



Long Island Rail Road

APPENDIX A-2

**ONGOING INFRASTRUCTURE
PROJECTS**

BETH A. SULLIVAN
Acting Chief Transportation Officer

VINCENT S. CAMPASANO
Acting General Superintendent – Transportation

GENERAL ORDER 702 EDITION

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UPGRADES**

CONSTRUCTION AREAS

In support of future upgrades to the overall infrastructure of the LIRR, several construction projects are ongoing. Within areas where construction is ongoing, various levels of construction materials, machinery, uneven surfaces and debris may be present. Employees are reminded to take extreme caution in these areas and to report any potentially hazardous conditions to their proper authority, at once.

Areas under construction, including but not limited to the following:

- Main Line Queens to Hicksville
- Jay Interlocking
- Atlantic Branch Dunton to Jay, Hall to Valley
- Harold Interlocking

SECTION 1: STATION PLATFORMS UNDER REPAIR

NOTE: With ongoing construction, employees are reminded to adhere to station stop instructions (SI 1901) and **MUST** refer to Special Instruction 1901-B for current station platform capacities.

MAINLINE BRANCH

NEW HYDE PARK PASSENGER STATION NO. 3 TRACK

New permanent 10 car platform to the north of No. 3 track (Platform A) has been erected and is in service approximately 250 east of its former location on No. 3 track.

Eastbound: Car markers installed on the east end of the new permanent Platform "A" on No. 3 track. All trains will platform H-10 cars.

Westbound: Car markers installed at the west end of the new permanent Platform "A" on No. 3 track. All trains will platform H-10 cars.

NEW HYDE PARK PASSENGER STATION NO. 1 TRACK

New temporary 10 car platform to the south of No. 1 track (Platform B) has been erected and is in service approximately 250 east of its former location on No. 1 track. Temporary 10 car platform will provide customer access to a newly installed permanent 10 car Platform "B" south of No. 1 track.

Eastbound: Car markers installed on the east end of the new temporary Platform "B" on No. 1 track. All trains will platform H-10 cars.

Westbound: Car markers installed at the west end of the new temporary Platform "B" on No. 1 track. All trains will platform H-10 cars.

NOTE: Trains platforming on the south side Platform "B" will utilize a temporary platform bridge for customers to access the newly installed permanent platform.

MERILLON AVE. PASSENGER STATION NO. 3 TRACK

A permanent 6 car platform "A" (north side) has been erected and is in service approximately 250 feet east of the former station platform on No. 3 track.

Eastbound: Car markers installed on the east end of the new permanent platform "A" on No. 3 track.

Westbound: Car markers installed at the west end of the new permanent platform "A" on No. 3 track.

MERILLON AVE. PASSENGER STATION NO. 1 TRACK

Current 6 car temporary platform "B" has been extended on the west end and will now accommodate 12 cars. Temporary 12 car platform is in service and will provide customer access to a newly installed permanent 12 car platform "B" south of No. 1 track.

Eastbound: Car markers installed on the east end of the new permanent platform "B" on No. 1 track.

Westbound: Car markers installed at the west end of the new permanent platform "B" on No. 1 track.

NOTE: Trains platforming on the south side Platform "B" will utilize a temporary platform bridge for customers to access the newly installed permanent platform.

MAINLINE BRANCH (CONT'D)

MINEOLA PASSENGER STATION NO. 3 TRACK

170 feet of the east end of Mineola passenger station platform on the north side (Track No.3) is out of service with construction barricades installed.

Previously installed temporary 530-foot extension on the west end of the platform remains in service

Eastbound: Proper unit markers are located on the eastern portion of platform "A". All trains will platform H-10 cars.

Westbound: Proper unit markers are located on the western portion of the previously installed extended temporary platform "A". All trains will platform H-10 cars.

MINEOLA PASSENGER STATION NO. 1 TRACK

656 feet of the east end of the platform on the south side out of service with construction barricades installed.

Platform has been temporarily extended, 656 feet on the west ends, of the original platform.

Note: Platform remain with 12 car capacities.

