

**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)*

CABIN 1	BELMONT PARK (JOB ADVERTISED: 5/16/19. MAY HAVE BEEN PLACED IN SERVICE SOME YEARS EARLIER)
CABIN 7	JAMAICA –WEST OF WASHINGTON ST. (IN SVC: 1913 WITH JAMAICA GRADE ELIMINATION. BLOCK STATION OUT OF SVC: 12/8/29 ACCOUNT JAMAICA EAST IMPROVEMENT PROJECT AND OPENING OF CABINS “J1,” “J2,” “J3.”)
CABIN 10	TEMPORARY CABIN WEST OF HILLSIDE STATION AT SUBSTATION #4. (IN SVC: 1913 DURING JAMAICA GRADE ELIM- INATION TO CONTROL CROSSOVER OF MONTAUK BRANCH TRACK #1 AND MAIN LINE TRACK #2 AND RELATED HOME SIGNALS. OUT OF SVC: 1929-30 WITH JAMAICA EAST IMPROVEMENT AND CONTROL PASSED TO “RJ” TOWER FURTHER EAST)
CABIN #11½	JAMAICA PLANK ROAD (JAMAICA AVE. TROLLEY CROSSING W. OF LEFFERTS AVE., RICHMOND HILL (BUILT: 1900 ON S. SIDE OF TRACKS AND W. OF

JAMAICA AVE. FOUR-LEVER MACHINE TO OPERATE TROLLEY DERAILS. NOT A SIGNAL STATION; NO TELEGRAPH, NO TELEPHONE (*Per Art Huneke*). PRE-1907 PHOTO SHOWS LEVERS POSITIONED OUTSIDE THE CABIN. RENAMED "L" CABIN IN 1907. REBUILT: 1909.)

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

TOWER #1: 1 DUTCH KILLS STREET – L. I. CITY (MAIN LINE) IN SVC: 7/3/1879 PER G.O. #47, EFF. 7/2/1879.

TOWER #1: 2 MONTAUK JUNCTION, L. I. CITY (NORTH OF MAIN TRACKS AND EAST OF EAST AVE. 48 LEVER SAXBY & FARMER MECHANICAL MACHINE IN SVC: 6/1884.)

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

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

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

TOWER #3: 2	BLISSVILLE, L. I. CITY (NORTH SIDE OF TRACKS AND WEST SIDE OF GREEN-POINT AVE. 16 LEVER SAXBY & FARMER MECHANICAL MACHINE. IN SVC: 1894. RENAMED "BX" IN 1907.)
TOWER #4: 1	WINFIELD DEPOT (IN SVC: 7/3/1879 PER G.O. #47, EFF. 7/2/1879)
TOWER #4: 2	PENNY BRIDGE (c. 1903 ON S. SIDE OF TRACKS AND E. OF LAUREL HILL BLVD. CROSSING. RENAMED "PY" IN 1907.)
TOWER #5: 1	HABERMAN (N. SIDE OF TRACKS AND E. OF 46 <sup>TH</sup> ST./CLIFTON AVE. ADJACENT TO LAUREL HILL STATION. OUT OF SVC: <u>?</u> . RELOCATED FURTHER EAST.)
TOWER #5: 2	HABERMAN (S. SIDE OF TRACKS, E. OF FORMER LOCATION AND E. OF HABERMAN 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 MACHINE. 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 METROPOLITAN AVE. IN SVC: 6/24/1896 OR 10/14/1896 (?). 16 LEVER MECHANICAL MACHINE. RENAMED "MX" IN 1907.)
TOWER #7	BUSHWICK JCT. - FRESH POND (N. SIDE OF TRACKS AND E. OF STATION. RENAMED "BJ" IN 1907.)
TOWER #8	FRESH POND JCT. (S. SIDE OF TRACKS AND E. OF JUNCTION. IN SERVICE: 1883 – 1918, RENAMED "DF" IN 1907. 12 LEVER MECH. MACHINE, INCREASED TO 20 LEVER MACHINE BY 1912.)

- TOWER #9 GLENDALE (c. 1903: S. SIDE OF TRACKS AND E. OF COOPER AVE. RENAMED "GW". CLOSED: 1908)
- TOWER #10 GLENDALE JUNCTION – JUNCTION OF MONTAUK AND ROCKAWAY BEACH BRANCHES (LOCATED ON MONTAUK BRANCH: S. SIDE OF TRACKS AND E. OF JUNCTION. IN SVC: 8/26/1880. RENAMED "JD" IN 1907. OUT OF SVC: 1910)
- TOWER #11 W. RICHMOND HILL (FOREST PARK) ON MONTAUK BRANCH (S. SIDE OF TRACKS AND W. OF FOREST PARK ROAD. IN SERVICE: 1892. RENAMED "RM" IN 1907)
- TOWER #12 RICHMOND HILL ON MONTAUK BRANCH (N. SIDE OF TRACKS AND W. OF RIDGEWOOD AVE. AND MORRIS PARK SHOPS STATION. IN SVC. ?. RENAMED "RC" IN 1907)
- TOWER #14 JAMAICA CROSS SWITCHES (DUNTON) ON ATLANTIC BRANCH AT WEST END OF JAMAICA YARD (S. SIDE OF TRACKS AND E. OF OLD DUNTON STA. AT VAN WYCK AVENUE. RENAMED "AC" IN 1907)
- TOWER #15 "JAMAICA AIR TOWER" ON ATLANTIC BR. AT EAST END OF JAMAICA YARD (S. SIDE OF TRACKS, WEST OF DEPOT AND W. OF ROCKAWAY ROAD. IN SVC: 1899. RENAMED "JT" IN 1907. **1<sup>ST</sup> 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 <b>SPRINGFIELD</b> JCT. ON OLD SOUTHERN ROAD (S. SIDE OF TRACKS AND E. OF SPRINGFIELD JCT. IN SVC: 1880. OUT OF SVC: 5/11/1906.)
TOWER #20	VALLEY STREAM (IN SVC: 1886. OUT OF SVC: 4/24/07 WHEN REPLACED BY "VA":1)
TOWER #21	LYNBROOK (S. SIDE OF TRACKS AND E. OF ATLANTIC AVE. AT STATION PLATFORM. IN SERVICE: 1884 (?) – 1910. SAXBY & FARMER MECHANICAL MACHINE IN SVC: BY 1884. RENAMED "PT" IN 1907)
TOWER #30	NORTH SHORE JCT. (L. I. CROSSOVERS) BETWEEN 5 <sup>TH</sup> AND 6 <sup>TH</sup> STREETS, L. I. CITY. (16 LEVER SAXBY & FARMER MECHANICAL MACHINE IN SVC: 7/1884. RENAMED "YD" IN 1907.)
TOWER #31	QUEEN STREET - L. I. CITY. (RENAMED "QS" IN 1907)
TOWER #32	SKILLMAN AVENUE, L. I. CITY (RE-NAMED "SX" IN 1907)
TOWER #33	WEST WOODSIDE (RENAMED "DW" IN 1907)
TOWER #34	WOODSIDE JUNCTION
TOWER #35	WINFIELD JUNCTION - SOUTHEAST OF INTERSECTION OF THOMPSON AND GREENPOINT AVENUES AND S. SIDE OF TRACKS – L. I. CITY (SAXBY & FARMER MECHANICAL MACHINE IN SVC: 1884. RENAMED "WJ" IN 1907.)
TOWER #36: 1	"JAMAICA BLOCK" (DUNTON) ON MAIN LINE BETWEEN MONROE AND WALNUT 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. ORIGINAL- LY A GATE TOWER. SIGNAL LEVER ADD- ED AND TOWER NUMBERED #40:2 IN 1903 WHEN TOWER NUMBER WAS TRANSFERRED FROM NEWLY-NUM- BERED #36: 1. RENAMED "JS" IN 1907. REVERTED TO GATE TOWER BY DECEM- BER, 1908 AND CALL LETTERS RE- MOVED.)
TOWER #41: 1	NEW YORK AVENUE – JAMAICA ("EAST END OF JAMAICA") (SOUTH SIDE OF TRACKS AND EAST OF NEW YORK AVE- NUE CROSSING. IN SVC: 1890. OUT OF SVC: <u>?</u> .)
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 HILL- SIDE STATION AND EAST OF JUNCTION, REPLACING "RJ" TOWER: 1. <u>?</u> 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. CREEDMOOR AND CENTRAL BRANCHES WITH L.I.R.R. MAIN LINE (OPENED OCT/1887 NORTH SIDE OF TRACKS AND EAST OF TULIP AVE., ABOVE 1878 EX- STEWART <b>J</b> UNCTION. DEPOT. 24 LEVER MECHANICAL MACHINE. STATION RE- NAMED FLORAL PARK IN 1890. SHARED CALLS OF "JN" WITH 1 <sup>ST</sup> FLOOR DEPOT.

TOWER RE-NUMBERED #47: 1894.)

TOWER #43: 2 HOLLIS (N. SIDE OF TRACKS AND E. OF FARMER'S AVE. AND W. OF HOLLIS DEPOT. IN SVC: c. 1902. OUT OF SVC: 1905. REPLACED WITH TOWER EAST OF HOLLIS DEPOT.)

TOWER #43: 3 (?) HOLLIS (N. SIDE OF TRACKS AND E. OF HOLLIS DEPOT. IN SVC: 1905. RE-NAMED "IS" IN 1907.

TOWER #44 INTERSTATE PARK (BRUSHVILLE) ON MAIN LINE (S. SIDE OF TRACKS AT E. END OF STATION PLATFORM AND W. SIDE OF BENNETT [BAYLIS] AVE. IN SERVICE: c. 1904. RENAMED "VI" IN 1907. ALSO KNOWN AS "BRUSHVILLE TOWER.")

TOWER #44½ HEMPSTEAD TURNPIKE AND TROLLEY CROSSING OF MAIN LINE WEST OF QUEENS (QUEENS VILLAGE). (N. SIDE OF TRACKS AND E. OF CROSSING. STEVENS 8 LEVER MECHANICAL MACHINE IN SVC: 7/1905. RENAMED "HQ": 1907.)

TOWER #45: 1 QUEENS (QUEENS VILLAGE) (N. SIDE OF TRACKS AND EAST OF CREED AVE. [SPRINGFIELD BLVD.] AND STATION. IN SVC: 1895. JOHNSON 16 LEVER MECHANICAL MACHINE. RENAMED "QU" 1907. OUT OF SVC: ?. REPLACED BY BRICK TOWER.)

TOWER #45: 2 MINEOLA (BRICK TOWER IN SVC: 1890, SOUTH SIDE OF MAIN LINE TRACKS AT EAST END OF WOODEN STATION PLATFORM, EAST OF MINEOLA BLVD. TO CONTROL JCT. OF MINEOLA-HEMPSTEAD AND OYSTER BAY BRANCHES WITH MAIN LINE. SAXBY & FARMER 52 LEVER MECHANICAL MACHINE. RE-NAMED "MT": 1907.)

TOWER #46 BELLEROSE (S. SIDE OF TRACKS AND E.

OF STATION. IN SERVICE: 10/1/05. 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 1<sup>ST</sup> FLOOR DEPOT. RENAMED "FP": 1907. THESE CALLS ARE INDICATED IN THE LIRR JOB POSTINGS LIST OF 9/20/1907. TOWER RAZED WITH OLD STATION BLDG. WHEN NEW, RELOCATED STATION AND NEW, FREE-STANDING "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: PRIOR TO 1907. 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: 1905. REPLACED EARLIER CABIN AT GRADE. CONTROLLED CONNECTION BETWEEN L.I.R.R. AND B.R.T. SYSTEMS DURING PERIOD OF JOINT OPERATION. RENAMED "CN" IN 1907.)
- TOWER #66 WOODHAVEN JCT (1903 CR4). – JCT. OF ATLANTIC AND ROCKAWAY BEACH BRANCHES. (ON ATLANTIC BRANCH, SOUTH SIDE OF TRACKS, WEST OF STATION AND EAST OF JCT. FORMERLY TOWER #66. SAXBY & FARMER MECHANICAL MACHINE IN SVC: BY 1884. RENAMED "WT" IN 1907.)
- TOWER #67 MAURE AVE., MORRIS PARK ON ATLANTIC BRANCH (S. SIDE OF TRACKS AND E. OF MAURE AVE. RENAMED "MP" IN 1907.)
- TOWER #70 MYRTLE AVE. TROLLEY CROSSING ON BAY RIDGE/MANHATTAN BEACH BRANCH (12 LEVER MECHANICAL MACHINE. IN SVC: 6/1892 ON S. SIDE OF TRACKS AND W. OF FRESH POND ROAD AND MYRTLE AVE. RENAMED "MY": 1907. OUT OF SVC: 1914 ACCOUNT GRADE ELIMINATION.)
- TOWER #71 CYPRESS AVE. TROLLEY CROSSING ON BAY RIDGE/MANHATTAN BEACH BRANCH (8 LEVER MECHANICAL MACHINE. IN SVC: 3/14/1895 OR 8/15/1895 (?) ON S. SIDE OF TRACKS AND E. OF CYPRESS AVE. RENAMED "CY" IN 1907. OUT OF SVC: 1914 ACCOUNT GRADE CROSSING ELIMINATION.)
- TOWER #72 EAST NEW YORK ON MANHATTAN BEACH BRANCH (W. OF TRACKS AND S. OF LIBERTY AVE. 12 LEVER MECHANICAL MACHIN IN SVC: 12/12/1895. RENAMED "LM" IN 1907. CLOSED c. 1914 WHEN EAST NEW YORK TUNNEL WAS BUILT.)

TOWER #73	ROCKAWAY AVE. ON MANHATTAN BEACH BRANCH (8 LEVER MECHANICAL MACHINE IN SVC: 3/14/1896. RENAMED "AY" IN 1907. OUT OF SVC: <u>?</u> )
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 PLATFORM, 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.) JCT. OF BAY RIDGE AND MANHATTAN BEACH BRANCHES (BRICK TOWER ON BAY RIDGE BRANCH NORTH OF TRACKS AND DIRECTLY OPPOSITE JUNCTION WYE. RENAMED "MJ" IN 1907.)
TOWER #75: 2	BRT JCT. – MANHATTAN TERRACE, BKLYN. JCT. OF BRT EL BRIGHTON BEACH LINE AND LIRR MANHATTAN BEACH BRANCH. (WOODEN TOWER IN SERVICE: 5/25/06 ON WEST SIDE OF TRACKS JUST SOUTH OF MANHATTAN BEACH JCT. TEMPORARY INTERLOCKING GONE BY 1909 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. RENAMED "WD" IN 1907.)

TOWER #94	ON JAMAICA BAY TRESTLE (700' EAST OF GOOSE CREEK STATION) (IN SVC: BY 1906. IN USE DURING SUMMERS ONLY. RENAMED "EC" IN 1907.)
TOWER #95	WEST GOOSE CREEK (ON JAMAICA BAY TRESTLE, 2,800' EAST OF TOWER #94. IN SVC: BY 1906. IN USE DURING SUMMERS ONLY. RENAMED "WU" IN 1907.)
TOWER #96	ON JAMAICA BAY TRESTLE (1,300' EAST OF THE RAUNT STATION) (IN SVC: BY 1906. IN USE DURING SUMMERS ONLY. RENAMED "ER" IN 1907.)
TOWER #101	HAMMEL SWING BRIDGE (HAMMEL JCT.) (WEST SIDE OF TRACKS AND SOUTH OF CHANNEL. RENAMED "HJ" IN 1907.)
TOWER #102	EAST END OF HAMMEL WYE (JOHNSON 44 LEVER MECHANICAL MACHINE. OUT OF SVC: 8/2/1907. REPLACED BY "HU" TOWER.)
TOWER #105	HEMPSTEAD CROSSING, GARDEN CITY. JCT. OF HEMPSTEAD BRANCH AND N.Y. BAY EXTENSION (PER 1903 CR4.) (OPENED JAN/1890, IN NORTHWEST QUADRANT OF CROSSING. SAXBY & FARMER 36 LEVER MECHANICAL MACHINE. RENAMED "HC" IN 1907.)
TOWER/CABIN #?	FLUSHING AVE. AND TROLLEY CROSSING OF BUSHWICK BRANCH (N. SIDE OF TRACKS AND W. OF FLUSHING AVE. (3 LEVER MECHANICAL MACHINE IN SVC: 11/26/1895 CONTROLLING 2 RAILROAD SIGNALS AND 2 TROLLEY DERAILS. OUT OF SVC: 1941. STOPBOARDS REPLACED THE SIGNALS. <i>Per Art Huneke's website</i> )

