1903 CR4) (IN TICKET OFFICE. UNATTENDED BLOCK STATION SIGNAL IN SERVICE: 5/23/28. BLOCK OFFICE CLOSED IN DEPOT: ?. BLOCK LIMIT STATION SIGNAL IN SVC: ?. RENAMED “WY”: 6/21/36.
- “WH” **WESTHAMPTON** (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 **WHITE POT** ROAD. IN SERVICE PRIOR TO 1903)
- “WI” **WOODSIDE STATION** (1903 CR4) (IN TICKET OFFICE.)
- “WIN” TOWER **WINFIELD, QUEENS** – JCT. OF MAIN LINE AND PORT WASHINGTON BRANCH (N. SIDE DIVISION) (WINFIELD JCT.) (PREVIOUSLY “WJ” TOWER, TOWER #35. RENAMED: 4/16/37. 40 LEVER G.R.S. ELECTRO-MECHANICAL MACHINE. US&S 5 LEVER STYLE TC TABLE MACHINE TO CONTROL ROCKAWAY BEACH TRACKS TO WHITEPOT JUNCTION IN SVC: 8/12/54. DESTROYED BY FIRE AND PLACED OUT OF SVC: 3/28/77. *(per N. Y. Times: 3/29/77)* REMAINING NON-CONTROLLED HOME SIGNALS MADE AUTOMATIC: 8/25/80.)
- “WIN” **WINFIELD JCT., QUEENS** (TEMPORARY

BLOCK STATION FOR SINGLE TRACKING DURING TRACK REHABILITATION. IN SVC: 6/25/79 TO 7/13/79; 11/19/79 TO 12/10/79.)

“WJ” TOWER

WOODSIDE JUNCTION (1903 CR4) (PREVIOUSLY TOWER #34. OUT OF SVC: ?)

“WJ” TOWER

WINFIELD JUNCTION., 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&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.)

“WJ” CABIN

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

“WK”

WEST DEER PARK (1878 BOOK OF RULES) RENAMED WYANDANCH (1903 CR4) (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 STATION IN SVC. (SUMMERS ONLY?): ?. BLOCK STATION OUT OF SVC: 10/21/29. UNATTENDED BLOCK STATION IN SVC. CONTINUOUSLY: 10/21/29. BLOCK STATION AGAIN IN SVC: 5/29/31. OUT OF SVC: 9/1934. BLOCK LIMIT STATION SIGNAL IN SVC: 9/1934. OUT OF SVC: 4/25/49.)

“WL” TOWER	REYNOLDS CHANNEL ON LONG BEACH BRANCH. (WRECK LEAD : W. SIDE OF TRACKS AND N. OF CHANNEL. 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 ST “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 SIGNAL RELOCATED 900’ EAST OF FORMER LOCATION: 5/20/60. OUT OF SVC: 12/31/04. REPLACED BY “WEST HEMPSTEAD” INTERLOCKING/BLOCK STATION.)
“WN”	WINFIELD STATION (1878 BOOK OF RULES AND 1903 CR4) (IN TICKET OFFICE.)
“WN”	WAINSCOTT (IN TICKET OFFICE.)
“WO”	WOODMERE (1903 CR4) (IN TICKET OFFICE.)
“WOOD” INTERLOCKING (R.C.)	EAST OF WOODSIDE (CONTROLLED FROM “HAROLD” IN SVC: 3/21/88) OUT OF SVC: 1995 WHEN “HAROLD”

REMOTELY CONTROLLED FROM PSCC.