Eastbound: Proper unit markers are located on the eastern portion of platform "B". All trains will platform H-12 cars.

CARLE PLACE PASSENGER STATION NO. 1 TRACK

Current 6 car temporary Platform "B" has been extended on the east end and will now accommodate 12 cars. Temporary 12 car platform is in service and will provide customer access to a newly installed permanent 12 car Platform "B" south of No. 1 track.

Eastbound: Car markers installed on the east end of the temporary Platform "B" on No. 1 track. All trains will platform 12 cars.

Westbound: Car markers installed at the west end of the temporary Platform "B" on No. 1 track. All trains will platform 12 cars.

NOTE: Trains platforming on the south side Platform "B" will utilize a temporary platform bridge for customers to access the newly installed permanent platform.

WESTBURY PASSENGER STATION

510 feet of the west end of Westbury Passenger Station platforms north of MLN No. 3 track (Platform A) and south of MLN No. 1 track (Platform B) are out of service with construction barricades installed.

Temporary extensions have been built on the east end of Platforms "A" & "B" to accommodate 6 cars.

Eastbound: Car markers installed at the east end of Platforms "A" & "B". All trains will platform H-6 cars.

Westbound: Car markers installed at the west end of the in-service portion of Platforms "A" & "B". All trains will platform H-6 cars.

PORT JEFFERSON BRANCH

HUNTINGTON PASSENGER STATION

Approximately 340 feet of the east end of Huntington Passenger Station platforms north of No. 1 track (Platform A) and south of No. 2 track (Platform B) are out of service with construction barricades installed.

Eastbound: Proper unit markers installed at the east end of Platforms "A" & "B". All trains will platform R-8 cars.

Westbound: Proper unit markers installed at the west end of Platforms "A" & "B". All trains will platform H-8 cars.

HEMPSTEAD BRANCH

BELLEROSE PASSENGER STATION

Approximately 310 feet of the east end of Bellerose passenger out of service for repairs with construction barricades installed.

A 40-foot temporary extension has been added to the west end of the existing platform to accommodate 4 cars.

Westbound: 4-12 car markers installed at the west end of the (newly constructed) platform. All westward trains will platform head four "4" cars.

Eastbound: 4-12 car markers installed 370 feet east of the west end of the platform. All eastward trains will platform head four "4" cars.

SECTION 2: ZONE C TERRITORY INFRASTRUCTURE UPGRADES

NOTE: The Train Dispatcher may authorize the use of any items listed below including but not limited to displaying signals and throwing switches for testing purposes.

FUTURE MET INTERLOCKING

The following interlocking switches have been installed, blocked and spiked normal and not yet in service; located as follows:

131 E SWITCH

Eastward (trailing point):

First switch east of Kew Gardens passenger station on MLN No. 1 track.

Westward (facing point):

First switch west of Jay Interlocking on MLN No. 1 track.

131 W SWITCH

Eastward (facing point):

First switch east of Kew Gardens passenger station on MLN No. 3 track.

Westward (trailing point):

First switch west of Jay Interlocking on MLN No. 3 track.

JAY INTERLOCKING

Future interlocking signals (98R), (98L) & (104L) once installed not yet in service; located as follows:

Signal 98R:

Eastbound color light low home signal governing eastward moves into Jamaica Station tracks 11 & 12.

Signal 98L:

Westbound color light low home signal, 1st signal west of Jamaica Station on 12 track.

Signal 104L:

Westbound color light low home signal opposite future 84LA signal, east end of Jamaica Station 12 track.

103 CROSSOVER EAST SWITCH

Eastward (trailing point):

Second switch east of 96RA signal Jay Int on 11 track.

Westward (facing point):

First switch west of Jamaica Station on 11 track.

103 CROSSOVER WEST SWITCH

Eastward (facing point):

First switch east of future 98R signal Jay Int. on 12 track

Westward (trailing point):

Second switch west of Jamaica Station on 12 track

105 CROSSOVER EAST SWITCH

Eastward (trailing point):

Second switch east of future 98R signal Jay Int. on 12 track

Westward (facing point):

First switch west of Jamaica Station on 12 track

JAY INTERLOCKING (CONT'D)

105 CROSSOVER WEST SWITCH

Eastward (facing point):

First switch east of 96RA signal Jay Int on 11 track.