TOWER A	LONG ISLAND CITY PSGR. YARD (W. SIDE OF VERNON AVENUE, IN CENTER OF PLATFORM ACCESS TRACKS. 4-STOREY STRUCTURE REPLACED TOWER #1. 167 LEVER WESTINGHOUSE ELECTRO-PNEUMATIC MACHINE IN SVC: 11/6/1904. LAST LISTED IN ETT #72 OF 10/21/1913.)
“A1” (?) CABIN (see: “J1”)	JAMAICA (250’ WEST OF PROSPECT ST. [159 <sup>TH</sup> ST.] TEMPORARY CABIN ACCOUNT JAMAICA EAST IMPROVEMENT. US&S 8 LEVER CIRCUIT CONTROLLER MACHINE. IN SVC: 12/8/29)
“A”	AMITYVILLE (SOUTHERN DIVISION: 1878 BOOK OF RULES AND 1903 CR4)
“A” CABIN	W. OF VERNON AVE., L. I. CITY (IN SVC: 1904. OUT OF SERVICE: 8/31/28)
“A” CABIN	FLUSHING MAIN STREET (GONE BY 1929)
“A” CABIN: 1	CENTRAL PARK (N. SIDE OF TRACKS AND W. OF STEWART AVE. IN SERVICE 1914. FOR END OF DOUBLE TRACK. OUT OF SVC: 8/1917)
“A” CABIN: 2	CENTRAL PARK (N. SIDE OF TRACKS AND E. OF BROADWAY. IN SERVICE: 8/1917. FOR END OF DOUBLE TRACK. OUT OF SVC: 1918)
“A” CABIN	FARMINGDALE (SOUTH SIDE OF TRACKS AND WEST OF STATION. CLOSED 8/21/25 WITH OPENING OF “B” TOWER)
“A” TOWER (PRR)	.2 MILES EAST OF PENN STATION (OUT OF SVC: 9/30/94)
“A” INTERLOCKING (R.C.)	EAST OF PENN STATION (CONTROLLED FROM PSCC. IN SVC: 9/30/94)
“AC” TOWER	JAMAICA CROSS SWITCHES (1903 CR4) ON ATLANTIC BRANCH AT WEST END

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

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

“AD” **AUBURNDALE** (BLOCK HANDLED IN STA: 1921-1926)

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

“AF” **FLATBUSH AVE.** (1878 BOOK OF RULES AND 1903 CR4)

“AG” **AMAGANSETT** (1903 CR4) (UNATTENDED BLOCK STATION SIGNALS IN SVC: 5/23/28. BLOCK AND UNATTENDED BLOCK SIGNALS RELOCATED 1,012’ E. OF FORMER LOCATION: 9/22/28. BLOCK STATION OUT OF SVC: 12/11/29. UNATTENDED BLOCK STATION IN SVC. CONTINUOUSLY: 12/11/29. BLOCK STATION AGAIN IN SVC: ?. OUT OF SVC: 5/19/58. BLOCK LIMIT STATION SIGNALS IN SVC: 5/19/58. R. C. FROM BABYLON WITH CLOSE OF “PD” TOWER: 5/6/2006)

“AH” CALVERTON (1903 CR4) (**BAITING HOLLOW**) (UNATTENDED BLOCK STATION SIGNAL IN SVC: 5/23/28. BLOCK STATION OUT OF SVC. BY 6/43. BLOCK LIMIT STATION SIGNALS IN SVC BY 6/43. RELOCATED 700’ EAST: 4/11/79)

“AK” **LAKELAND** (1878 BOOK OF RULES) RONKONKOMA PER 1903 CR4

“AMITYVILLE” INTERLKG. (R.C.) AMITYVILLE (CONTROLLED FROM “BABYLON”/”PORT” IN SVC: 8/7/73.

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

- "AMOTT" INTERLOCKING (R.C.) EAST OF SYOSSET. (CONTROLLED FROM "DIVIDE." IN SVC: 10/7/61. NAMED IN HONOR OF RETIRED LIRR ENGINEERS JOSEPH H., JR., CHARLES A. AND JAMES A. AMOTT *per The Long Island Railroader: 10/11/61*)
- "AN" **ARVERNE** (STRAITON AVE.) (1903 CR4)
- "AP" **ATLANTIC PARK** (SOUTHERN DIVISION: 1878 BOOK OF RULES)
- "AP" **A&P WHSE.** (CENTRAL EXTENSION) (5,200' EAST OF "HC". BLOCK STATION IN SVC: 10/12/36 FOR ONE DAY ONLY ACCOUNT VANDERBILT CUP RACE HELD AT ROOSEVELT RACEWAY. AGAIN IN SVC: 7/3/37 FOR ONE DAY ONLY ACCOUNT SAME EVENT. EVENT POSTPONED 2 DAYS ACCOUNT RAIN. ASSUMED BLOCK STATION ACTUALLY OPENED ON ACTUAL DATE OF EVENT: 7/5/37. [see: *The Vanderbilt Cup by Dennis David:* <http://www.ddavid.com/formula1/vand2.htm>)]
- "AQ" **AQUEDUCT** (SUMMER ONLY PER 1903 CR4)
- "AQ" **AQUEBOGUE** (BLOCK OFFICE IN STATION OUT OF SERVICE: 9/1927. UNATTENDED BLOCK STATION SIGNAL IN SVC: 9/1927. OUT OF SVC: 9/8/40)
- "AQUEDUCT" **AQUEDUCT RACEWAY** (TEMPORARY BLOCK STATION IN SERVICE DURING RACING SEASON ONLY:  
6/12/52 TO 7/13/52  
9/01/52 TO 9/14/52  
6/20/53 TO 7/12/53  
8/31/53 TO 9/20/53)
- "AU" **SETAUKET** (1903 CR4) (UNATTENDED BLOCK STATION SIGNAL IN SVC:

	5/23/28. PERMISSIVE BLOCK ASPECT ADDED TO BLOCK SIGNALS: 6/25/28. BLOCK OFFICE CLOSED IN DEPOT AND BLOCK LIMIT STATION IN SVC: 6/1929. OUT OF SVC: 6/12/49.)
"AUTUMN" TOWER (ON SIGNAL BRIDGE)	<b>AUTUMN</b> AVE. (CHESTNUT ST. JCT.) EAST NEW YORK (PREVIOUSLY "CN" TOWER. RENAMED: 4/15/37. OUT OF SVC: 12/27/39 WITH GRADE ELIMINATION.)
"AV"	<b>ARVERNE</b>
"AW"	EAST ROCKAWAY (SUMMER ONLY PER 1903 CR4)
"AX"	EAST NEW YORK (JCT WITH MANHATTAN BEACH BRANCH PER 1903 CR4)
"AY"	ROCKAWAY PARK (1903 CR4)
"AY" TOWER	ROCKAWAY AVE. – MANHATTAN BEACH BRANCH (8 LEVER MECHANICAL 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. USED 1920s – 1930s)

“B” CABIN

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

“B” CABIN

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

“B” TOWER

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

“B” TOWER: 1

**BETHPAGE** (JCT. OF CENTRAL BRANCH EXT. TO MAIN LINE) (WOODEN TOWER OPENED 8/21/25, SOUTH SIDE OF TRACKS. SAXBY & FARMER 24 LEVER MECHANICAL MACHINE. PERMISSIVE BLOCK ASPECT ADDED TO BLOCK SIGNALS: 6/25/28. ADDITIONAL US&S 5 LEVER STYLE TC TABLE MACHINE TO CONTROL “PW” IN SVC: 7/29/30. BOTH MACHINES OUT OF SVC: 5/28/36 AND TOWER RAZED ACCOUNT CONSTRUCTION BETHPAGE STATE PKY.)

“B” TOWER: 2

**BETHPAGE** (JCT. OF CENTRAL BRANCH EXT. TO MAIN LINE) (REPLACEMENT BRICK TOWER 230’ EAST OF FORMER LOCATION AND SOUTH SIDE OF TRACKS. INTERLOCKING RELOCATED 85’ SOUTH OF FORMER LOCATION ACCOUNT COMPLETION OF BRIDGE OVER BETHPAGE STATE PKY. IN SVC: 5/28/36. US&S 19 LEVER MODEL 14, STYLE F, ALL ELECTRIC MACHINE. UNATTENDED BLOCK SIGNAL IN SVC: 11/1/37. OUT OF SVC: 4/27/87.)

“BA”

**BRIDGEHAMPTON** (FOR SAG HARBOR BR.) JCT. OF MONTAUK AND SAG HARBOR BRANCHES 1895 – 1939 (UNATTENDED BLOCK STATION SIGNAL ON SAG HARBOR BRANCH E. OF LUMBER LANE. IN SVC: 1/8/29. BLOCK OFFICE CLOSED IN DEPOT: 1/28/32. UNATTENDED BLOCK STATION SIGNAL OUT OF SVC: 5/3/1939.)

“BA” CABIN

**BAYPORT** (OPENED: 1916 ON S. SIDE OF TRACKS AND E. OF SNEDECOR AVE. CLOSED: 19?)

“BA” CABIN

**OZONE PARK** (1,100’ WEST OF “RK” INTERLOCKING STATION. TEMPORARY CABIN ACCOUNT OZONE PARK GRADE CROSSING ELIMINATION AND NEW ATLANTIC BRANCH CONNECTION TRACK INSTALLATION. US&S 7 LEVER STYLE TC TABLE MACHINE IN SVC: 4/25/30. OUT OF SVC: 3/25/31.)

“BABYLON EAST”

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

“BABYLON” TOWER: 1

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

“BABYLON” TOWER: 2

**BABYLON** (NORTH OF TRACKS AND EAST OF STATION AND DEER PARK AVE. NEW TOWER DUE TO GRADE ELIMINATION IN SVC: 4/6/63. US&S 27 LEVER MODEL 14 ELECTRO-MECHANICAL MACHINE, OUT OF SVC: 9/9/64. US&S STYLE UR CONTROL PANEL IN SVC: 9/9/64. TOWER REMODELED: 1987. BLOCK OFFICE DIVIDED INTO “BABYLON EAST” AND “BABYLON WEST” UTILIZING TWO BLOCK OPERATORS, EFF: 5/28/2006 WITH CLOSING OF “PD” TOWER. “BABYLON EAST” HANDLED BLOCK FROM BABYLON EASTWARD TO MONTAUK. “BABYLON WEST” HANDLED BLOCK FROM BABYLON WESTWARD)

“BABYLON WEST”

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

“BAY” BLOCK STATION (R.C.)

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

“BAY” BLOCK STATION

EAST OF **BAYSIDE** - TEMPORARY BLOCK STATION FOR SINGLE TRACKING DURING TRACK REHABILITATION BETWEEN BAYSIDE AND SHEA STADIUM AND BAYSIDE AND GREAT NECK, BOUNCING BACK AND FORTH BETWEEN THE 1<sup>ST</sup> AND 2<sup>ND</sup> CROSSOVER SWITCHES EAST OF BAYSIDE.  
IN SVC: 4/05/78. O.O.S: 5/07/78  
RELOCATED AND IN SVC: 5/08/78  
RELOCATED AND IN SVC: 6/07/78.  
RELOCATED AND IN SVC: 8/09/78.  
O.O.S: 10/14/78  
IN SVC: 11/01/78. O.O.S: 12/13/78  
IN SVC: 2/05/79. O.O.S: 4/23/79  
IN SVC: 10/02/82 FOR ONE DAY ONLY  
RELOCATED AND IN SVC: 3/14/83.  
RELOCATED AND IN SVC: 4/04/83.  
RELOCATED AND IN SVC: 5/09/83.  
IN SVC: 7/12/86 FOR ONE DAY ONLY

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

“BAY” INTERLOCKING (R.C.)

EAST OF **BAYSIDE** (CONTROLLED FROM  
“HAROLD” IN SVC: 3/21/88

“BC” CABIN

**BROAD CHANNEL** ON ROCKAWAY BEACH  
BRANCH (BRIDGE TENDER’S CABIN ON  
W. SIDE OF TRACKS AND S. OF STATION.  
LOCATED ON SWING BRIDGE. IN USE  
ON 1917 MAP. SAXBY & FARMER 4 LEV-  
ER MECHANICAL MACHINE. BRIDGE TEN-  
DER HANDLED BLOCK SIGNALS. RE-  
PLACED WITH US&S 4-LEVER MODEL TC  
TABLE MACHINE: c. 1939. 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)

“BD”

**BEDFORD** (1903 CR4)

“BE” CABIN

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

“BE” CABIN

**BELLEROSE** (N. SIDE OF TRACKS AND W.  
OF STATION. IN SERVICE: 6/1912 –  
1923)

“BE” CABIN

**BETHPAGE** JCT. (TEMPORARY BLOCK  
STATION BUILT 1925, SOUTH SIDE  
OF TRACKS, JUST WEST OF CONSTRUC-  
TION SITE, FOR USE DURING CON –  
STRUCTION OF “B” TOWER. CLOSED  
8/21/25 WITH OPENING OF “B” TOWER)

“BEACH” TOWER	HAMILTON <b>BEACH</b> (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”	<b>BEDFORD</b> , BKLYN ( <b>1<sup>st</sup> INTERLOCKING PLANT ON THE LIRR</b> ) (LOCATED ON ATLANTIC BRANCH.) JUNCTION OF L.I.R.R. ATLANTIC BRANCH AND BROOKLYN, FLATBUSH & CONEY ISLAND R.R. (IN SVC: 6/14/1879 ON S. SIDE OF TRACKS INSIDE JUNCTION WYE. 14 LEVER SAXBY & FARMER MECHANICAL MACHINE. INTERLOCKING PLANT LASTED 5 TO 6 YEARS. TOWER REMAINED INTO THE 1890s) ( <i>per Art Huneke</i> )
“BEDFORD” TOWER	OCEAN AVE., BKLYN. (ON BAY RIDGE BRANCH AT FORMER MANHATTAN BEACH JCT.) (BRICK TOWER PREVIOUSLY NAMED “MJ”. G.R.S. 16 AND 8 LEVER TYPE B ELECTRO-MECHANICAL MACHINES. RENAMED: 4/22/37. CLOSED: 12/29/49 WITH CLOSING OF MANHATTAN BEACH JUNCTION.)
“BEDFORD” BLOCK STATION	OCEAN AVE., BKLYN. (IN SVC. 3/2/66. OUT OF SVC: 4/4/66)
“BEDFORD” BLOCK STA. (R.C.)	OCEAN AVE., BKLYN. (REMOTE FROM “FREMONT.” IN SVC: 4/4/66. OUT OF SVC. 4/15/70.)
“BETH: INTERLOCKING STA.	EAST OF <b>BETHPAGE</b> . (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 <b>BETHPAGE</b> (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”	<b>BETHPAGE</b> 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”	<b>BRIDGEHAMPTON</b> (1878 BOOK OF RULES AND 1903 CR4) (FOR MONTAUK BRANCH) JCT. OF MONTAUK AND SAG HARBOR BRANCHES 1895 – 1939. (UNATTENDED BLOCK STATION SIGNAL IN SVC: 1/8/29. FULL-TIME BLOCK OFFICE IN DEPOT OUT OF SVC: 1/18/32. UNATTENDED BLOCK STATION IN SVC. CONTINUOUSLY: 1/18/32. MANNED, PART-TIME BLOCK STATION IN SVC. “SUMMERS ONLY.” PARTIAL DATES AS FOLLOWS: IN SVC: 6/25/33. O.O.S: 9/ ? /33. IN SVC: 6/23/35. O.O.S: 9/15/35. JUNCTION REMOVED: 1939 WITH ABANDONMENT OF SAG HARBOR BRANCH. UNATTENDED BLOCK STATION SIGNAL RELOCATED 500’ EAST OF FORMER LOCATION: 8/11/39. BLOCK LIMIT STATION SIGNALS IN SVC: 9/15/35 [?]. R.C. FROM BABYLON 5/6/2006)
“BI”	<b>BAYSIDE</b> (1903 CR4)
“BJ” CABIN	<b>BUSHWICK JCT</b> – FRESH POND – TEMPORARY INTERLOCKING ACCOUNT GRADE CROSSING ELIMINATION. IN SVC: 1915. OUT OF SVC: <u>?</u> )



“BM” CABIN

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

“BN”

**BABYLON STATION** (1878 BOOK OF RULES AND 1903 CR4)

“BN” CABIN

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

“BO”

**BELLPORT** (1903 CR4) (BLOCK STATION OUT OF SVC: 12/11/29. UNATTENDED BLOCK STATION IN SVC. CONTINUOUSLY: 12/11/29. BLOCK STATION AGAIN IN SVC: ?. OUT OF SVC: BY 6/43. BLOCK LIMIT STATION SIGNALS IN SVC. BY 6/43. OUT OF SVC: 5/6/2006)

“BP”

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

“BQ”	BELLPORT (S. SIDE OF TRACKS AND E. OF STATION ROAD. IN SERVICE: 1916 – 1919. BURNED: 1919, NOT REPLACED)
“BR”	<b>BRENTWOOD</b> (1878 BOOK OF RULES AND 1903 CR4)
“BR” CABIN	<b>BAYPORT</b> (IN SVC: 1916. OUT OF SVC: <u>?</u> )
“BR”	<b>BROOKLYN MANOR</b> (S. OF DEPOT AND W. SIDE OF TRACKS. BLOCK STATION IN SVC: 5/22/36 ACCOUNT 91 <sup>ST</sup> AVE. BRIDGE RECONSTRUCTION. US&S 4 LEVER STYLE TC TABLE MACHINE. OUT OF SVC: 10/23/36.)
“BRENT”	<b>BRENTWOOD.</b> (TEMPORARY BLOCK STATION IN SVC: 9/14/87 FOR ELECTRIFICATION PROJECT. OUT OF SVC: 12/14/87.)
“BRENT” INTERLOCKING (R.C.)	EAST OF <b>BRENTWOOD</b> (CONTROLLED FROM “DIVIDE.” IN SVC: 12/14/87.)
“BRIDGE STREET DRAWBRIDGE”	DRAWBRIDGE WEST OF FLUSHING, <b>BRIDGE STREET</b> STATION ON WHITE-STONE BRANCH. 3 LEVER DWARF GROUND FRAMES AT EACH END OF DRAWBRIDGE. IN SVC: c. 1912. OUT OF SVC: c. 1930. REPLACED BY 2 LEVER S&F DWARF MACHINES: c. 1930. DRAWBRIDGE OUT OF SVC: 2/19/32 WITH BRANCH ABANDONMENT.)
“BROAD CHANNEL DRAWBRIDGE”	SWING BRIDGE ON S. SIDE OF CHANNEL. (ORIGINALLY CONTROLLED BY “BC” CABIN. LATER CONTROLLED BY TOWER #101, WHICH BECAME “HJ” AND “DRAW.” US&S 4 LEVER STYLE TC TABLE MACHINE. INTERLOCKING AND INTERLOCKING STATION OUT OF SVC: 5/23/50 WITH ABANDONMENT OF JAMAICA BAY TRESTLE AFTER FIRE OF 1950.)