- “WOODHAVEN” TOWER **WOODHAVEN** JCT. (BELOW ATLANTIC AVE.) JCT. OF ATLANTIC AND ROCK-AWAY BEACH BRANCHES (ON SOUTH SIDE OF TRACKS AND EAST OF ORIGINAL STATION SITE REPLACING “HAVEN”: 2. US&S 15 LEVER MODEL 14 ELECTRO-MECHANICAL MACHINE IN SVC: 12/28/42. OUT OF SVC: 2/4/56.)
- “WP” ISLIP (TEMPORARY BLOCK STATION ACCOUNT GRADE CROSSING ELIMINATION OF CARLETON AVE. [ROUTE 111]. S. SIDE OF TRACKS AT W. END OF SINGLE TRACK. IN SVC: 11/30/31. USED IN CONJUNCTION WITH “EP” TEMPORARY BLOCK STATION. OUT OF SVC: 4/26/32.)
- “WR” **WATERMILL** (1903 CR4) (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 **WRECK LEAD** CHANNEL.)
- “WS” **WHITESTONE** (NORTH SHORE DIVISION: 1878 BOOK OF RULES AND 1903 CR4) (IN TICKET OFFICE.)
- “WS” BLOCK STATION LONG ISLAND CITY (NEAR **WHEELSPUR** YARD) (UNATTENDED BLOCK STATION 1,875’ WEST OF DUTCH KILLS DRAWBRIDGE IN SVC: 4/6/39. APPEARS ON ETT AS LATE AS 1941.)
- “WS” BLOCK LIMIT STATION LONG ISLAND CITY (NEAR **WHEELSPUR** YARD) (OPENED: 6/39. OUT OF SVC: BY 1943. IN SVC; AGAIN: ?. MOVED 100’ EAST OF FORMER LOCATION: 6/22/53. OUT OF SVC: 8/12/58)

- “WT” TOWER
WOODHAVEN JCT (1903 CR4). – JCT. OF ATLANTIC AND ROCKAWAY BEACH BRANCHES. (ON ATLANTIC BRANCH, SOUTH SIDE OF TRACKS, WEST OF STATION AND EAST OF JCT. FORMERLY TOWER #66. SAXBY & FARMER MECHANICAL MACHINE INSTALLED BY 1884. RENAMED “WT” IN 1907 POSSIBLY FOR WOODHAVEN TOWER? SAXBY & FARMER 32 LEVER MECHANICAL MACHINE IN SVC: 1922. RENAMED “HAVEN” (1ST): 4/15/37.)
- “WU” TOWER
WEST GOOSE CREEK (ON JAMAICA BAY TRESTLE, 2,800’ EAST OF TOWER #94. FORMERLY TOWER #95. IN SVC: BY 1906. RENAMED “WU” IN 1907. OUT OF SVC: 1916 ?)
- “WY”
WADING RIVER (UNATTENDED BLOCK STATION SIGNAL. FORMERLY “WG”. RENAMED: 6/21/36. RELOCATED ONE MILE WEST OF FORMER LOCATION WITH RELOCATION OF STATION FACILITIES AND TRACK CUTBACK: 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. TEMP-

ORARY CABIN OUT OF SVC: 6/30/30.
END OF DOUBLE TRACK MOVED BACK
TO ORIGINAL LOCATION AFTER COMPLE-
TION OF PROJECT, FORMER CABIN RE-
LOCATED TO SOUTH SIDE OF TRACKS,
PLACED BACK IN SERVICE: 6/30/30.
PERMANENTLY OUT OF SVC: 6/7/39.
SPRING SWITCH INSTALLED. PROTEC-
ED BY "PD" SIGNAL #16 CONTROLLED
FROM "PD" TOWER: 6/7/39.)

"Y" BLOCK LIMIT STATION

EAST OF SAYVILLE (END OF DBL. TRACK)

"Y" INTERLOCKING (R.C.)

EAST OF SAYVILLE (BLOCK STATION
CONTROLLED FROM "PD." IN SVC:
1990s ?)

"YA"

YAPHANK (1878 BOOK OF RULES AND
1903 CR4) (IN TICKET OFFICE. UNAT-
TENDED 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 5TH AND 6TH STREETS. (PREV-
IOUSLY TOWER #30. IN SVC: 7/1884.
RENAMED "YD" IN 1907.)