Westward (trailing point):

Second switch west of Jamaica Station on 11 track.

NOTE: All 103 & 105 crossover switches blocked and spiked normal not yet in service

HALL INTERLOCKING

Future interlocking signals (84LA, 84LB, 84LC & 84R) once installed not yet in service; located as follows:

Signal 84LA:

Eastbound color light low home signal opposite future 104L signal, east end of Jamaica Station 12 track.

84LB Signal:

Eastbound color light low home signal, exiting Johnson Ave. yard.

84LC Signal:

Eastbound color light low home signal exiting Armour siding.

84R Signal:

Westbound color light low home signal, opposite Hall's Westerly Limit (44LB) on 12 track.

81 SWITCH

Eastward (trailing point):

First switch east of Jamaica Station on 12 track

Westward (facing point):

Second switch west of future 84R signal Hall Int. on 12 track

89 SWITCH

Eastward (trailing point):

Second switch east of Jamaica Station on 12 track

Westward (facing point):

First switch west of future 84R signal Hall Int. on 12 track

NOTE: 81 & 89 switches blocked and spiked normal not yet in service

METROPOLITAN AVE SB

KEW GARDENS

131W

MAINLINE 3

BLOCKED AND
SPIKED NORMAL NOT
YET IN SERVICE

TO HAROLD INTERLOCKING

MAINLINE 1

131E

MAINLINE 2

TO WOOD INTERLOCKING

MAINLINE 4

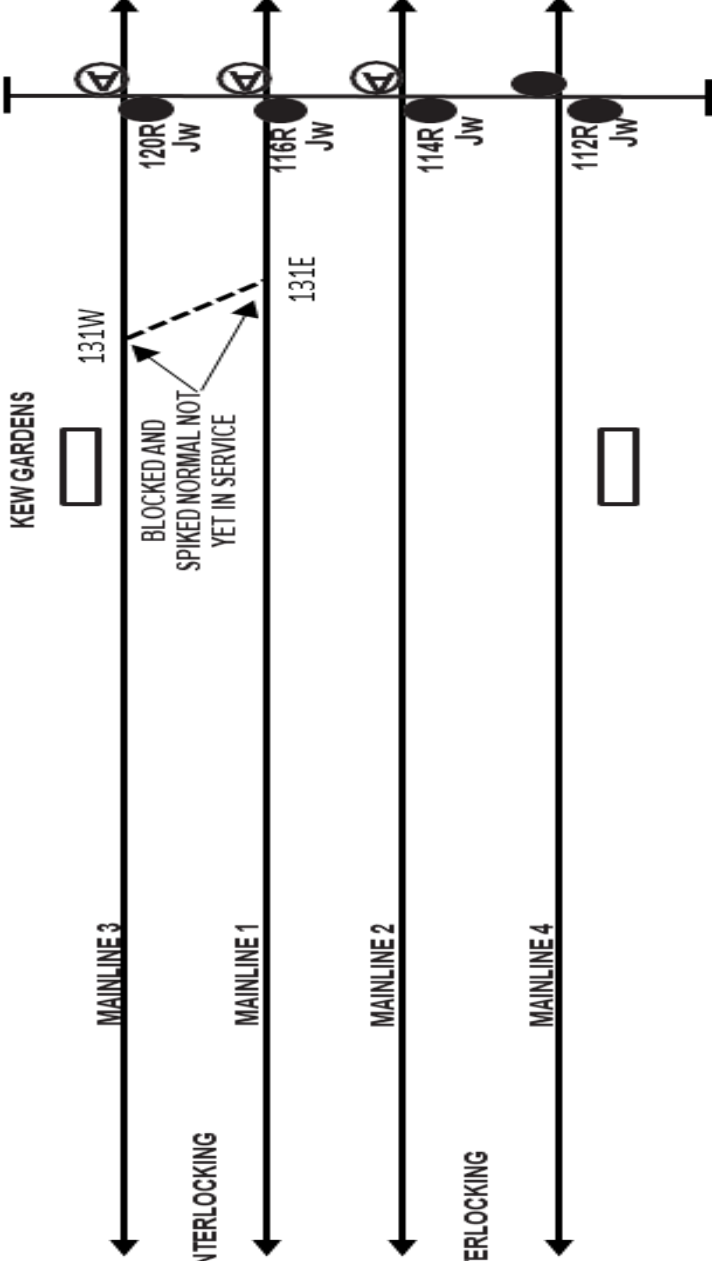
120R
JW

116R
JW

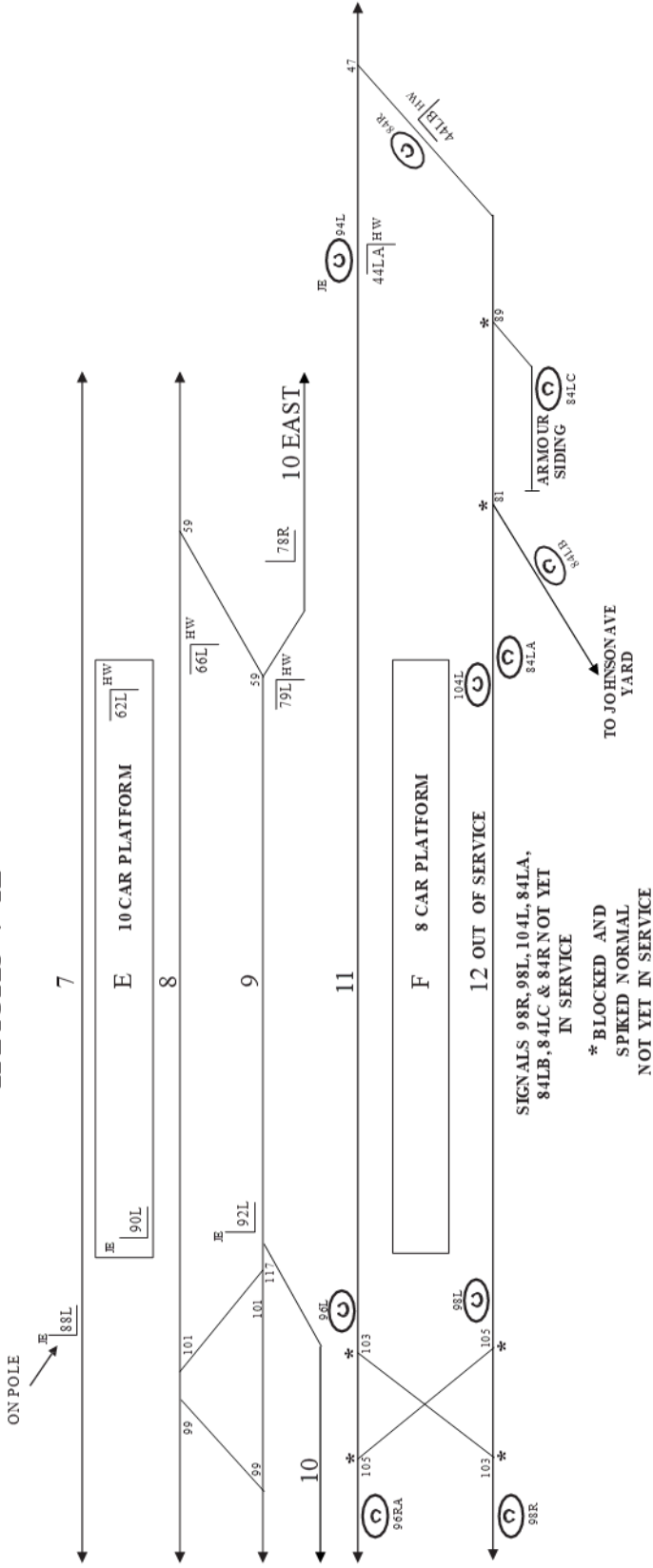
114R
JW

112R
JW

TO JAMAICA STATION



JAMAICA STATION TRACKS 7-12



SIGNALS 98R, 98L, 104L, 84LA,
84LB, 84LC & 84R NOT YET
IN SERVICE

* BLOCKED AND
SPIKED NORMAL
NOT YET IN SERVICE

NASSAU INTERLOCKING

The following interlocking switches have been installed, blocked and spiked normal and not yet in service; located as follows:

21E SWITCH

Eastward (trailing point):

Second switch east of Merillon Ave. psgr. station on No. 1 track.