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

	<p>BRANCH AND MONTAUK CUT-OFF.          (BUILT: 1894 NORTH SIDE OF TRACKS          AND WEST SIDE OF GREENPOINT AVE.          16 LEVER SAXBY &amp; FARMER MECHAN-          ICAL MACHINE. FORMERLY TOWER #3: 2.          RENAMED "BX" IN 1907. MOVED SOUTH          OF TRACKS AND WEST SIDE OF GREEN-          POINT AVE.: 3/1908. INCREASED TO 24          LEVERS. RENAMED "BS": 11/23/28. RE-          NAMED "BLISS": 4/22/37.)</p>
"BY"	<p><b>BAYSHORE</b> (1878 BOOK OF RULES AND          1903 CR4)</p>
"C3" (?) CABIN (see: "J3")	<p>JAMAICA (300' WEST OF "RJ" TOWER. IN          SVC: 12/1/29 FOR "JAMAICA IMPROVE-          MENT EAST" PROJECT.)</p>
"C"	<p><b>COLLEGE POINT</b> (NORTH SHORE DIVISON:          1878 BOOK OF RULES AND 1903 CR4)</p>
"C" CABIN	<p><b>CUMBERLAND STREET</b>, JAMAICA ON OLD          SOUTHERN ROAD (IN SVC: 1913 DURING          JAMAICA GRADE ELIMINATION.)</p>
"C" TOWER (PRR)	<p>PENNSYLVANIA STATION, NY (OUT OF SVC:          9/30/94)</p>
"C" INTERLOCKING (R.C.)	<p>PENN STATION (CONTROLLED FROM PSCC.          IN SVC: 9/30/94)</p>
"CA"	<p>MORRIS PARK SHOPS (1903 CR4)</p>
"CA" CABIN	<p><b>CENTRAL AVE.</b>, VALLEY STREAM. (US&amp;S          14 LEVER STYLE TC TABLE MACHINE          IN SVC: 8/10/32 ACCOUNT VALLEY          STREAM GRADE CROSSING ELIMINA-          TION. OUT OF SVC: 9/10/33.)</p>
"CANAL"	<p>FLUSHING MEADOWS (FOR SEWER LINE          CONSTRUCTION ADJACENT TO FLUSH-          ING CREEK. US&amp;S 6 LEVER STYLE TC          TABLE MACHINE IN SVC: 7/13/38. OUT          OF SVC: 9/19/38)</p>

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

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

“CE” LAWRENCE (1903 CR4)

“CENTRE” ROCKVILLE **CENTRE** (TEMPORARY BLOCK OFFICE DURING ROCKVILLE CENTRE GRADE ELIMINATION. LOCATED IN TICKET OFC. ON TEMPORARY WEST-BOUND PLATFORM. US&S 4 LEVER STYLE TC TABLE MACHINE. IN SVC: 4/19/49. OUT OF SVC: 7/18/50)

“CF” SEA **CLIFF** (1903 CR4)

“CH” CONEY ISLAND (ON PROSPECT PARK & CONEY ISLAND RAIL ROAD) (1878 BK OF RULES AND 1903 CR4)

“CI” **CENTRAL ISLIP STATION** (1903 CR4) (2 LEVER MECHANICAL MACHINE. REPLACED IN 1930s BY 2 LEVER TABLE MACHINE. UNATTENDED BLOCK STATION SIGNAL IN SVC: 5/23/28. PERMISSIVE BLOCK ASPECT ADDED TO BLOCK SIGNALS: 6/25/28. BLOCK SIGNALS RELOCATED 1,050’ EAST OF FORMER LOCATION. BLOCK AND BLOCK LIMIT SIGNALS RELOCATED AN ADDITIONAL 170’ EAST: 9/9/77. BLOCK AND BLOCK LIMIT STATION OUT OF SVC: 12/14/87 WITH ELECTRIFICATION PROJECT)

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

“CI 2” INTERLOCKING (R.C.)	EAST OF CENTRAL ISLIP (CONTROLLED FROM “DIVIDE.” IN SVC: 12/14/87)
“CK”	LITTLE NECK (1903 CR4)
“CM”	<b>CREEDMOOR</b> (NORTH SHORE DIVISION: 1878 BOOK OF RULES)
“CM” CABIN	<b>CENTER MORICHES</b> (OPENED: 1916 ON S. SIDE OF TRACKS AND E. OF DEPOT)
“CN” TOWER	<b>CHESTNUT ST. JCT., EAST NEW YORK</b> (LOCATED ON SIGNAL BRIDGE ON ATLANTIC BRANCH WEST OF RAILROAD AVE. AND RAILROAD AVE. STATION. FORMERLY TOWER #65. CONTROLLED CONNECTION BETWEEN L.I.R.R. AND B.R.T. SYSTEMS DURING PERIOD OF JOINT OPERATIONS. RENAMED IN 1907. US&S 11 LEVER MECHANICAL MACHINE. BRT CONNECTION OUT OF SVC: 1917. INTERLOCKING PLANT REBUILT AND G.R.S. 16 LEVER ALL ELECTRIC MACHINE PLACED IN SVC: 1922. STATION AND STREET RENAMED AUTUMN AVE., AND TOWER RENAMED “AUTUMN”: 4/15/37.
“CO”	<b>CORONA</b>
“CO” CABIN	<b>CORONA</b> (TEMPORARY CABIN ACCOUNT GRADE CROSSING ELIMINATION. US&S 3 LEVER STYLE TC TABLE MACHINE IN SVC: 5/8/30. OUT OF SVC: 10/17/30.)
“COREY” INTERLOCKING (R.C.)	EAST OF HUNTINGTON (IN SVC: 5/22/62, OUT OF SVC: 6/26/72. NAMED AFTER RETIRED ENGINEER BENJAMIN C. COREY <i>per The Long Island Railroader: 10/11/61.</i> BECAME “HUNT 3” LOCATION.)
“CP” CABIN	<b>CENTRAL ISLIP</b> (SOUTH SIDE OF TRACKS AND WEST OF STATION. NEVER PLACED IN SVC. LOADED ON FLATCAR AND RELOCATED TO CAMP UPTON JCT: c. 1916-1917. 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)
- "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 MACH-  
 INE IN SVC: 5/5/30. OUT OF SVC:  
 3/25/31.)

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

“D”                               **FRESH POND JUNCTION (SOUTHERN**  
 DIVISION: 1878 BOOK OF RULES)

“D”                               **BUSHWICK JUNCTION (1903 CR4)**

“D” CABIN: 1                   **DOUGLASTON DRAWBRIDGE (SWING-**  
 BRIDGE) (S. SIDE OF TRACKS BUILT ON  
 RECLAIMED W. EDGE OF ALLEY CREEK.  
 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. SAXBY & FARMER 4 LEVER  
 MECHANICAL MACHINE. AFTER 1926  
 BECAME BRIDGE TENDER’S CABIN.  
 RENAMED “DOUGLASTON DRAW-  
 BRIDGE.”

“DB” TOWER                   **DUTCH KILLS DRAW BRIDGE OVER**  
 DUTCH KILLS CREEK, L. I. CITY (N. SIDE  
 OF MONTAUK BRANCH TRACKS AND W.  
 OF THE CREEK. FORMERLY TOWER #2: 2.  
 8 LEVER SAXBY & FARMER MECHANICAL  
 MACHINE IN SVC: 1892. MOVED TO N.  
 SIDE OF TRACKS WITH ENLARGEMENT  
 OF NORTH YARD AND INSTALLATION OF  
 CONNECTION TO DOCK YARD: 1903-04.  
 29 LEVER UNION S & S MODEL 14 ELEC-  
 TRIC MACHINE IN SVC: 10/12/1905. RE-  
 NAMED “DB”: 1907. OUT OF SVC:  
 10/1915 [*per Bob Emery’s maps*] GONE  
 FROM ETT OF 5/1916.)

“DB” CABIN	<b>DUTCH KILLS DRAW BRIDGE</b> - L.I. CITY (IN SVC: 10/1915 ON N. SIDE OF MON- TAUK BRANCH TRACKS AND E. OF DRAWBRIDGE [SWING BRIDGE] OVER DUTCH KILLS CREEK.)
“DE”	LONG ISLAND CITY (GONE BETWEEN 1925 AND 1929)
“DF” TOWER: 1	<b>FRESH POND JCT</b> (EAST OF FRESH POND STA. - S. SIDE OF TRACKS AND E. OF JUNCTION. IN SERVICE: 1883 – 1917. FORMERLY TOWER #8. JOHNSON 12 LEVER MECHANICAL MACHINE, IN- CREASED TO 20 LEVERS BY 1912.)
“DF” TOWER: 2	EAST OF <b>FRESH POND</b> STA. (OPENED: 12/1917 ON N. SIDE OF TRACKS AND WEST OF N.Y. INTERCONNECTING R.R. TRESTLE. SAXBY & FARMER 36 LEVER MECHANICAL MACHINE. RENAMED “POND”: 4/22/37.)
“DIVIDE” TOWER: 1	HICKSVILLE (PREVIOUSLY “HX”, “HN” TOWERS) (PORT JEFFERSON BRANCH AND MAIN LINE <b>DIVIDE</b> AT JUNCTION. LOCATED BETWEEN LEGS OF WYE, EAST OF STATION. SAXBY & FARMER 48 LEVER MECHANICAL MACHINE. RE- NAMED: 4/23/37. US&S 9 STATION TRAF- FIC CONTROL CENTER CONTROL PANEL IN SVC: 10/7/61. TOWER OUT OF SVC: 11/13/62 WITH GRADE ELIMINATION.
“DIVIDE” TOWER: 2	HICKSVILLE (NEW TOWER BUILT DIRECT- LY BEHIND OLD TOWER DURING GRADE ELIMINATION. US&S 15 LEVER MODEL 14 ELECTRO-MECHANICAL MA- CHINE. IN SVC: 11/13/62. OUT OF SVC: 9/12/64. TRANS-CONTROL 19 LEVER CONTROL PANEL IN SVC: 9/12/64. US&S 14 STATION TRAFFIC CONTROL CENTER CONTROL PANEL IN SVC: 9/12/64. )

“DK”

**DEER PARK** (1903 CR4) (UNATTENDED BLOCK STATION SIGNAL IN SVC: 5/23/28 PERMISSIVE BLOCK ASPECT ADDED TO BLOCK SIGNALS: 6/25/28. BLOCK STATION RELOCATED S. SIDE OF TRACKS AND 238’ WEST OF DEER PARK AVE. IN SVC: 8/25/36 FOR GRADE CROSSING ELIMINATION. BLOCK SIGNALS RELOCATED LOCATED SAME DAY TO SHOO-FLY S. OF FORMER LOCATION. BLOCK STATION RELOCATED TO N. SIDE OF TRACKS, 901’ EAST OF FORMER LOCATION: 12/17/36 WITH COMPLETION OF GRADE ELIMINATION. BLOCK SIGNALS RELOCATED SAME DAY NORTH OF FORMER LOCATION. BLOCK AND BLOCK LIMIT STATION 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. 7 LEVER TABLE MACHINE AND 4 LEVER TABLE MACHINE. RENAMED: 4/30/37. DESTROYED BY TRAIN DERAILMENT: 1/3/46.)

“DRAW” CABIN: 1

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

“DRAW” CABIN: 2

HAMMEL – (RELOCATED INSIDE EAST END OF FAR ROCKAWAY LEG OF WYE ON ELEVATED VIADUCT: 5/23/50.

	[APPROX. LOCATION OF FORMER "HU" TOWER WHEN AT GRADE] IN SVC: 5/28/50. US&S 4 LEVER STYLE TC TABLE MACHINE. SWITCHES HAND-THROWN AND SIGNALS OPERATED FROM RELAY CASES IN THE 5-DAY 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"	<b>DOUGLASTON</b> (1903 CR4)
"DUKE" INTERLOCKING (R.C.)	EAST OF NORTHPORT (REMOTE FROM "DIVIDE". IN SVC: 5/15/63. NAMED AFTER RETIRED CONDUCTOR HENRY L. DUKE <i>per The Long Island Railroader</i> : 10/11/61. OUT OF SVC: 10/3/77. BECAME "DUKE 1" LOCATION)
"DUKE 1" INTERLOCKING (R.C.)	EAST OF NORTHPORT (REMOTE FROM "DIVIDE." FORMERLY "DUKE." IN SVC: 10/3/77)
"DUKE 2" INTERLOCKING (R.C.)	EAST OF NORTHPORT (REMOTE FROM "DIVIDE." FORMERLY "EVANS." IN SVC: 10/3/77)
"DUNTON" TOWER	MORRIS PARK SHOPS (MAURE AVE.) (NORTH SIDE OF TRACKS, EAST OF MORRIS PARK SHOPS AND WEST OF MONTAUK BRANCH CUT-OFF. DIAGONALLY ACROSS FROM <b>DUNTON</b> STATION. FORMERLY "MP" TOWER. 35 LEVER US&S MODEL 14 ELECTRO-PNEUMATIC MACHINE. IN SVC: 1/20/1914. RENAMED: 4/23/37.)
"DW" TOWER	WEST <b>WOODSIDE</b> (PREVIOUSLY TOWER #33. RENAMED IN 1907)
"DY"	<b>SHEEPSHEAD BAY</b> STATION (1903 CR4)
"E" CABIN	YARD OFFICE – ROCKAWAY PARK (SUMMER POSITION. OUT OF SERVICE: 6/1929)

“EA”	<b>EASTPORT STATION</b> (1903 CR4)
“EAST NEW YORK” TOWER	<b>EAST NEW YORK</b> (IN SVC: 12/28/42. US&S 11 LEVER MODEL 14 ELECTRO- MECHANICAL MACHINE. TOWER UNDER- GROUND. IN LAST YEARS WAS MANNED ONLY DURING SPECIAL MOVES. OUT OF SVC: 9/01)
“EAST NEW YORK” INTERLCKNG. (R.C.)	<b>EAST NEW YORK</b> (IN SVC: 2001 ? CON-) TROLLED FROM “BROOK”)
“EC” TOWER	<b>GOOSE CREEK</b> ON ROCKAWAY BEACH BR. (W. SIDE OF TRACKS AND 700’ EAST OF STATION, LOCATED ON JAMAICA BAY TRESTLE. FORMERLY TOWER #94. USED DURING SUMMERS ONLY. OUT OF SVC: 19_?)
“EG”	<b>ELBERT’S GROVE</b> (SOUTHERN DIVISION: 1878 BOOK OF RULES)
“EG”	<b>EDGEMERE</b> (SUMMER ONLY PER 1903 CR4)
“EM”	<b>EAST MORICHES</b> (1903 CR4)
“EN”	<b>EAST NEW YORK</b> (1878 BOOK OF RULES)
“EP”	<b>ISLIP</b> (TEMPORARY BLOCK STATION AC- COUNT GRADE CROSSING ELIMINATION OF CARLETON AVE. [ROUTE 111]. N. SIDE OF TRACKS AT E. END OF SINGLE TRACK. IN SVC: 11/30/31. USED IN CONJUNCTION WITH “WP” TEMPORARY BLOCK STATION. OUT OF SVC: 4/26/32.)
“ER” TOWER	<b>THE RAUNT</b> ON JAMAICA BAY TRESTLE (1,300’ EAST OF THE RAUNT STATION) (IN SVC: BY 1906. IN USE DURING SUM- MERS ONLY. FORMERLY TOWER #96)
“EVANS” INTERLOCKING (R.C.)	<b>EAST OF NORTHPORT</b> (REMOTE FROM “DIVIDE.” IN SVC: 5/15/63. NAMED AFT-

ER THE LATE TRAIN DISPATCHER THOMAS B. EVANS *per The Long Island Railroad-er: 10/11/61*. OUT OF SVC: 10/3/77. BECAME "DUKE 2" LOCATION.)