"YD" CABIN

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

"Z" CABIN

BUSHWICK AVE. ON BAY RIDGE BRANCH
ON W. SIDE OF TRACKS AND S. OF
BUSHWICK AVE. CROSSING. IN SVC:
5/15/14)

MISCELLANEOUS ITEMS:

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

GENERAL ORDER DATED 11/23/28:

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

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

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

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

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

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

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

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

“STAFF” CABINS

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

CABIN B	ON PLATFORM JUST EAST OF FLUSHING BRIDGE ST. PSGR. STATION
CABIN C	ON PLATFORM AT ENTRANCE TO MAIN WAITING ROOM AT COLLEGE POINT STATION

CABIN W	ON WEST END OF STATION PLATFORM – WHITESTONE LANDING
CABIN X	ON PLATFORM JUST WEST OF FLUSHING BRIDGE ST. FREIGHT STATION

Cross Reference of LIRR Call Letters by Location

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

BAYSHORE	BY
BAYSIDE	B1, B2 CABINS; BAY; BAY INTERLKG; BI, BS CABIN
BEDFORD	BD; BEDFORD JCT; BEDFORD TOWER
BELLAIRE	BW CABIN
BELLEROSE	BE CABIN; WA TOWER; TOWER 46
BELLMORE	BV
BELLPORT	BO; BQ
BELMONT PARK JCT.	BE CABIN; BM CABIN; CABIN 1; KW CABIN; QY CABIN
BETHPAGE JCT.	B TOWER: 1, 2; BE CABIN; BETH INTERLKG; BG CABIN; TOWER 49
BLISSVILLE	BLISS CABIN; BLISS TOWER; BS TOWER; BX TOWER; TOWER 3: 2
BLUEPOINT	BT
BRENTWOOD	BR; BRENT INTERLKG; SG CABIN: 1, 2; THOMPSON'S SIDING
BRIDGEHAMPTON	BA; BH
BROAD CHANNEL	BC CABIN
BROADWAY	B CABIN
BROOKHAVEN	VN
BROOKLYN MANOR	BR
BUSHWICK	BJ TOWER; BU; Z CABIN
BUSHWICK JCT.	BJ CABIN; D; TOWER 7
CAMP UPTON JCT.	CU CABIN; WC CABIN

CARLTON AVE. YARD	CT TOWER
CALVERTON	AH
CEDARHURST	OP
CEDAR MANOR	NA TOWER; TOWER 18 (?)
CENTER MORICHES	CM CABIN; MO
CENTRAL ISLIP	CI; CI1, 2 INTERLKG; CP CABIN
CENTRAL PARK	A CABIN: 1, 2; CD CABIN; CP; PK
CHESTNUT ST. JCT.	CN TOWER
COLD SPRING (COLD SPG HBR.)	CS
COLLEGE POINT	C; STAFF CABIN C
CONEY ISLAND	CH
CORONA	CO; CO CABIN; FU; JA CABIN; TOWER 52
CREEDMOOR	CM
CUTCHOGUE	GU
CYPRESS AVENUE	CY TOWER; TOWER 71
DEER PARK	DK; JS INTERLKG.
DOUGLASTON	D CABIN: 1, 2; DU
DUNTON	DUNTON TOWER; HM; MP TOWER: 1, 2; TOWER 36: 1; TOWER 40: 1; TOWER 67
DUTCH KILLS	DB CABIN; TOWER 1: 1; TOWER 2: 2
EAST HAMPTON	HA

EAST HINSDALE (FLORAL PARK)	TOWER 43: 1
EAST MORICHES	EM
EAST NEW YORK	AD; AX; EAST NEW YORK TOWER; EAST NEW YORK INTERLKG; EN; KN CABIN: 1, 2; LM TOWER; NO CABIN: 1, 2; NO TOWER: 1, 2; PENN TOWER; PR CABIN, TOWER 63; TOWER 64; TOWER 65; TOWER 72
EASTPORT	EA; PT; PT CABIN
EAST ROCKAWAY	AW; RO CABIN
EAST WILLISTON	EW; NI CABIN; WA CABIN
EDGEMERE	EG
ELDERT'S GROVE	EG
ELMHURST	N; N1, N2 CABINS; TOWER 51
EMMONS AVE. (NEPTUNE AVE.)	SQ TOWER; TOWER 79½
FARMINGDALE	A CABIN; B CABIN; FARM 1, 2 INTERLKG; FB CABIN; FD CABIN; FR CABIN
FAR ROCKAWAY	FW TOWER; ND; RA; ROCK TOWER: 1, 2
FLATBUSH AVE.	AF; BROOK TOWER: 1, 2; BROOK 1, 2 INTERLKG; EX TOWER; FH; FT TOWER; TOWER 74
FLORAL PARK	FK TOWER: 1, 2; FP; JN; PARK TOWER; TOWER 43: 1; TOWER 47
FLUSHING	CD
FLUSHING, MAIN ST.	A CABIN; MF CABIN; MS
FLUSHING MEADOWS	CANAL; FAIR; FAIR TOWER