- "EW" EAST WILLISTON (1903 CR4)
- "EX" TOWER FLATBUSH AVE. **EXPRESS** YARD (IN SVC. BY 1907 ON S. SIDE OF TRACKS TO CONTROL THE 8 EXPRESS TRACKS AT THE TERMINAL. US&S 11 LEVER ELECTRO-PNEUMATIC MACHINE IN SVC: 3/1908. OUT OF SERVICE: 4/28/23. DUTIES HANDLED BY "FT" TOWER.)
- "F" MASTIC (**F**ORGE) (1903 CR4) (UNATTENDED BLOCK STATION SIGNAL IN SVC: 5/23/28. RENAMED "MS": 6/25/39)
- "F" TOWER (PRR) THOMPSON (THOMSON) AVE., L. I. CITY. (NORTH SIDE OF TRACKS, WEST OF THOMPSON AVE. 47 LEVER US&S MODEL 14 ELECTRO-PNEUMATIC MACHINE. IN SVC: 9/1910. OUT OF SVC: 1995. RAZED: SPRING/2005.)
- "F" INTERLOCKING (R.C.) L. I. CITY, QUEENS (CONTROLLED FROM PSCC. IN SVC: 1995)
- "FAIR" MINEOLA (FORMERLY "MT TOWER: 2." RE-AMED: 4/23/37 ACCOUNT PROXIMITY OF MINEOLA **FAIR** GROUND. RENAMED: "NASSAU": 9/18/38.)
- "FAIR" TOWER FLUSHING MEADOWS (N. SIDE OF TRACKS AND W. OF STATION PLATFORM. TEMPORARY BLOCK STATION FOR N. Y. WORLD'S **FAIR**. US&S 17 LEVER STYLE TC TABLE MACHINE. IN SVC: 4/24/39 TO 11/4/39 AND AGAIN FROM 5/6/40 TO 11/4/40.)
- "FAIR" FLUSHING MEADOWS (TEMPORARY BLOCK STATION FOR N.Y. WORLD'S **FAIR**. IN SVC: 4/16/64. OUT OF SVC: 11/8/65)

“FARM 1” INTERLOCKING (R.C.)	EAST OF <b>FARMINGDALE</b> (CONTROLLED FROM “DIVIDE.” IN SVC: 6/15/87)
“FARM 2” INTERLOCKING (R.C.)	EAST OF <b>FARMINGDALE</b> (CONTROLLED FROM “DIVIDE.” FORMERLY “PW” TEMPORARY BLOCK STATION. REDESIGNATED “FARM 2”: 9/14/87)
“FB” CABIN	FARMINGDALE (NEAR W. END OF S. SIDING. IN SVC: 6/24/1909 PER G.O. #82. FOR MANUAL BLOCK. USED IN CONJUNCTION WITH “CD” CABIN AND “HX” TOWER. GONE BY 1911 ETT WHEN MANUAL BLOCK NO LONGER IN EFFECT ON MAIN LINE EAST OF “HX”.)
“FD”	<b>FARMINGDALE</b> (1903 CR4)
“FH”	FLATBUSH AVE. <b>FREIGHT HOUSE</b> (CARLTON AVE. YARD) (1903 CR4)
“FK” TOWER: 1	<b>FLORAL PARK</b> - JCT. OF HEMPSTEAD AND CREEDMOOR BRANCHES WITH MAIN LINE. (WOOD STRUCTURE BUILT 1909, NORTH SIDE OF MAIN LINE TRACKS AND EAST OF TULIP AVENUE. JOHNSON 32 LEVER MECHANICAL MACHINE. OUT OF SVC: 1924.)
“FK” TOWER: 2	<b>FLORAL PARK</b> (BRICK STRUCTURE BUILT 1924, SOUTH SIDE OF TRACKS EAST OF TULIP AVE. AND EAST OF THE JCT. WHEN MAIN LINE WAS WIDENED TO 4 TRACKS AS FAR AS FLORAL PARK. US&S 27 LEVER MODEL 14 ELECTRO-MECHANICAL MACHINE. RENAMED “PARK”: 4/23/37.)
“FM”	ROSEDALE ( <b>FOSTER’S MEADOW</b> ) (1903 CR4)
“FN” CABIN	<b>FRESH POND JCT.</b> – JCT. OF MONTAUK BRANCH WITH BAY RIDGE BRANCH (E. SIDE OF TRACKS AND S. OF FREMONT ST. IN SERVICE: 1/17/18 –



#82)

“FREMONT” TOWER

FRESH POND JCT.– JCT. OF MONTAUK BRANCH WITH N.Y. INTERCONNECTING R.R. (EX-BAY RIDGE BRANCH) (E. SIDE OF TRACKS AND S. OF **FREMONT** ST. PREVIOUSLY “FN” TOWER. 23 LEVER ELECTRO-PNEUMATIC MACHINE PLUS US&S 2 LEVER STYLE TC TABLE MACHINE TO CONTROL “BAY” AND “BED-FORD”. RENAMED: 4/22/37. OUT OF SVC: 4/15/70. INTERLOCKING AND TRACKS BETWEEN “FREMONT” AND BAY RIDGE UNDER JURISDICTION OF PENN CENTRAL TRANSPORTATION CO.: 1/20/71. TOWER ABANDONED. BURNED AND RAZED: PRIOR TO 1995. *per Jim Minor, LIRR block opr.)*

“FT” TOWER

**FLATBUSH** AVE. (UNDERGROUND: E. END OF STATION PLATFORM BETWEEN TRACKS 4 AND 5. IN SVC: 1905-06. RENAMED “BROOK”: 4/15/37)

“FU”

CORONA (NORTH SHORE DIVISION: 1878 BOOK OF RULES AND 1903 CR4)

“FW” TOWER

**FAR ROCKAWAY** (SOUTH SIDE OF TRACKS AND EAST OF STATION. SAXBY & FARMER 32 LEVER MECHANICAL MACHINE. IN SVC: 6/18/1907. RENAMED “ROCK”: 5/11/37.)

“FX” TOWER

**FAIRVIEW** AVE., HAMMEL (**X** REPRESENTED A JCT. OR CROSSING OF TRACKS BY TRACKS) (INSIDE WEST END OF WYE, AT WEST STATION PLATFORM. JOHNSON 16 LEVER MECHANICAL MACHINE. IN SVC: 4/19/07. OUT OF SVC. FOR THE WINTER: 10/10/22. PERMANENTLY OUT OF SVC: ?. RAZED: 4/20/25)

“FY”

NEW YORK 34<sup>TH</sup> 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"	<b>G</b> ARDEN CITY (NORTH SHORE DIVISION: 1878 BOOK OF RULES AND 1903 CR4) BLOCK STATION REMOVED FROM TICKET OFFICE: 10/1/1907. BLOCK HANDLED BY "HC" TOWER EAST OF DEPOT.
"G"	<b>G</b> REAT NECK (BLOCK HANDLED IN STATION. BLOCK OFFICE IN SVC: 1/19/35. US&S 7 LEVER STYLE TC TABLE MACHINE. RENAMED "GREAT NECK": 4/22/37.)
"G" CABIN: 1	<b>G</b> REAT NECK (N. SIDE OF TRACKS AND E. OF STATION. IN SERVICE: 1911. OUT OF SVC: ? ( <i>Alternate data: in svc: 1907, out of svc: 1925 per Jeff Erlitz</i> )
"G" CABIN: 2	<b>G</b> REAT NECK (BLOCK STATION IN SVC: 6/8/34 ACCOUNT GRADE CROSSING ELIMINATION. OUT OF SVC: 1/19/35 WITH COMPLETION OF PROJECT.)
"G" TOWER	<b>G</b> REAT 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"	<b>G</b> LEN HEAD (1903 CR4)
"GARDEN" TOWER	HEMPSTEAD CROSSING – <b>GARDEN</b> 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	<b>GARDEN</b> 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.)	<b>GARDEN</b> CITY (CONTROLLED FROM "QUEENS." IN SVC: PRIOR TO 6/5/95)
"GD"	GLEN COVE, GLEN STREET (1903 CR4)
"GE" CABIN	<b>GLEN</b> 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	<b>GIBSON</b> , 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: 5/2/33.)
"GK"	<b>GREAT NECK</b> (1903 CR4)
"GN"	<b>GREAT NECK</b> (NORTH SHORE DIVISION: 1878 BOOK OF RULES)
"GN"	<b>GREENPORT</b> (1878 BOOK OF RULES AND 1903 CR4) (RENAMED "GY" c. 1920s.)
"GR"	<b>GREENLAWN</b> (1903 CR4) (UNATTENDED BLOCK STATION SIGNAL IN SVC:

5/23/28. PERMISSIVE BLOCK ASPECT ADDED TO BLOCK SIGNALS: 6/25/28. BLOCK STATION OUT OF SVC: 12/11/29. UNATTENDED BLOCK 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** (BLOCK OFFICE IN DEPOT. PREVIOUSLY “G.” RENAMED: 4/22/37. US&S 7 LEVER STYLE TC TABLE MACHINE REDUCED TO 5 LEVER. 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 *per the Long Island Railroader*: 10/11/61. OUT OF SVC: 10/3/77. BECAME “FOX 2” LOCATION.)

“GREENLAWN” **GREENLAWN** (TEMPORARY BLOCK STATION IN SVC: 1/25/63. OUT OF SVC: 5/15/63)

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

“GV” NASSAU, **GLEN COVE** (1903 CR4) (LATER: GLEN COVE)

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

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

FROM PSCC. IN SVC: 1995)

“HAVEN” TOWER: 1

**WOODHAVEN** JCT. – JCT. OF ATLANTIC AND ROCKWAY BEACH BRANCHES. (PREVIOUSLY “WT”, “WOODHAVEN” TOWERS ON ATLANTIC BRANCH. SOUTH SIDE OF TRACKS WEST OF STATION, EAST OF JCT. SAXBY & FARMER 32 LEVER MECHANICAL MACHINE. RENAMED: 4/15/37. OUT OF SVC: 2/29/40 WITH GRADE ELIMINATION.)

“HAVEN” TOWER: 2

**WOODHAVEN** JCT. (RELOCATED 271’ EAST OF FORMER LOCATION. US&S 6 LEVER STYLE TC TABLE MACHINE IN SVC: 2/29/40. OUT OF SVC: 12/28/42 WITH GRADE ELIMINATION. REPLACED BY UNDERGROUND “WOODHAVEN” TOWER.)

“HB” CABIN

**HOLBAN** YARD ON SPRINGFIELD BRANCH, HOLLIS (N. SIDE OF TRACKS AND W. OF LINDEN BLVD. ORIGINALLY “ST. ALBANS.” RENAMED “HB” IN 1907. RENAMED “YD”: 1909, CLOSED: 1/1929)

“HB” INTERLOCKING (R.C.)

**HOWARD BEACH** (CONTROLLED BY “BEACH” TOWER. IN SVC: 11/13/39. OUT OF SVC: 9/26/40)

“HC” TOWER

**HEMPSTEAD CROSSING**, GARDEN CITY – JCT OF HEMPSTEAD BRANCH AND N.Y. BAY EXTENSION (PER 1903 CR4.) (OPENED JAN/1890, IN NORTHWEST QUADRANT OF CROSSING AS TOWER #105. SAXBY & FARMER 36 LEVER MECHANICAL MACHINE. RENAMED “HC” IN 1907. INTERLOCKING PLANT INCREASED TO 40 LEVERS: 1/28/1919. RENAMED “GARDEN”: 4/30/37. OUT OF SVC: 1/27/39.)

“HD”

**HEMPSTEAD** (NORTH SHORE DIVISION: 1878 BOOK OF RULES AND 1903 CR4)

“HF”

**FLUSHING** (BRIDGE STREET) (1903 CR4)



	LEVER MECHANICAL MACHINE. FORMERLY "HX" UNTIL 11/23/28. RENAMED "DIVIDE": 4/23/37.)
"HO" CABIN	<b>HORTON AVE.</b> , VALLEY STREAM. (US&S 11 LEVER STYLE TC TABLE MACHINE IN SVC: 8/10/32 ACCOUNT VALLEY STREAM GRADE CROSSING ELIMINATION. OUT OF SVC: 6/27/33.)
"HOLLIS" TOWER	<b>HOLLIS</b> (PREVIOUSLY "IS" TOWER) (NORTH SIDE OF TRACKS AT EAST END OF STATION PLATFORM. JOHNSON 32 LEVER MECHANICAL MACHINE. RENAMED: 4/23/37. OUT OF SVC: 12/19/57.)
"HOLLIS" INTERLOCKING (R.C.)	<b>HOLLIS</b> (CONTROLLED FROM "QUEENS." IN SVC: 12/19/57)
"HOLTSVILLE"	<b>HOLTSVILLE</b> (W.W.I) (LATER "HV")
"HQ" TOWER	<b>HEMPSTEAD TURNPIKE AND TROLLEY CROSSING OF MAIN LINE WEST OF QUEENS (QUEENS VILLAGE).</b> (FORMERLY TOWER #44½. IN SVC: 7/1905. RENAMED: 1907. OUT OF SVC: 1/7/23 DUE TO GRADE CROSSING ELIMINATION.)
"HQ" CABIN	WEST OF ROCKAWAY JUNCTION – HILLSIDE (GONE BY 1920s)
"HS"	HAMMEL STATION (JUNCTION) (1903 CR4) ( <b>HAMMELS</b> )
"HT"	<b>HEWLETT</b> (1903 CR4)
"HU" TOWER	HAMMEL WYE ( <b>HAMMEL JUNCTION?</b> ) (INSIDE EAST END OF WYE. REPLACED TOWER #102. JOHNSON 44 LEVER STYLE A MECHANICAL MACHINE IN SVC: 8/2/07. OUT OF SVC: 2/19/32.)
"HUNT 1" INTERLOCKING (R.C.)	WEST OF <b>HUNTINGTON</b> (REMOTE FROM "DIVIDE." IN SVC: 6/26/72. FORMERLY

	“BURKE.”)
“HUNT 2” INTERLOCKING (R.C.)	WEST OF <b>HUNTINGTON</b> (REMOTE FROM “DIVIDE.” IN SVC: 6/26/72)
“HUNT 3” INTERLOCKING (R.C.)	EAST OF <b>HUNTINGTON</b> (REMOTE FROM “DIVIDE.” IN SVC: 6/26/72. FORMERLY “COREY.”)
“HV”	<b>HOLTSVILLE</b> (W.W.I) (BLOCK OFFICE CLOSED IN DEPOT. BLOCK AND UNATTENDED BLOCK STATION OUT OF SVC: 5/23/28)
“HW” CABIN	HEMPSTEAD TURNPIKE: LISTED IN 1924 EDITION OF <u>L.I.R.R. RULES AND RATES OF PAY GOVERNING EMPLOYEES IN THE STATION, TOWER AND TELEGRAPH DEPARTMENTS.</u> OUT OF SVC: 1924.)
“HW” CABIN	<b>HAWTHORNE AVE.</b> , VALLEY STREAM. (US&S 11 LEVER STYLE TC TABLE MACHINE IN SVC: 8/10/32 ACCOUNT VALLEY STREAM GRADE CROSSING ELIMINATION. OUT OF SVC: 6/27/33.)
“HX”	HOLLAND (1903 CR4)
“HX” CABIN	HICKSVILLE (S. SIDE OF TRACKS AND EAST OF JERUSALEM AVE. IN SVC: 1890. OUT OF SVC: 5/27/1909.)
“HX” TOWER	HICKSVILLE – JCT. OF PORT JEFFERSON BRANCH AND MAIN LINE. (BETWEEN LEGS OF WYE, EAST OF STATION) (48 LEVER MECHANICAL MACHINE. IN SERVICE: 5/27/09. PERMISSIVE BLOCK ASPECT ADDED TO BLOCK SIGNAL: 6/25/28. RENAMED “HN”: 11/23/28. RENAMED “DIVIDE” 4/39)
“HY”	<b>HYDE PARK</b> (1903 CR4) (LATER: NEW HYDE PARK)
“INWOOD”	<b>INWOOD</b> (TEMPORARY BLOCK STATION

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

"IP"

**ISLIP** (SOUTHERN DIVISION: 1878 BOOK OF RULES AND 1903 CR4. UNATTENDED BLOCK STATION SIGNAL IN SVC: 5/23/28. BLOCK STATION IN DEPOT OUT OF SVC: ?.)

"IS" TOWER

**HOLLIS** (NORTH SIDE OF TRACKS AND EAST OF HOLLIS STATION. WHEN STATION WAS ELEVATED, IT WAS RELOCATED ADJACENT TO WEST SIDE OF TOWER. FORMERLY TOWER #43: 3 [?]. JOHNSON 32 LEVER MECHANICAL MACHINE. IN SVC: 1905. RENAMED: 1907. RENAMED "HOLLIS": 4/23/37.)

"ISLAND PARK"

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

"ISLAND PARK"

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

"J1" CABIN

**JAMAICA** (SEE "A1" CABIN) (250' WEST OF PROSPECT ST. [159<sup>TH</sup> ST.] TEMPORARY CABIN ACCOUNT "JAMAICA IMPROVEMENT EAST" PROJECT. US&S 8 LEVER CIRCUIT CONTROLLER MACHINE. IN SVC: 12/8/29. RELOCATED ON ELEVATION S. FORMER LOCATION: 6/21/30. OUT OF SVC: 3/8/31.)

"J2" CABIN

**JAMAICA** (50' WEST OF BRENTON AVE.



	NUMBERED TOWER #36: 1 IN 1903. RENAMED "JA" IN 1907. RENAMED "V" ( <b>VAN WYCK AVE.</b> ): 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. 123 LEVER ELECTRO-PNEUMATIC MACHINE INSTALLED 1938. RENAMED: 4/16/37 AS PHONETIC SPELLING OF "J" [ <b>JAY</b> ])
"JAMAICA CONTROL CENTER"	JAMAICA ("204") (IN SVC: 1980s. CONTROLLED INTRLKINGS ON PT. WASHINGTON BR. AFTER "HAROLD" CLOSED: 1999 <i>per Jim Minor, LIRR block operator</i> )
"JC" TOWER :1	WHITESTONE <b>JUNCTION</b> (1878 BOOK OF RULES AND 1903 CR4) EAST OF CORONA. ( <b>CORONA JCT.?</b> ) JCT. OF PORT WASHINGTON AND WHITESTONE BRANCHES. FORMERLY TOWER #53. RENAMED IN 1907. OUT OF SVC: 6/30/14)
"JC" TOWER: 2	WHITESTONE <b>JUNCTION</b> - EAST OF CORONA. ( <b>CORONA JCT.?</b> ) JUNCTION OF PORT WASHINGTON AND WHITESTONE BRANCHES. (OPENED 6/30/14, NORTH SIDE OF PORT WASHINGTON BRANCH TRACKS, EAST OF THE JUNCTION AND WEST OF FLUSHING CREEK. SAXBY & FARMER 24 LEVER MECHANICAL MACHINE WITH US&S 5 LEVER STYLE TC TABLE MACHINE TO OPERATE DRAWBRIDGE OVER FLUSHING CREEK. OUT OF SVC: 2/19/32 WITH BRANCH ABANDONMENT. RAZED SHORTLY THEREAFTER.)
"JD" TOWER	GLEND <b>ALE JCT.</b> - JCT. OF ROCKAWAY BEACH AND MONTAUK BRANCHES. (LOCATED ON MONTAUK BRANCH: S. SIDE OF TRACKS AND EAST OF JCT.

	FORMERLY TOWER 10. OUT OF SERVICE: 1910)
“JDD-1” INTERLOCKING (R.C.)	FORMERLY “MS-1” – MASTIC-SHIRLEY. (CONTROLLED FROM “BABYLON”. RENAMED IN HONOR OF FORMER LIRR PRESIDENT <b>JAMES J. DERMODY</b> . EFFECTIVE: 5/18/ 2009.)
“JDD-2” INTERLOCKING (R.C.)	FORMERLY “MS-2” – MASTIC-SHIRLEY. (CONTROLLED FROM “BABYLON”.) RENAMED IN HONOR OF FORMER LIRR PRESIDENT <b>JAMES J. DERMODY</b> . EFFECTIVE: 5/18/ 2009.)
“JE” TOWER :1	JAMAICA ( <b>JAMAICA EAST</b> : “EAST END OF JAMAICA”) (SOUTH SIDE OF TRACKS AND EAST SIDE OF “OLD” JAMAICA STATION FORMERLY TOWER #41: 2. RENAMED: 1907. OUT OF SVC: 1913.)
“JE” TOWER :2	JAMAICA ( <b>JAMAICA EAST</b> : SOUTH SIDE OF TRACKS AND EAST OF NEW ELEVATED STATION LOCATION AT SUTPHIN BLVD. 71 LEVER MODEL 14 ELECTRO-MECHANICAL MACHINE IN SVC: 1913. REPLACED BY 83 LEVER MODEL 14 ELECTRO-MECHANICAL MACHINE IN SVC: 2/26/31 AS A RESULT OF THE JAMAICA EAST IMPROVEMENT PROJECT THAT ELIMINATED ROCKAWAY JCT., WHICH HAD BEEN CONTROLLED BY “JE.” RENAMED “HALL”: 4/16/37.)
“JEFF” INTERLOCKING (R.C.)	WEST OF PORT <b>JEFFERSON</b> (CONTROLLED FROM “DIVIDE.” IN SVC: 1992)
“JF”	PORT <b>JEFFERSON</b> (1903 CR4) (2 LEVER TABLE MACHINE. UNATTENDED BLOCK STATION SIGNAL IN SVC: 5/23/28. PERMISSIVE BLOCK ASPECT ADDED TO BLOCK SIGNALS: 6/25/28. EASTWARD BLOCK SIGNAL OUT OF SVC: 3/29/39 AND SEMAPHORE ARM REMOVED WITH ABANDONMENT OF WADING RIVER EXTENSION. BLOCK AND BLOCK LIMIT



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. **1<sup>ST</sup> COMPLETELY PNEUMATIC INTERLOCKING ON THE LIRR**) OUT OF SVC: 1913 WITH GRADE ELIMINATION AND YARD TRACK RELOCATION.)

“K” MATTITUCK (1878 BOOK OF RULES AND 1903 CR4) (UNATTENDED BLOCK STATION SIGNAL IN SVC: 5/23/28. PERMISSIVE BLOCK ASPECT ADDED TO BLOCK SIGNALS: 6/25/28. BLOCK OFFICE IN STATION OUT OF SERVICE: 9/2/58. BLOCK LIMIT STATION SIGNALS IN SVC: 9/2/58)

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

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

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

“KI”	MERRICK (1903 CR4)
“KN” CABIN	LYNBROOK (S. SIDE OF TRACKS AND W. OF ATLANTIC AVE. IN SERVICE: 1910-1913 TO CONTROL SWITCH ON WEST SIDE OF ATLANTIC AVE. AT END OF LONG BEACH BRANCH DOUBLE TRACK. “KN” CABIN AND SWITCH REMOVED: 1913. #2 LONG BEACH TRACK EXTENDED ACROSS ATLANTIC AVE., INTO THE “RUN-AROUND” TRACK WHICH WAS EXTENDED TO “RO” CABIN, BECOMING THE NEW END OF DOUBLE TRACK ON THE LONG BEACH BRANCH.)
“KN” CABIN: 1	PITKIN AVE., EAST NEW YORK ON BAY RIDGE BRANCH (W. SIDE OF TRACKS AND S. OF PITKIN AVE. IN SVC: 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 – 1927)
“KN” TOWER (PRR)	.1 MILES EAST OF PENN STATION, NY (OUT OF SVC: 9/30/94)
“KN” INTERLOCKING (R.C.)	EAST OF PENN STATION (CONTROLLED FROM PSCC. IN SVC: 9/30/94)
“KO”	RONKONKOMA (BLOCK OFFICE ORIGINALLY IN TICKET OFFICE. OUT OF SVC: 1916. RELOCATED TO “KO” CABIN EAST OF DEPOT. BLOCK OFFICE MOVED BACK INTO STATION TICKET OFFICE WITH CLOSING OF “KO” CABIN: 10/30/34. 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 STA-  
TION OUT OF SVC: 10/26/31. UNATTEND-  
ED BLOCK STATION IN SVC. CONTINU-  
OUSLY: 10/26/31. CABIN OUT OF SVC:  
10/30/34 WHEN BLOCK OFFICE MOVED  
BACK TO STATION TICKET OFFICE. CABIN  
REMAINED IN LOCATION UNTIL SOME-  
TIME 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 ELECTRI-  
FICATION 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 INTERLOCK-  
ING AT END OF 4-TRACK SYSTEM. IN  
SVC: 1910. OUT OF SVC: 1911. PHON-  
ETIC SPELLING OF KEW [**KU**])

“KW” CABIN

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

IN SVC: 5/19/34. O.O.S: 6/09/34  
IN SVC: 9/03/34. O.O.S. 9/15/34  
IN SVC: 5/15/35. O.O.S: 6/08/35  
IN SVC: 9/ ? /35 O.O.S: 10/12/35  
IN SVC: 5/16/36. O.O.S: 6/06/36  
IN SVC: 9/19/36. O.O.S: 10/03/36  
IN SVC: 5/15/37. O.O.S: 6/05/37

“L” CABIN

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

“LA” TOWER

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

“LD” BLOCK LIMIT STATION

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

“LEAD” CABIN

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

“LEAD” TOWER

DRAWBRIDGE – LONG BEACH AT 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 ADJA-

	CENT TO DRAWBRIDGE IN SVC: 5/9/88)
“LH” TOWER	HABERMAN ( <b>LAUREL HILL</b> ) (S. SIDE OF TRACKS, E. OF HABERMAN STATION – FORMERLY TOWER 5: 2)
“LK” INTERLOCKING	SOUTH OF OZONE PARK STA. (OUT OF SVC: 1931)
“LM” TOWER	EAST NEW YORK ON MANHATTAN BEACH BRANCH (W. OF TRACKS AND S. OF LIBERTY AVE. 12 LEVER MECHANICAL MACHINE IN SVC: 12/12/ 1895. FORMERLY TOWER #72. RENAMED: 1907. OUT OF SERVICE: c. 1914. WHEN EAST NEW YORK TUNNEL WAS BUILT.)
“LOCUST” TOWER	<b>LOCUST</b> VALLEY (BUILT: 1912 ON N. SIDE OF TRACKS AT EAST END OF STATION PLATFORM. 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.)	<b>LOCUST</b> VALLEY (BLOCK STATION REMOTE FROM “NASSAU.” IN SVC: 11/17/75)
“LONG BEACH”	(TEMPORARY BLOCK STATION LOCATED AT E. END OF “LEAD” TRESTLE, <b>LONG BEACH</b> . IN SVC: 5/9/88. OUT OF SVC: <u>?</u> )
“LONG ISLAND CITY” TOWER	<b>LONG ISLAND CITY</b> (GONE BY 1920s)
“LR” TOWER	<b>LIBERTY AVE.</b> (ROCKAWAY BEACH BR.) (ON SIGNAL BRIDGE SOUTH OF LIBERTY



9/13/30.)

“MB”: 2

**MEADOWBROOK** (1,500' WEST OF MEADOWBROOK STATION, IN SVC: 9/19/36 FOR ONE DAY ONLY (REASON ?). AGAIN IN SVC: 10/12/36 FOR ONE DAY ONLY ACCOUNT VANDERBILT CUP RACE HELD AT ROOSEVELT RACEWAY. AGAIN IN SVC: 7/3/37 ACCOUNT SAME EVENT. EVENT POSTPONED 2 DAYS ACCOUNT RAIN. ASSUMED BLOCK STATION ACTUALLY OPENED ON ACTUAL DATE OF EVENT: 7/5/37.

(see: *The Vanderbilt Cup* by Dennis David: <http://www.ddavid.com/formula1/vand2.htm>)

“MC”

**MINEOLA STATION** (JUNCTION AND CROSSING OF HEMPSTEAD AND OYSTER BAY BRANCHES PER 1903 CR4. POSSIBLY NAMED FOR **MINEOLA CROSSING**?)

“MD”

**MEDFORD** (1878 BOOK OF RULES) (UNATTENDED BLOCK SIGNAL IN SVC: 5/23/28. PERMISSIVE BLOCK ASPECT ADDED TO BLOCK SIGNALS: 6/25/28. BLOCK STATION OUT OF SVC: ?. BLOCK STATION AGAIN IN SVC: 6/23/35. OUT OF SVC: 9/15/1935 (SUMMER ONLY?) BLOCK LIMIT STATION SIGNAL IN SVC: 9/15/35 [?]. PERMANENTLY OUT OF SVC: 6/7/40 ACCOUNT GRADE CROSSING ELIMINATION OF STATE ROUTE 112.)

“MERILLON AVE.”

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

“MF” CABIN

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

“MI”

**MINEOLA**

“MI”

**MILLER'S PLACE** (SUMMER ONLY PER 1903 CR4) LATER: MILLER PLACE. (UNATTEND-



SVC: BY 6/43. BLOCK LIMIT STATION SIGNALS IN SVC: BY 6/43. BLOCK LIMIT SIGNAL RELOCATED 1,132' WEST OF FORMER LOCATION: 8/10/45. OUT OF SVC: 5/6/2006)

“MONTAUK”

**MONTAUK** (BLOCK OFFICE ORIGINALLY LOCATED IN THE OLD DEPOT. AFTER DEPOT LEASED TO PRIVATE PARTY, RELOCATED TO M OF E [MAINTENANCE OF EQUIPMENT] TRAILER ACROSS FROM OLD DEPOT BUILDING. OPEN SUNDAYS AND HOLIDAYS, SUMMERS ONLY. IN SVC: c. LATE 1980s UNTIL END OF SUMMER/2005. IN SVC: 5/28/2006. OUT OF SVC: 10/22/2006)

“MP” TOWER: 1

**MORRIS PARK SHOPS** (MAURE AVE.) (SOUTH SIDE OF TRACKS AND EAST OF MORRIS PARK SHOPS AND MONTAUK BRANCH CONNECTION. FORMERLY TOWER #67. RENAMED IN 1907. OUT OF SERVICE BY 1914)

“MP” TOWER: 2

**MORRIS PARK SHOPS AT MAURE AVE./ 130<sup>TH</sup> STREET** (BRICK TOWER ON N. SIDE OF TRACKS AND WEST OF MONTAUK BRANCH UNDERJUMP. 35 LEVER US&S MODEL 14 ELECTRO-PNEUMATIC MACHINE. IN SVC: 1/20/1914. RENAMED “DUNTON”: 4/23/37.)

“MR”

**MORRIS PARK STATION** (1903 CR4)

“MR” CABIN

**MANORVILLE – JCT. OF MANORVILLE BR.** WITH MAIN LINE (OPENED 8/5/16 SOUTH SIDE OF MAIN LINE TRACKS AND WEST OF EAST LEG OF JCT. WYE. UNATTENDED BLOCK STATION SIGNAL IN SVC: 5/23/28. PERMISSIVE BLOCK ASPECT ADDED TO BLOCK SIGNALS: 6/25/28. BLOCK STATION OUT OF SVC: 10/26/31. UNATTENDED BLOCK STATION IN SVC. CONTINUOUSLY: 10/26/31. BLOCK STATION MANNED “SUMMERS ONLY” AFTER 1/19/33. PARTIAL DATES AVAILABLE AS FOLLOWS:

IN SVC: 6/25/33. O.O.S: 9/ ? /33  
IN SVC: 6/23/35. O.O.S: 9/15/35  
IN SVC: 6/21/36. O.O.S: 9/20/36  
IN SVC: 6/20/37. O.O.S: 9/19/37  
IN SVC: 6/19/38. O.O.S: 9/18/38  
IN SVC: 6/ ?/39. O.O.S: 9/17/39  
IN SVC: 6/ ?/40. O.O.S: 9/08/40  
IN SVC: 6/ ?/42. O.O.S: 9/09/42  
UNATTENDED BLOCK STATION IN SVC. AT  
ALL OTHER TIMES. BLOCK LIMIT SIGNAL  
PERMANENTLY OUT OF SVC: 6/25/48.  
JUNCTION AND MAIN TRACK TO EAST-  
PORT OUT OF SVC: 12/27/49.)

“MR” BLOCK LIMIT STATION

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

“MS”

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

“MS”: 1

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

“MS”: 2

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

“MS 1” INTERLOCKING (R.C.)