FLUSHING, BRIDGE STREET	HF; STAFF CABIN B; STAFF CABIN X
FOREST HILLS	FOREST
FREEPORT	FR; FY CABIN; FY TOWER; PORT CABIN, PORT TOWER: 1, 2; PORT INTERLKG.
FRESH POND	B CABIN; BJ TOWER; D; DF TOWER: 1, 2; FN CABIN; FN TOWER; FREMONT TOWER; POND TOWER; TOWER 8
GARDEN CITY	B CABIN; CR; G; HC TOWER; GARDEN CABIN; GARDEN INTERLKG; GARDEN TOWER; TOWER 105
GIBSON	GI CABIN
GLEN COVE, (GLEN ST.)	GD; GE CABIN
GLEN COVE (NASSAU)	GV
GLENDALE	GW TOWER; TOWER 9
GLENDALE JCT.	JD TOWER; TOWER 10
GLEN HEAD	GA
GOOD GROUND (HAMPTON BAYS)	ND
GOOSE CREEK	EC TOWER; TOWER 94; TOWER 95
GRAVESEND RACE TRACK	RT
GREAT NECK	G; G CABIN: 1, 2; G TOWER; GK; GN; GREAT NECK; NECK INTERLKG.
GREENLAWN	GR; GREENLAWN; GY CABIN
GREENPORT	GN; GY

HABERMAN	LH TOWER; TOWER 5: 1, 2
HAMILTON BEACH	BEACH TOWER; TOWER 93; WD TOWER
HAMPTON BAYS	ND
HAMMEL	DRAW CABIN:1, 2; DRAW TOWER; FX TOWER; HJ TOWER; HS; HU TOWER; N CABIN; TOWER 101; TOWER 102
HEMPSTEAD	HD; HM; HM TOWER; HQ TOWER; HW CABIN
HEWLETT	HT
HICKSVILLE	DIVIDE TOWER: 1, 2; HN TOWER, HX CABIN; HX TOWER; W
HILLSIDE (ROCKAWAY JCT.)	HQ CABIN; RJ; RH TOWER; CABIN 10; TOWER 42
HOLBAN YARD	HB CABIN; ST. ALBAN'S CABIN
HOLLAND	HX
HOLLIS	HI; HOLLIS TOWER; IS TOWER; TOWER 43: 2, TOWER 43: 3 (?)
HOLTSVILLE	HOLTSVILLE; HV
HOWARD BEACH	HB INTERLKG.
HUNTINGTON	BURKE INTERLKG.; COREY INTERLKG.; HUNT 1, 2, 3 INTERLKG; UN
HYDE PARK (NEW HYDE PARK)	HY
INTERSTATE PARK	VI TOWER; TOWER 44
INWOOD	INWOOD
ISLAND PARK	ISLAND PARK

ISLIP	EP; IP; WP
JAMAICA	A1 CABIN; AC TOWER; C CABIN; C3 CABIN; HALL TOWER; J1, J2, J3, J4 CABINS; J; J TOWER: 1, 2; JA TOWER, JAMAICA AIR TOWER; JAY TOWER; JAMAICA CONTROL CENTER; JE TOWER: 1, 2; JS TOWER; JT TOWER; L CABIN; SJ TOWER; SMITH ST. BRIDGE; V TOWER; CABIN 7; CABIN 11½; TOWER 14; TOWER 15; TOWER 17; TOWER 40: 2; TOWER 41: 1, 2
JAMESPORT	R
JEKYL ISLAND	JI CABIN
KEW GARDENS	KEW; KU CABIN
KINGS HIGHWAY	KF TOWER; TOWER 77
KINGS PARK	FOX INTERLKG.; FOX 1, 2 INTERLKG.; GREEN INTERLKG.; JO
LAKELAND	AK
LAUREL HILL	LM TOWER
LAURELTON	HG CABIN; SM CABIN; SR CABIN
LAWRENCE	CE
LIBERTY AVE. (OZONE PARK)	LR TOWER; TOWER 92
LINDENHURST	M; U
LITTLE NECK	CK
LOCUST MANOR	LA TOWER; RT
LOCUST VALLEY	LOCUST INTERLKG.; LOCUST TOWER; OY TOWER;