EAST OF **MASTIC SHIRLEY** (BLOCK STA-  
TION 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 STA-  
TION 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” EFFEC-TIVE: 5/18/09)
“MT” TOWER: 1	MINEOLA ( <b>MINEOLA TOWER</b> : BRICK TOWER IN SVC: 1890, SOUTH SIDE OF MAIN LINE TRACKS AT EAST END OF WOODEN STA-TION PLATFORM, EAST OF MINEOLA BLVD. TO CONTROL JCT. OF MINEOLA-HEMP-STEAD AND OYSTER BAY BRANCHES WITH MAIN LINE. SAXBY & FARMER 52 LEVER MECHANICAL MACHINE. FOR-MERLY TOWER #45: 2. AN “L”-SHAPED BRIDGE CONNECTED THE 2 <sup>ND</sup> STOREY OF THE TOWER AT THE REAR WITH THE 2 <sup>ND</sup> STOREY OF THE 1910 SUB STATION AT THE FRONT WITH STAIRS AT THE SUB STATION SIDE TO COMPENSATE FOR THE DIFFERENCE IN 2 <sup>ND</sup> STOREY ELEVATIONS. TOWER DESTROYED IN FREIGHT TRAIN DERAILMENT: 12/31/22.)
“MT” TOWER: 2	MINEOLA (WOODEN TOWER IN SERVICE: 4/25/23 AT SAME LOCATION AS “MT: 1” 52 LEVER MECHANICAL MACHINE. RE-AMED “FAIR”: 4/23/37. RENAMED “NASSAU”: 9/18/38) ( <i>EAST LEG OF WYE OUT OF SVC: 5/18/27</i> )
“MU”	<b>MURRAY HILL</b> (1903 CR4)
“MV” TOWER	FLUSHING AVE., MASPETH ( <b>MT.OLIVET</b> ) (SOUTH SIDE OF MONTAUK BRANCH TRACKS AND WEST OF FLUSHING AVE. IN SVC; 8/1/1895 OR 10/1895 OR 11/20/1895 (?). FORMERLY TOWER #6. JOHNSON 8 LEVER STYLE A MECHANICAL MACHINE. RENAMED “MV”: 1907. RENAMED “OLIVET”: 4/22/37.)
“MX” TOWER	METROPOLITAN AVENUE, QUEENS (S. SIDE OF TRACKS AND E. OF METROPOLITAN AVE. – FORMERLY TOWER 6 ½. 16 LEVER

	MECHANICAL MACHINE. RENAMED IN 1907. GONE BY 1928)
“MY” TOWER	<b>MYRTLE AVE.</b> TROLLEY CROSSING ON BAY RIDGE/MANHATTAN BEACH BRANCH. (12 LEVER MECHANICAL MACHINE. FORMERLY TOWER #70. RENAMED: 1907. OUT OF SVC: 1914 ACCOUNT GRADE CROSSING ELIMINATION.)
“MY”	MONTAUK (UNATTENDED BLOCK STATION SIGNAL IN SVC: 5/1928 AT ENTRANCE TO <b>MONTAUK YARD</b> . OUT OF SVC: SPRING/1942 WITH RELOCATION OF STATION FACILITIES AND YARD SOUTH OF FORMER LOCATION. BLOCK LIMIT STATION SIGNALS AT ENTRANCE TO NEW YARD IN SVC: SPRING/1942 [?] SHOWS IN SVC. PER ETT OF 6/43. SIGNALS RELOCATED 1,680’ EAST OF FORMER LOCATION: 6/30/76. R. C. FROM BABYLON WITH CLOSING OF “PD” TOWER: 5/6/2006)
“N1” CABIN	ELMHURST ( <b>NEWTOWN</b> : TEMPORARY CABIN IN SVC: 1926-27 DURING GRADE ELIMINATION)
“N2” CABIN	ELMHURST ( <b>NEWTOWN</b> : TEMPORARY CABIN IN SVC: 1926-27 DURING GRADE ELIMINATION)
“N-72” CABIN	LOCATION? IN SVC. 1906
“N”	ELMHURST ( <b>NEWTOWN</b> ) (1903 CR4)
“N” CABIN	MISCELLANEOUS CABIN AT EAST LEG OF HAMMEL’S WYE, ADJACENT TO WEST SIDE OF “HU” TOWER (IN SVC: BY 1918)
“NA” TOWER	CEDAR MANOR (N. SIDE OF TRACKS AND E. OF <b>NEW YORK AVENUE</b> . SAXBY & FARMER 8 LEVER MECHANICAL MACHINE 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. 52 LEVER MECHANICAL MACHINE. BRISTOL ALL-RELAY CONTROL PANEL CONTROLLING “LOCUST” IN SVC: 11/17/75. MECHANICAL MACHINE REMOVED c. 1997 AND REPLACED WITH ELECTRONIC CONTROL PANEL.)
“NASSAU - 1” INTERLKG (R.C.)	WEST OF MERILLON AVE. STATION (S. SIDE OF TRACKS AND W. OF DENTON AVE. UNDERGRADE CROSSING. CONTROLLED FROM “NASSAU” TOWER. IN SVC: 2/10/98)
“NASSAU - 2” INTERLKG (R.C.)	JUNCTION OF OYSTER BAY BRANCH AND MAIN LINE. (CONTROLLED FROM “NASSAU” TOWER. IN SVC: 2/10/98)
“NASSAU - 3” INTERLKG (R.C.)	WEST OF CARLE PLACE STATION (SOUTH SIDE OF TRACKS, EAST OF MEADOWBROOK PKY. UNDERGRADE CROSSING. CONTROLLED FROM “NASSAU” TOWER. IN SVC: 2/10/98)
“NASSAU – 4” INTERLKG (R.C.)	WEST OF EAST WILLISTON STATION (EAST SIDE OF TRACKS, NORTH OF JERICHO TPKE UNDERGRADE CROSSING. CONTROLLED FROM “NASSAU” TOWER. IN SVC: 2/10/98)
“NC” (PRR)	PENNSYLVANIA STATION
“NC”	PECONIC (1903 CR4) (BLOCK OFFICE IN STATION OUT OF SERVICE: 1927 (?). UNATTENDED BLOCK STATION IN SVC: 1927 (?). OUT OF SVC: 9/8/40.)
“ND”	FAR ROCKAWAY – END OF DOUBLE TRACK (SOUTHERN DIVISION: 1878 BOOK OF RULES)
“ND”	HAMPTON BAYS (GOOD GROUND) (1903 CR4) (UNATTENDED BLOCK STATION

SIGNAL IN SVC: 5/23/28. BLOCK LIMIT STATION OUT OF SVC: 6/22/52. BLOCK OFFICE IN STATION OUT OF SVC: 9/2/58. BLOCK LIMIT STATION IN SVC: 9/2/58. OUT OF SVC: ?. RELOCATED 918' EAST OF MP 81. IN SVC: 6/4/79. R. C. FROM BABYLON: 5/6/2006)

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

“NH” **NEPTUNE HOUSE** (SOUTHERN DIVISION: 1878 BOOK OF RULES)

“NI” ST. ALBANS (1903 CR4)

“NI” CABIN EAST WILLISTON (S. SIDE OF TRACKS AND 3,820' W. OF STATION, EAST END OF TEMPORARY TRACKS. POSSIBLY NAMED THUS DUE TO PROXIMITY OF **NATIONAL BISCUIT CO'S**. NEW SIDING (INSTALLED 1936). TEMPORARY BLOCK STATION IN SVC: 3/25/36 ACCOUNT JERICHO TPKE. (ROUTE 25) GRADE CROSSING ELIMINATION. USED IN 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.)

“NO” CABIN: 2 **NEW LOTS AVE.**, EAST NEW YORK ON BAY RIDGE BRANCH (N. SIDE OF TRACKS AT E 93<sup>RD</sup> ST. IN SERVICE: 1925 – 1928)

“NO” TOWER: 1 EAST NEW YORK ON ATLANTIC BRANCH (BUILT ON SIGNAL BRIDGE. FORMERLY TOWER 63. RENAMED IN 1907. OUT OF SVC: 2/1916)

“NO” TOWER: 2 **NEW LOTS AVE.**, EAST NEW YORK ON BAY

	RIDGE BRANCH (N. SIDE OF TRACKS AT E. 93 <sup>RD</sup> ST. US&S 23 LEVER MODEL 14 ELECTRO-MECHANICAL MACHINE. IN SVC: 1928. OUT OF SVC: 1/21/33.)
“NP”	“NEW <b>NORTHPORT</b> ” (1878 BOOK OF RULES) NORTHPORT (PER 1903 CR4) (UNATTENDED BLOCK STATION SIGNAL IN SVC: 5/23/28. PERMISSIVE BLOCK ASPECT ADDED TO BLOCK SIGNALS: 6/25/28. BLOCK SIGNALS RELOCATED 634’ WEST OF FORMER LOCATION: 3/15/37. BLOCK STATION AND BLOCK LIMIT STATION SIGNALS OUT OF SVC: 5/15/63.)
“NS”	OYSTER BAY (1903 CR4)
“NT” CABIN	<b>NORTHPORT</b> (IN SERVICE: 1915 – 1916)
“NU” CABIN	<b>NEW UTRECHT AVE.</b> , BAY RIDGE ON BAY RIDGE BRANCH (S. SIDE OF TRACKS AND W. OF NEW UTRECHT AVE. IN SVC: 1919. OUT OF SVC: 9/30/1927 DUE TO OPENING OF 14 <sup>TH</sup> AVE. BRIDGE AND ELECTRIFICATION OF BRANCH AND OPENING OF “NU” TOWER.)
“NU” TOWER	<b>NEW UTRECHT AVE.</b> , BAY RIDGE ON BAY RIDGE BRANCH (S. SIDE OF TRACKS BETWEEN NEW UTRECHT AND 14 <sup>TH</sup> AVENUES AT EAST END OF BAY RIDGE YARD. SAXBY & FARMER 24 LEVER MECHANICAL MACHINE. IN SVC: 9/30/27 WITH ELECTRIFICATION OF BRANCH. OUT OF SVC: 8/1/32. STILL STANDING AS LATE AS 1938, BUT HEAVILY VANDALIZED.)
“NU” BLOCK LIMIT STATION	<b>NEW UTRECHT AVE.</b> , BAY RIDGE, BKLYN. (LOCATED ON BAY RIDGE BRANCH. UNATTENDED BLOCK STATION IN SVC: 8/1/32. MOVED WEST: 3/2/66. OUT OF SVC: 4/4/66. RENAMED “BAY” BLOCK LIMIT STATION.)
“OA” CABIN	<b>OAKDALE</b> (S. SIDE OF OLD TRACK 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"	<b>LONG BEACH</b> (1903 CR4)
"OD"	<b>OAKDALE</b> (SOUTHERN DIVISION: 1878 BOOK OF RULES AND 1903 CR4)
"OLIVET" TOWER	FLUSHING AVE., MASPETH (MT. <b>OLIVET</b> ) (S. SIDE OF MONTAUK BRANCH TRACKS AND W. OF FLUSHING AVE. FORMERLY TOWER #6 AND "MV" IN 1907. RENAMED: 4/22/37. JOHNSON 8 LEVER STYLE A MECHANICAL MACHINE. OUT OF SVC: 6/24/49.)
"ON"	<b>OCEAN POINT</b> (SOUTHERN DIVISION: 1878 BOOK OF RULES)
"OP"	CEDARHURST ( <b>OCEAN POINT</b> ) (1903 CR4)
"OY" TOWER	<b>LOCUST VALLEY</b> (IN SVC: 6/1912 N. SIDE OF TRACKS AT E. END OF STATION PLATFORM. 8 LEVER STD. SIGNAL CO. STYLE A MECHANICAL MACHINE. RENAMED "LOCUST": 4/30/37.)
"OYSTER BAY" INTLKG. (R.C.)	<b>OYSTER BAY</b> (BLOCK STATION CONTROLLED FROM "NASSAU." IN SVC: 11/17/75.)
"OZ"	<b>OZONE PARK STATION</b> (1903 CR4)
"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". US&S 23 LEVER MODEL 14 ELECTROMECHANICAL MACHINE. RENAMED: 4/15/37 ALTHOUGH AN ENTIRE STATION STOP NORTH OF <b>OZONE</b> PARK. OUT OF SERVICE: 10/3/55. STILL STANDING IN 1964. GONE BY 1970.)

“P” **PATCHOGUE** (SOUTHERN DIVISION: 1878 BOOK OF RULES)

“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)

“PARK” TOWER **FLORAL PARK** – JCT. OF HEMPSTEAD AND CREEDMOOR BRANCHES WITH MAIN LINE. (PREVIOUSLY 2nd “FK” TOWER. BUILT 1924, 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. US&S 27 LEVER MODEL 14 ELECTRO-PNEUMATIC MACHINE. 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)

“PD” TOWER **PATCHOGUE** (SOUTH SIDE OF TRACKS AT EAST END OF STATION PLATFORM AND WEST SIDE OF SOUTH OCEAN AVE. CROSSING FOR PROTECTION OF LIRR TRACKS CROSSED BY THE SUFFOLK TRACTION CO., BOUND FOR **PATCHOGUE DOCK**. SAXBY & FARMER 20 LEVER MECHANICAL MACHINE IN SVC: 5/29/12. 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 re-  
 moval of interlocking plant courtesy of  
 Block Operator Chris Soudy.]* 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. CONT-  
 ROLLED 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 PROX-  
 IMITY TO **PENNSYLVANIA** AVE. IN SVC:  
 12/27/39 IN TICKET OFFICE AT UNDER-  
 TRACK PASSAGE-WAY CONNECTING  
 STREET STAIRWAYS. US&S 4 LEVER  
 STYLE TC TABLE MACHINE IN SVC:  
 12/27/39. OUT OF SVC: 12/28/42)

“PG”      **PATCHOGUE** (1903 CR4) (FORMERLY “P”.  
 USED AS TRAIN ORDER CALL LETTERS  
 UNTIL CONSTRUCTION OF “PD” TOWER.  
 REMAINED IN USE AS STATION CALL  
 LETTERS.)

“PK”      **CENTRAL PARK** (1903 CR4) LATER:  
 BETHPAGE (BLOCK HANDLED AT STA-  
 TION BEFORE 1914 AND BETWEEN 1918  
 AND OPENING OF “B” TOWER. RENAMED  
 “CP”. OUT OF SERVICE 8/21/25 WITH  
 OPENING OF “B” TOWER)

“PN”      **PORT WASHINGTON** (1903 CR4)

“PO”      **PORT JEFFERSON** (NORTH SIDE OF

	TRACKS AT EASTERNMOST END OF STATION PLATFORM) (UNATTENDED BLOCK STATION IN SVC: 9/28/29. OUT OF SVC: 3/29/39 WITH WADING RIVER BRANCH ABANDONMENT.)
"POND" TOWER	FRESH <b>POND</b> 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	FREE <b>PORT</b> (S. SIDE OF TRACKS, .3 MILES E. OF STATION. FORMERLY "FY". SAXBY & FARMER 24 LEVER MECHANICAL MACHINE. RENAMED: 4/30/37. OUT OF SVC: 5/5/59 WHEN TEMPORARY TRACKS PLACED IN SERVICE ACCOUNT GRADE CROSSING ELIMINATION.)
"PORT" CABIN	FREE <b>PORT</b> (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 <sup>ND</sup> "PORT" TOWER PLACED IN SVC.)
"PORT TOWER: 2	FREE <b>PORT</b> (RELOCATED 2,765' WEST OF PREVIOUS TOWER, N. SIDE OF TRACKS AND EAST OF STATION. US&S STYLE UR CONTROL PANEL IN SVC: 10/11/60. OUT OF SVC: 5/16/83. <i>Considered still in place per Jeff Erlitz: 2/2007.</i> )
"PORT" INTERLOCKING (R.C.)	EAST OF FREE <b>PORT</b> (WAS REMOTE FROM "VALLEY" OR "BABYLON." IN SVC: 5/16/83. NOW REMOTE FROM "VALLEY")
"PORT JEFFERSON"	<b>PORT JEFFERSON</b> (FORMERLY "JF." RENAMED: 6/61. BLOCK SIGNAL TEMPORARILY OUT OF SVC: 4/18/88. "JF"

BLOCK LIMIT STATION IN SVC: 4/18/88.  
 "PORT JEFFERSON" AGAIN IN SVC: ?)

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

"POST 1" INTERLOCKING (R.C.) WEST OF SMITHTOWN (REMOTE FROM  
 "DIVIDE." IN SVC: 10/3/77. FORMERLY  
 "HARE.")

"POST 2" INTERLOCKING (R.C.) EAST OF SMITHTOWN (REMOTE FROM  
 "DIVIDE." IN SVC: 10/3/77. FORMERLY  
 "POST.")

"PR" CABIN PENNSYLVANIA AVENUE, EAST NEW YORK,  
 (S. SIDE OF TRACKS AND EAST OF PENN-  
 SYLVANIA AVE. SAXBY & FARMER 8 LEV-  
 ER MECHANICAL MACHINE IN SVC:  
 6/1916. OUT OF SVC: 9/5/28.)

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

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

"PT" CABIN WEST OF 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. UNATTENDED  
 BLOCK STATION SIGNAL IN SVC: 5/23/28.

PERMISSIVE BLOCK ASPECT ADDED TO BLOCK SIGNAL: 6/25/28. FULL TIME BLOCK OFFICE PERMANENTLY OUT OF SVC: 1/19/33. UNATTENDED BLOCK STATION AND SIGNAL RELOCATED 550' WEST OF FORMER LOCATION AND IN SVC. CONTINUOUSLY: 1/19/33. BLOCK STATION MANNED "SUMMERS ONLY" AFTER 1/19/33. PARTIAL DATES AVAILABLE AS FOLLOWS:

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

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

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

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

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

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

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

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

UNATTENDED BLOCK STATION IN SVC. AT

ALL OTHER TIMES. BLOCK LIMIT SIGNAL

PERMANENTLY OUT OF SVC: 6/25/48.

JUNCTION AND MAIN TRACK TO EAST-

PORT OUT OF SVC: 12/27/49.)

"PT" BLOCK LIMIT STATION

WEST OF **EASTPORT** - IN SERVICE: 9/9/42.

RELOCATED 570' EAST OF FORMER LO-

CATION ON N. SIDE OF MAIN TRACK:

4/25/49. OUT OF SVC: 5/6/2006)

"PW" CABIN

WEST OF **PINELAWN** (END OF DOUBLE

TRACK) (NORTH SIDE OF TRACKS. IN

SERVICE: 8/1918. MOVED TO S. SIDE OF

TRACKS. UNATTENDED BLOCK STATION

SIGNAL IN SVC: 5/23/28 [?]. PERMISSIVE

BLOCK ASPECT ADDED TO BLOCK

SIGNALS: 6/25/28. BLOCK AND 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 EXTENSION TO RONKONKOMA. IN SVC: <u>?</u> . OUT OF SVC: 9/14/87. INTERLOCKING REDESIGNATED "FARM 2."
"PW" INTERLOCKING (R.C.)	WEST OF <b>PINELAWN</b> (END OF DOUBLE TRACK) (NORTH SIDE OF TRACKS. 8/21/25 – 1942, 1946 – 1970s)
"PY" TOWER	<b>PENNY</b> BRIDGE (c. 1903 ON S. SIDE OF TRACKS AND E. OF LAUREL HILL BLVD. CROSSING. FORMERLY TOWER 4. RENAMED IN 1907)
"Q" TOWER (PRR)	LONG ISLAND CITY (N. SIDE OF TRACKS AND E. OF <b>QUEENS</b> BLVD. 83 LEVER US&S MODEL 14 ELECTRO-PNEUMATIC MACHINE. IN SVC: 11/1910)
"Q"	<b>QUOGUE</b> (1903 CR4) (BLOCK LIMIT STATION IN SVC: 1927. OUT OF SVC: 9/17/50.)
"QN"	<b>QUEENS</b> (LATER QUEENS VILLAGE) (1878 BOOK OF RULES)
"QS" TOWER	<b>QUEEN STREET</b> – L. I. CITY (FORMERLY TOWER #31. RENAMED IN 1907)
"QU" TOWER: 1	<b>QUEENS VILLAGE</b> (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	<b>QUEENS VILLAGE</b> (BRICK TOWER IN SVC: 1924. US&S 15 LEVER MODEL 14 ELECTRO-PNEUMATIC MACHINE. RENAMED "QUEENS": 4/23/37.)
"QUEENS" TOWER	<b>QUEENS</b> VILLAGE (NORTH SIDE OF TRACKS AND EAST OF STATION. US&S 15 LEVER MODEL 14 ELECTRO-MECHANICAL MACHINE, OUT OF SVC: 10/17/57. REPLACED BY US&S 43 LEVER MODEL 14 ELECTRO-MECHANICAL MACHINE IN

SVC: 10/17/57. PREVIOUSLY "QU" TOWER. RENAMED: 4/23/37. 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) (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

**R**ICHMOND 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 **R**OCKAWAY (SOUTHERN DIVISION: 1878 BOOK OF RULES AND 1903 CR4)

"RACE" CABIN

AQUEDUCT **R**ACEWAY (TEMPORARY BLOCK STATION IN SERVICE DURING RACING SEASON ONLY. EAST SIDE OF TRACKS AND SOUTH OF AQUEDUCT STA. IN SVC: 6/14/54 TO 7/10/54; 8/30/54 TO 9/21/54; 6/13/55 TO 7/9/55; 8/29/55 TO 9/20/55.)

“RC” TOWER	<b>RICHMOND HILL</b> (FORMERLY TOWER 12)
“RD”	<b>RICHMOND HILL</b> STATION (1903 CR4)
“RH”	<b>RIVERHEAD</b> (1878 BOOK OF RULES AND 1903 CR4) (UNATTENDED BLOCK STATION SIGNAL IN SVC: 5/23/28. PERMISSIBLE BLOCK ASPECT ADDED TO BLOCK SIGNALS: 6/25/28. BLOCK STATION OUT OF SERVICE: 7/22/57)
“RI”	WANTAGH (1903 CR4)
“RJ” TOWER: 1	<b>ROCKAWAY JUNCTION</b> (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 ( <b>ROCKAWAY JCT.</b> )– JCT. OF MAIN LINE AND MONTAUK BR. (PREVIOUSLY TOWER #42. NORTH SIDE OF MAIN LINE TRACKS AT HILLSIDE STATION AND EAST OF JUNCTION. ? LEVER MECHANICAL MACHINE. IN SVC: 1895. REPLACED WITH US&S 23 LEVER STYLE F ALL-ELECTRIC MACHINE IN SVC: 1906. TOWER RENAMED IN 1907. US&S 3 LEVER CIRCUIT CONTROLLER MACHINE IN SVC: 1926 <i>per Henry Wilhelm map</i> FOR 4-TRACKING OF MAIN LINE EAST OF JUNCTION. 1 <sup>ST</sup> & 2 <sup>ND</sup> TRICKS ABOLISHED: 3/12/30. TOWER AND BOTH INTERLOCKING MACHINES OUT OF SVC: 6/21/30.)
“RK” TOWER: 1	<b>OZONE PARK</b> - 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 ELIMINA-

TION.)

“RK” TOWER: 2      WOODHAVEN JCT. (ON ROCKAWAY BEACH BR.) JCT. OF ATLANTIC AND ROCKAWAY BEACH BRANCHES (W. SIDE OF TRACKS AND S. OF STATION. US&S 23 LEVER MODEL 14 ELECTRO-MECHANICAL 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)

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

“RO” CABIN      **ROOSEVELT AVE.**, VALLEY STREAM, ON FAR ROCKAWAY BRANCH (US&S 3 LEVER STYLE TC TABLE MACHINE IN SVC: 8/31/32 ACCOUNT VALLEY STREAM GRADE CROSSING ELIMINATION. RELOCATED ON ELEVATION N. OF FORMER LOCATION: 2/7/33. OUT OF SVC: 5/2/33.)

“ROCK” TOWER: 1      FAR **ROCKAWAY** (PREVIOUSLY “FW” TOWER) (SOUTH SIDE OF TRACKS AND EAST OF STATION. SAXBY & FARMER 32 LEVER MECHANICAL MACHINE. RE-

NAMED: 5/11/37. OUT OF SVC: 7/8/41.)

“ROCK” TOWER: 2 FAR **ROCKAWAY** (LOCATED EAST OF 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** (PREVIOUSLY “KO.” RENAMED: 6/61. 2 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)

“RT”	SHEEPSHEAD BAY <b>RACE TRACK</b> (IN USE DURING RACING SEASON) (1903 CR4)
“RT”	LOCUST AVENUE, LOCUST MANOR (1903 CR4) (JAMAICA <b>RACE TRACK</b> . IN SERVICE DURING RACES ONLY.)
“RT”	GRAVESEND <b>RACE TRACK</b> (ON PROSPECT PARK & CONEY ISLAND RAILROAD) (IN USE DURING RACING SEASON) (1903 CR4)
“RU”	WEST <b>BURY</b> (1903 CR4)
“RY”	<b>ROSLYN</b> (1903 CR4)
“S” CABIN: 1	<b>SYOSSET</b> (S. SIDE OF TRACKS AND E. OF STATION. IN SERVICE: 1911 – 1914)
“S” CABIN: 2	<b>SYOSSET</b> (N. SIDE OF TRACKS AT END OF DBL. TRACK. BLOCK STATION IN SVC: 1914. OUT OF SVC: 4/1/38. UNATTENDED BLOCK STATION IN SVC: 4/1/38 WHEN SPRING SWITCH INSTALLED. CABIN IN SVC PART-TIME: 6/12/49.)
“S” BLOCK STATION	<b>SYOSSET</b> (END OF DBL. TRACK) (OUT OF SERVICE: 10/7/61)
“S” BLOCK LIMIT STATION	<b>SYOSSET</b> (END OF DBL. TRACK) (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”	<b>SAYVILLE</b> (1878 BOOK OF RULES AND 1903 CR4)
“SB”	<b>SAG HARBOR</b> (1878 BOOK OF RULES AND 1903 CR4) (RENAMED “SH”)
“SD”	<b>SOUTHOLD</b> (1878 BOOK OF RULES AND 1903 CR4) (UNATTENDED BLOCK STA-

TION SIGNAL IN SVC: 5/23/28. BLOCK STATION OUT OF SVC: BY 6/43. BLOCK LIMIT STATION SIGNALS IN SVC: BY 6/43)

“SE” CABIN                      **SEASIDE** (N. SIDE OF TRACKS AND W. OF THE STATION AND REMSEN AVE. 6 LEVER DWARF MECHANICAL MACHINE. IN SVC: 1913. OUT OF SVC: 1917.

“SF”                                **SPRINGFIELD** STATION (1903 CR4)

“SF”                                **SEAFORD**

“SF” CABIN                      **PORT JEFFERSON** (S. SIDE OF TRACKS, WEST END OF WEST YARD AND E. OF BAYLIS AVE. IN SERVICE: 1915 – 1916)

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

“SG” CABIN: 2                    W. OF BRENTWOOD (2,292’ WEST OF OLD CABIN, N. SIDE OF TRACKS AND W. OF FIFTH AVENUE. RETAINED OLD CALL LETTERS DUE TO PROXIMITY OF FORMER LOCATION OF THOMPSON’S **SIDING**. 2 LEVER TABLE MACHINE. IN SVC: 10/4/66. BLOCK AND BLOCK LIMIT STATION OUT OF SVC: 9/14/87 WITH ELECTRIFICATION PROJECT)

“SH”	OLD NORTHPORT (1878 BOOK OF RULES)
“SH”	<b>SEA SIDE HOUSE</b> (SOUTHERN DIVISION: 1878 BOOK OF RULES)
“SH”	<b>SAG HARBOR</b> (PREVIOUSLY “SB”. UN- ATTENDED BLOCK STATION SIGNAL IN SVC: 5/23/28. BLOCK OFFICE IN DEPOT CLOSED: 1/1929. BLOCK LIM- IT STATION SIGNAL IN SVC: 1/1929. OUT OF SVC: 5/3/39 WITH BRANCH ABANDONMENT.)
“SHEA”	<b>SHEA STADIUM</b> (TEMPORARY BLOCK STA- TION FOR SINGLE TRACKING DURING TRACK REHABILITATION. BOUNCING BACK AND FORTH BETWEEN 1 <sup>ST</sup> AND 2 <sup>ND</sup> CROSSOVER SWITCHES EAST OF ELM- HURST STATION. IN SVC: 4/05/78. O.O.S: 5/07/78 IN SVC: 6/23/78. O.O.S: 8/09/78 IN SVC: 11/01/78. RELOCATED AND IN SVC: 12/13/78. RELOCATED AND IN SVC: 2/05/79. RELOCATED AND IN SVC: 4/23/79. RELOCATED AND IN SVC: 5/28/79. O.O.S: 6/25/79 IN SVC: 8/13/79. O.O.S: 8/17/79 IN SVC: 10/03/79 FOR ONE DAY ONLY IN SVC: 12/10/79. RELOCATED AND IN SVC: 5/14/80. O.O.S: 6/03/80 IN SVC: 10/02/82 FOR ONE DAY ONLY IN SVC: 8/15/87 FOR ONE DAY ONLY IN SVC: 8/22/87 FOR ONE DAY ONLY
“SHEA” INTERLOCKING (R.C.)	<b>SHEA STADIUM</b> (CONTROLLED FROM “HAROLD” IN SVC: 3/21/88)
“SI” CABIN	<b>SMITHTOWN</b> (IN SERVICE: 1915 – 1916)
“SJ” TOWER	JAMAICA – SOUTH STREET - OLD SOUTH- ERN ROAD S. OF BEAVER ST. STATION ( <b>SOUTH JAMAICA</b> ) (E. SIDE OF TRACKS AND S. OF L.I. ELECTRIC RY. TROLLEY CROSSING. FORMERLY TOWER 17 [?].

CLOSED: 1913 WITH GRADE ELIMINATION PROJECT.)

- SJ” **SAINT JAMES** (1903 CR4) (UNATTENDED BLOCK SIGNS AND LIGHTS INSTALLED: 5/1928. PEESSIVE BLOCK ASPECT ADDED TO BLOCK SIGNALS: 6/25/28. BLOCK OFFICE CLOSED IN DEPOT AND BLOCK LIMIT STATION IN SVC: 6/1932. OUT OF SVC: 6/12/49.)
- “SK” CABIN **SPEONK** (GONE BY 1920s)
- “SK” **SPEONK** (1903 CR4) (UNATTENDED BLOCK STATION SIGNAL IN SVC: 5/23/28. BLOCK AND BLOCK LIMIT SIGNALS RELOCATED NORTH OF TRACKS AND 114’ EAST OF FORMER LOCATION. BLOCK OFFICE IN STATION OUT OF SVC: 9/2/58. BLOCK LIMIT STATION SIGNALS IN SVC: 9/2/58. OUT OF SVC: 5/6/2006)
- “SK 1” INTERLOCKING (R.C.) **SPEONK** (NORTH OF TRACKS AND EAST OF PHILLIPS AVE. CONTROLLED FROM “BABYLON.” IN SVC: 5/6/2006.)
- “SK 2” INTERLOCKING (R.C.) **SPEONK** (SOUTH OF TRACKS AND ADJACENT TO SOUTH SIDING. CONTROLLED FROM “BABYLON.” IN SVC: 5/6/2006.)
- “SM” CABIN **LAURELTON** ON OLD SOUTHERN ROAD EAST OF STATION AT END OF DOUBLE TRACK (IN SVC: 5/17/06 PER G.O. #24 DURING INSTALLATION OF 3<sup>RD</sup> ELECTRIFIED TRACK BETWEEN SPRINGFIELD JCT. AND VALLEY STREAM. STILL APPEARS IN 1911 EMPLOYEE TIMETABLE. OUT OF SVC: ?.)
- “SMITH ST. BRIDGE” ON SIGNAL **BRIDGE** EAST OF **SMITH ST.** (166<sup>TH</sup> ST.), JAMAICA. IN SVC: 1906. BLOCKED WITH “RJ” AND “JE” TOWERS AND CABIN 1 [BELMONT PARK])
- “SN” **SOUTHAMPTON** (1878 BOOK OF RULES

AND 1903 CR4) (UNATTENDED BLOCK STATION SIGNAL IN SVC: 5/23/28. BLOCK STATION IN DEPOT OUT OF SVC: 1/18/32. UNATTENDED BLOCK STATION IN SVC. CONTINUOUSLY: 1/18/32. UNATTENDED BLOCK STATION SIGNAL RELOCATED 890' EAST OF FORMER LOCATION: 7/19/34. UNATTENDED BLOCK SIGNAL RELOCATED 890' WEST OF FORMER LOCATION: ?. BLOCK STATION IN DEPOT AGAIN IN SVC: ?. OUT OF SVC: 7/22/57. BLOCK LIMIT STATION SIGNALS IN SVC: 7/22/57. TEMPORARY BLOCK STATION FOR SUNDAYS AND HOLIDAYS IN SVC: 5/24/87. OUT OF SVC: 9/27/87. AGAIN IN SVC: 5/27/88. OUT OF SVC: 9/88? BLOCK LIMIT STATION SIGNALS R.C. FROM BABYLON: 5/6/2006)

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

“SP” **SPRINGFIELD STATION (1878 BK OF RULES)**

“SP” TOWER **SPRINGFIELD JCT. – JCT. WITH OLD SOUTHERN ROAD (S.S.R.R. OF L.I.) - ROSEDALE (IN SVC: 5/12/1906 ON SIGNAL BRIDGE WEST OF FOSTER’S MEADOW RD. AND APPROX 1,000’ EAST OF EARLIER TOWER #19 PER G.O. #12: 5/10/1906. 16 LEVER STYLE A MECHANICAL MACHINE. OUT OF SVC: 9/10/23)**

“SQ” TOWER **EMMONS AVE. TROLLEY CROSSING – (EMMONS AVE., LATER NEPTUNE AVE., BKLYN.) ON MANHATTAN BEACH BRANCH. (20 LEVER MECHANICAL MACHINE. IN SVC: 10/1898. PREVIOUSLY TOWER #79 ½)**

“SR” **SEASIDE (1903 CR4)**

“SR” CABIN **W. OF LAURELTON (S. SIDE OF TRACKS AND E. OF **SPRINGFIELD** BLVD. IN SER-**



	OFFICE.)
“SX” TOWER	SKILLMAN AVE., L. I. CITY (PREVIOUSLY TOWER #32. RENAMED IN 1907)
“SY”	LONG ISLAND CROSSOVER (1878 BOOK OF RULES)
“SY”	<b>SYOSSET</b> (1903 CR4)
“SY” CABIN	<b>SAYVILLE</b> (IN SVC: 1915, OUT OF SVC: 11/27/17.)
“THOMPSONS SIDING”	AT <b>SIDING – THOMPSONS</b> (FORMER NAME OF BRENTWOOD: WEST OF PRESENT-DAY BRENTWOOD. LATER “SG” CABIN LOCATED EAST OF FIFTH AVE.)
“U”	LINDENHURST (1903 CR4)
“UN”	<b>HUNTINGTON</b> (1878 BOOK OF RULES AND 1903 CR4) (UNATTENDED BLOCK STATION SIGNAL IN SVC: 5/23/28. PERMISSIVE BLOCK ASPECT ADDED TO BLOCK SIGNALS: 6/25/28. BLOCK SIGNALS RELOCATED 260’ WEST OF FORMER LOCATION AND CONVERTED TO POSITION LIGHT: 2/16/59. BLOCK STATION AND BLOCK LIMIT STATION SIGNALS OUT OF SERVICE: 5/22/62)
“V” TOWER	W. OF <b>VAN WYCK BLVD.</b> – JAMAICA (END OF 4-TRACK SYSTEM. FORMERLY “JA” TOWER. RENAMED: 6/1911. OUT OF SVC: BY 1913.)
“VA” TOWER: 1	<b>VALLEY STREAM</b> - 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	<b>VALLEY STREAM</b> - JCT. OF FAR ROCKAWAY AND WEST HEMPSTEAD BRANCHES WITH MONTAUK BRANCH. BUILT EAST OF STATION AND JUNCTION. US&S 35 LEVER MODEL 14 ELECTRO-MECHANICAL MACHINE. IN SVC: 6/27/33. RENAMED “VALLEY”: 4/30/37.)
“VALLEY” TOWER	<b>VALLEY</b> STREAM – JCT. OF FAR ROCKAWAY AND WEST HEMPSTEAD BRANCHES WITH MONTAUK BRANCH. (FORMERLY “VA”. US&S 35 LEVER MODEL 14 ELECTRO-MECHANICAL MACHINE. RENAMED: 4/30/37. QUINDAR ELECTRONICS ALL-RELAY CONTROL PANEL CONTROLLING SIGNALS AND SWITCHES AT “ROCKY” AND “PORT” IN SVC: 4/30/83.)
“VAN” TOWER	<b>VANDERBILT AVE.</b> , BKLYN. (“VD” YARD) (PREVIOUSLY “VD” TOWER. RENAMED: 4/15/37. UNDERGROUND LOCATION. CLOSED: SUMMER/1999)
“VD” TOWER	<b>VANDERBILT AVE.</b> , BKLYN. (S. SIDE OF TRACKS AND W. OF VANDERBILT AVE. AND ENTRANCE TO VANDERBILT AVE. YARD [“VD” YARD]. US&S 11 LEVER MODEL 14 ELECTRO-MECHANICAL MACHINE. IN SVC: 8/3/06. RENAMED “VAN”: 4/15/37.)
“VI” TOWER	INTERSTATE PARK (FORMERLY TOWER #44 AND “BRUSHVILLE TOWER”, CLOSED: 1907)
“VK”	<b>VANDERVEER PARK</b> (1903 CR4)
“VN”	<b>BROOKHAVEN</b> (1903 CR4) (BLOCK OFFICE CLOSED IN STATION AND UNATTENDED BLOCK STATION SIGNAL IN SVC: 1927. OUT OF SVC: BY 6/43. IN SVC AGAIN: ?. OUT OF SVC: 9/17/50.)
“VN” CABIN	VALLEY STREAM ON FAR ROCKAWAY BR. (LOCATED AT W. END OF WYE. IN SERV-

ICE: 5/17/1906 PER G.O. #24 DURING  
INSTALLATION OF 3<sup>RD</sup> ELECTRIFIED  
TRACK BETWEEN SPRINGFIELD JCT.  
AND VALLEY STREAM. OUT OF SVC:  
c. 1910.)