VY

LONG BEACH	LONG BEACH; OB
LYNBROOK	KN CABIN; LYNN CABIN; PT TOWER; TOWER 21
MANHASSET	MN CABIN
MANHATTAN BEACH	MB
MANHATTAN BCH JCT.	MJ TOWER; TOWER 74½; TOWER 75:1, 2
MANOR	MA
MANORVILLE	MR; MR CABIN
MASPETH	MV TOWER; OLIVET TOWER; TOWER 6
MASTIC	F; MS: 1
MASTIC-SHIRLEY	MS: 2; MS1, 2 INTERLKG.
MATTITUCK	K
MEADOWBROOK	MB: 1, 2
MEDFORD	MD
MERILLON AVE.	MERILLON AVE.
MERRICK	KI
METROPOLITAN AVE.	MX TOWER; TOWER 6½
MILLER'S PLACE	MI
MINEOLA	FAIR TOWER; MC; MI; MO; MT TOWER: 1, 2; NASSAU INTERLKG.; NASSAU TOWER; TOWER 45:2
MONTAUK	MK; MONTAUK; MY
MORRIS PARK	MR
MORRIS PARK SHOPS	CA; DUNTON TOWER; MP TOWER: 1, 2; TOWER 67

MURRAY HILL	MI CABIN; MU
MYRTLE AVENUE.	MY TOWER; TOWER 70
NEPTUNE AVE.	SQ TOWER; TOWERE 79½
NEPTUNE HOUSE	NH
NORTHPORT (NEW)	DUKE INTERLKG.; DUKE 1, 2 INTERLKG.; EVANS INTERLKG.; NP; NT CABIN
NORTHPORT (OLD)	SH
OAKDALE	OA CABIN; OD
OCEAN POINT	ON
OYSTER BAY	NS; OYSTER BAY
OZONE PARK	BA CABIN; CV CABIN; LK INTERLKG.; OZ; RK TOWER: 1, 2; TOWER 91
PARKVILLE	PA
PATCHOGUE	P; PD TOWER; PD 1, 2, 3 INTERLKG.; PG
PEARSALL'S CORNER	PC
PECONIC	NC
PENN STATION	(ALL PRR) A TOWER; A INTERLKG.; C TOWER; C INTERLKG.; JO TOWER; JO INTERLKG.; KN TOWER; KN INTERLKG.; NC; PSCC
PENNY BRIDGE	PY TOWER; TOWER 4: 2
PINELAWN	PW; PW CABIN; PW INTERLKG.
PORT JEFFERSON	JF; JEFF INTERLKG.; PO; PORT JEFFERSON; SF CAB-

	IN
PORT WASHINGTON	PN
QUEENS (VILLAGE)	QN; QU TOWER: 1, 2; QUEENS TOWER; TOWER 44½ ; TOWER 45: 1
QUOGUE	Q
RAUNT, THE	ER TOWER; TOWER 96
REGO PARK	WHITE POT CABIN
REYNOLDS CHANNEL	LEAD CABIN; LEAD TOWER; WL CABIN: 1, 2; WL TOWER
RICHMOND HILL	R TOWER; RC TOWER; RD; RM CABIN; RM TOWER; TOWER 11; TOWER 12
RIVERHEAD	LD; RH
ROCKAWAY AVENUE	AY TOWER; TOWER 73
ROCKAWAY JCT. (HILLSIDE)	RJ TOWER:1, 2; TOWER 42
ROCKAWAY PARK	AY; E CABIN
ROCKY POINT	RP
ROCKVILLE CENTRE	CENTRE; RN; ROCK; ROCKY; ROCKY INTERLKG.
RONKONKOMA	KO; KO CABIN; KO 1, 2 INTERLKG.; RONKONKOMA
ROSEDALE	FM
ROSLYN	ROSLYN; RY

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

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

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