“VR” ARVERNE (1903 CR4)

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

“VY” LOCUST **V**ALLEY STATION (1903 CR4)

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

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

“WA” TOWER BELLEROSE (**W**EST FLORAL **P**ARK) (FOR-  
MERLY 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 AC-  
COUNT JERICHO TPKE. (ROUTE 25)  
GRADE CROSSING ELIMINATION. USED  
IN CONJUNCTION WITH “NI” CABIN.  
OUT OF SVC: 8/31/36 WITH COMPLE-  
TION OF GRADE CROSSING ELIMINATION.

“WANTAGH” INTERLKG. (R.C.) **W**ANTAGH (REMOTE FROM “PORT” OR  
“BABYLON”. IN SVC: 6/7/71. REMOTE  
FROM “VALLEY” OR BABYLON:  
5/16/83.)

“WC” **W**ARDEN**C**LYFFE (1903 CR4) LATER:  
SHOREHAM

“WC” CABIN CAMP UPTON JCT.- JCT. OF CAMP UPTON  
SPUR AND MAIN LINE. (W.W.I) (WEST OF  
**W**AMPMISSICK SIDING *per Richard Makse*.  
FORMERLY THE UNUSED “CP” CABIN  
ERECTED AT CENTRAL ISLIP. LOADED  
ON FLATCAR AND RELOCATED HERE:  
c. 1916-1917.) (*per George G. Ayling*,

*block opr. at "CI": 1910-1923, agent/opr:  
1923-1954.)*

"WD"	<b>WOODHAVEN</b> (ATLANTIC DIVISION: 1878 BOOK OF RULES)
"WD"	<b>WOODSIDE</b> (NORTH SHORE DIVISION: 1878 BOOK OF RULES)
"WD" TOWER	<b>"WEST END TRESTLE"</b> (HAMILTON BEACH) (E. SIDE OF TRACKS AND S. OF STATION. FORMERLY TOWER #93. RENAMED IN 1907. SAXBY & FARMER 16 LEVER MECHANICAL MACHINE. RENAMED "BEACH": 5/1/37.)
"WE"	<b>WHITESTONE</b> LANDING (1903 CR4) (BLOCK HANDLED IN STATION. BLOCK STATION OUT OF SVC: 2/19/32 WITH BRANCH ABANDONMENT.)
"WEST HEMPSTEAD" INTERLKG.	<b>WEST HEMPSTEAD</b> (INTERLOCKING AND BLOCK STATION CONTROLLED FROM "VALLEY." IN SVC: 1/1/2005)
"WG"	<b>WADING RIVER</b> (1903 CR4) (UNATTENDED BLOCK STATION SIGNAL IN SERVICE: 5/23/28. BLOCK OFFICE CLOSED IN DEPOT: <u>?</u> . BLOCK LIMIT STATION SIGNAL IN SVC: <u>?</u> . RENAMED "WY": 6/21/36.
"WH"	<b>WESTHAMPTON</b> (1878 BOOK OF RULES AND 1903 CR4) (UNATTENDED BLOCK STATION SIGNAL IN SVC: 5/23/28. BLOCK STATION OUT OF SVC: BY 6/43. BLOCK LIMIT STATION SIGNAL IN SVC: PRIOR TO 6/43. BLOCK LIMIT STATION SIGNAL MOVED 1,500' WEST OF FORMER LOCATION ON SOUTH SIDE OF MAIN TRACK: 10/30/53. R. C. FROM BABYLON: 5/6/2006)
"WHITE POT" CABIN	ON MAIN LINE EAST OF PRESENT DAY REGO PARK (S. SIDE OF TRACKS AND W. OF <b>WHITE POT</b> ROAD. IN SERVICE

PRIOR TO 1903)

- “WI” **WOODSIDE STATION (1903 CR4)**
- “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. SAXBY & FARMER MECHANICAL MACHINE IN SVC: 1884. REBUILT: 3/1/1898 [?] MOVED: 12/1915, SOUTH SIDE OF TRACKS, .7 MILES EAST OF WOODSIDE. 40 LEVER G.R.S. ELECTRO-MECHANICAL MACHINE. RENAMED “WIN”: 4/16/37.)**
- “WJ” CABIN **WINFIELD, QUEENS (TEMPORARY CABIN IN SVC: 12/1915 DURING GRADE ELIMINATION AND MOVING OF “WJ” TOWER.)**

“WK”	<p><b>WEST DEER PARK</b> (1878 BOOK OF RULES) RENAMED WYANDANCH (1903 CR4) (UN-ATTENDED 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 ?): <u>?</u>. 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.)</p>
“WL” TOWER	<p>REYNOLDS CHANNEL ON LONG BEACH BRANCH. (<b>WRECK LEAD</b>: W. SIDE OF TRACKS AND N. OF CHANNEL. 4 LEVER DWARF INTERLOCKING MACHINE IN SVC: 1/15/27. OUT OF SVC: 7/10/31 WHEN REPLACED BY “WL” CABIN.)</p>
“WL” CABIN: 1	<p>REYNOLD’S CHANNEL SWING BRIDGE TENDER’S CABIN ON LONG BEACH BR. (<b>WRECK LEAD</b>: EAST SIDE OF TRACKS ON N. SIDE OF BRIDGE, 364’ EAST OF FORMER “WL” TOWER. US&amp;S 7 LEVER STYLE TC TABLE MACHINE IN SVC: 7/10/31. OUT OF SVC: 1934.)</p>
“WL” CABIN: 2	<p>REYNOLD’S CHANNEL SWING BRIDGE – LONG BEACH (24’ EAST OF 1<sup>ST</sup> “WL” CABIN. US&amp;S 7 LEVER STYLE TC TABLE MACHINE IN SVC: 1934. RENAMED “LEAD”: 5/1/37.)</p>
“WM”	<p><b>WEST HEMPSTEAD</b> (UNATTENDED BLOCK STATION IN SVC: 9/15/35 AFTER STATION RELOCATED SOUTH OF HEMPSTEAD AVENUE.)</p>
“WM” BLOCK LIMIT STATION	<p><b>WEST HEMPSTEAD</b> (BLOCK LIMIT SIGNAL RELOCATED 900’ WEST OF FORMER</p>

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)

"WN" **WAINSCOTT**

"WO" **WOODMERE** (1903 CR4)

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

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

"WP" ISLIP (TEMPORARY BLOCK STATION ACCOUNT GRADE CROSSING ELIMINATION OF CARLETON AVE. [ROUTE 111]. S. SIDE OF TRACKS AT W. END OF SINGLE TRACK. IN SVC: 11/30/31. USED IN CONJUNCTION WITH "EP" TEMPORARY BLOCK STATION. OUT OF SVC: 4/26/32.)

"WR" **WATERMILL** (1903 CR4) (BLOCK STATION IN DEPOT OUT OF SERVICE: 1927 (?). BLOCK LIMIT STATION SIGNAL IN SVC: 1927 (?). OUT OF SVC: 9/8/40)

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

“WS”	<b>WHITESTONE</b> (NORTH SHORE DIVISION: 1878 BOOK OF RULES AND 1903 CR4)
“WS” BLOCK STATION	LONG ISLAND CITY (NEAR <b>WHEELSPUR</b> YARD) (UNATTENDED BLOCK STATION 1,875’ WEST OF DUTCH KILLS DRAW- BRIDGE IN SVC: 4/6/39. APPEARS ON ETT AS LATE AS 1941.)
“WS” BLOCK LIMIT STATION	LONG ISLAND CITY (NEAR <b>WHEELSPUR</b> YARD) (OPENED: 6/39. OUT OF SVC: BY 1943. IN SVC; AGAIN: ?. MOVED 100’ EAST OF FORMER LOCATION: 6/22/53. OUT OF SVC: 8/12/58)
“WT” TOWER	WOODHAVEN JCT (1903 CR4). – JCT. OF ATLANTIC AND ROCKAWAY BEACH BRANCHES. (ON ATLANTIC BRANCH, SOUTH SIDE OF TRACKS, WEST OF STA- TION AND EAST OF JCT. FORMERLY TOWER #66. SAXBY & FARMER MECH- ANICAL MACHINE INSTALLED BY 1884. RENAMED “WT” IN 1907 POSSIBLY FOR <b>WOODHAVEN TOWER?</b> SAXBY & FARM- ER 32 LEVER MECHANICAL MACHINE IN SVC: 1922. RENAMED “HAVEN” (1 <sup>ST</sup> ): 4/15/37.)
“WU” TOWER	WEST GOOSE CREEK (ON JAMAICA BAY TRESTLE, 2,800’ EAST OF TOWER #94. FORMERLY TOWER #95. IN SVC: BY 1906. RENAMED “WU” IN 1907. OUT OF SVC: 1916 ?)
“WY”	WADING RIVER (UNATTENDED BLOCK STA- TION SIGNAL. FORMERLY “WG”. RENAMED: 6/21/36. RELOCATED ONE MILE WEST OF FORMER LOCATION WITH RELOCATION OF STATION FACILITIES AND TRACK CUT- BACK: 1/18/38. UNATTENDED BLOCK STATION OUT OF SVC: 3/29/39 WITH BRANCH ABANDONMENT.)
“X”	L.I. CITY DISPATCHER’S OFFICE (1878 BOOK OF RULES AND 1903 CR4) (CLOSED c. 1913 WITH TRANSFER OF

L.I.R.R. OFFICES TO NEW JAMAICA  
TERMINAL)

“Y” CABIN	EAST OF SAYVILLE (SAXBY & FARMER 4 LEVER MECHANICAL MACHINE. IN SERV- ICE: 11/27/17 ON N. SIDE OF TRACKS AT END OF DBL. TRACK. MOVED TO S. SIDE OF TRACKS AND 3,000’ WEST OF FORM- ER LOCATION WITH RELOCATION OF END OF DOUBLE TRACK ACCOUNT MONTAUK HIGHWAY (ROUTE 27) GRADE CROSSING ELIMINATION: 1/8/30. OUT OF SVC: 6/7/39 AND SPRING SWITCH INSTALLED. PROTECTED BY “PD” SIGNAL #16 CON- TROLLED FROM “PD” TOWER: 6/7/39.)
“Y” BLOCK LIMIT STATION	EAST OF SAYVILLE (END OF DBL. TRACK)
“Y” INTERLOCKING (R.C.)	EAST OF SAYVILLE (BLOCK STATION CONTROLLED FROM “PD.” IN SVC: 1990s ?)
“YA”	<b>Y</b> APHANK (1878 BOOK OF RULES AND 1903 CR4) (UNATTENDED BLOCK STA- TION SIGNAL IN SVC: 5/23/28. PERMIS- SIVE BLOCK ASPECT ADDED TO BLOCK SIGNALS: 6/25/28. BLOCK OFFICE IN STATION OUT OF SVC: 9/2/58. BLOCK LIMIT STATION SIGNAL IN SVC: 9/2/58)
“YD” CABIN	NORTH SHORE JCT. (L. I. CROSSOVERS) BETWEEN 5 <sup>TH</sup> AND 6 <sup>TH</sup> STREETS. (PREV- IOUSLY TOWER #30. IN SVC: 7/1884. RENAMED “YD” IN 1907.)
“YD” CABIN	HOLBAN <b>Y</b> ARD (FORMERLY “HB” PRIOR TO 1909. ORIGINALLY “ST. ALBANS.” CLOSED: 1/1929)
“Z” CABIN	BUSHWICK AVE. ON BAY RIDGE BRANCH ON W. SIDE OF TRACKS AND S. OF BUSHWICK AVE. CROSSING. IN SVC: 5/15/14)

**MISCELLANEOUS ITEMS:**

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

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

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

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

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

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

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

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

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

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

**“STAFF” CABINS**

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

CABIN B

ON PLATFORM JUST EAST OF FLUSHING

**BRIDGE ST. PSGR. STATION**

CABIN C	ON PLATFORM AT ENTRANCE TO MAIN WAITING ROOM AT <b>COLLEGE POINT STATION</b>
CABIN W	ON WEST END OF STATION PLATFORM – <b>WHITESTONE LANDING</b>
CABIN X	ON PLATFORM JUST WEST OF FLUSHING BRIDGE ST. FREIGHT STATION

**Cross Reference of LIRR Call Letters by Location**

<b><u>Station/Location:</u></b>	<b><u>Calls:</u></b>
A&P WAREHOUSE	AP
AMAGANSETT	AG
AMITYVILLE	A; AMITYVILLE INTERLKG.
AQUEBOGUE	AQ
AQUEDUCT	AQ
AQUEDUCT RACE TRACK	ADAMS CABIN; AQUEDUCT; RACE CABIN

ARVERNE	AN; AV; VR
ATLANTIC PARK	AP
AUBURNDALE	AD
AUTUMN AVENUE	AUTUMN TOWER
BABYLON	BABYLON EAST, BABYLON TOWER: 1, 2; BABYLON WEST, BF CABIN; BJ TOWER; BN CABIN; BN
BALDWIN	BW
BAYPORT	BA CABIN; BP; BR CABIN
BAY RIDGE	BAY; BD; NU; NU CABIN; NU TOWER
BAYSHORE	BY
BAYSIDE	B1, B2 CABINS; BAY; BAY INTERLKG; BI, BS CABIN
BEDFORD	BD; BEDFORD JCT; BEDFORD TOWER
BELLAIRE	BW CABIN
BELLEROSE	BE CABIN; WA TOWER; TOWER 46
BELLMORE	BV
BELLPORT	BO; BQ
BELMONT PARK JCT.	BE CABIN; BM CABIN; CABIN 1; KW CABIN; QY CABIN
BETHPAGE JCT.	B TOWER: 1, 2; BE CABIN; BETH INTERLKG; BG CABIN; TOWER 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, TOW- ER 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 IN- TERLKG.; 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; TOWER 79½
NEPTUNE HOUSE	NH
NORTHPORT (NEW)	DUKE INTERLKG.; DUKE 1, 2 INTERLKG.; EVANS INTERLKG.; NP; NT CABIN
NORTHPORT (OLD)	SH
OAKDALE	OA CABIN; OD
OCEAN POINT	ON
OYSTER BAY	NS; OYSTER BAY
OZONE PARK	BA CABIN; CV CABIN; LK INTERLKG.; OZ; RK TOWER: 1, 2; TOWER 91

PARKVILLE	PA
PATCHOGUE	P; PD TOWER; PD 1, 2, 3 INTERLKG.; PG
PEARSALL'S CORNER	PC
PECONIC	NC
PENN STATION	(ALL PRR) A TOWER; A INTERLKG.; C TOWER; C INTERLKG.; JO TOWER; JO INTERLKG.; KN TOWER; KN INTERLKG.; NC; PSCC
PENNY BRIDGE	PY TOWER; TOWER 4: 2
PINELAWN	PW; PW CABIN; PW INTERLKG.
PORT JEFFERSON	JF; JEFF INTERLKG.; PO; PORT JEFFERSON; SF CABIN
PORT WASHINGTON	PN
QUEENS (VILLAGE)	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; 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