Westward (facing point):

Third switch west of Mineola psgr. station on No. 1 track.

12 W SWITCH

Eastward (facing point):

Third switch east of Merillon Ave. psgr. station on No. 1 track.

Westward (trailing point):

Second switch west of Mineola psgr. station on No. 1 track.

31 W SWITCH

Westward (trailing point):

Second switch west of Signal Bridge 5 on No. 3 track.

Eastward (facing point):

Second switch east of Signal Bridge 4 on No. 3 track.

31 E SWITCH

Westward (facing point):

Fourth switch west of Signal Bridge 5 on No. 1 track.

Eastward (trailing point):

First switch east of Signal Bridge 4 on No. 1 track.

21 E SWITCH

Westward (facing point):

Third switch west of Signal Bridge 5 on No. 1 track.

Eastward (trailing point):

Second switch east of Signal Bridge 4 on No. 1 track.

12 W SWITCH

Westward (trailing point):

Second switch west of Signal Bridge 5 on No. 1 track.

Eastward (facing point):

Third switch east of Signal Bridge 4 on No. 1 track.

13 W SWITCH

Westward (trailing point):

First switch west of Signal Bridge 5 on No. 1 track.

Eastward (facing point):

Fourth switch east of Signal Bridge 4 on No. 1 track.

NASSAU INTERLOCKING (CONT'D)**13 E SWITCH****Westward (facing point):**

First switch west of Signal Bridge 5 on No. 3 track.

Eastward (trailing point):

Third switch east of Signal Bridge 4 on No. 3 track.

DIVIDE INTERLOCKING

HICKSVILLE NORTH SIDE TRACK:

The automatic safety switch located on the north side track Hicksville leading to the west end of the runaround track replaced with a NON TRAILABLE hand operated switch.

“NON TRAILABLE HAND OPERATED SWITCH” signs have been installed on the north side track and on the runaround track. These signs will have yellow lettering on a red background.

The hand operated switch located on the north side track Hicksville leading to the east end of the runaround track replaced with a Dual Control (DC) switch (2-43) with a DC derail.

EAST END NORTH SIDE TRACK (ATLANTIC PIPE TRACK)

Reconfigured with an electric lock switch, controlled by JCC- Divide, with a derail, installed 300 feet east of the westbound freestanding position light signal (2-3W).

Atlantic pipe track is 2107 feet in length, measured from the westbound freestanding position light (2-3W) Divide Int. to the track barricade installed at the east end.

HICKSVILLE SECONDARY TRACK

Previously designated North Side M of W track is now designated as the Hicksville Secondary track. The Hicksville Secondary Track (of no assigned direction) is not equipped with third rail and is located between 2-3W and 3-3E signals, Divide Interlocking. Trains / track cars will be governed by rules and special instructions for secondary tracks in addition to the following:

Authority to occupy:

Westward from Hicksville station No. 1, 2 or 3 tracks:

Signal indication from JCC- Divide (3-1W, 3-2W, 3-3W)

Westward from Atlantic Pipe (East end North Side Track):

Verbal permission from JCC- Divide

Eastward from North Side Track:

Signal indication from JCC- Divide (2-3E)

Maximum authorized speed: Restricted Speed

NEW SIGNALS INSTALLED AND IN SERVICE

Signal 3-3E:

Eastward pedestal signal located at east end of newly designated Hicksville Secondary Track, Divide Interlocking

Signal 2-RE:

Eastward low home signal located at the east end of the run around track, Divide Interlocking

REVISED SIGNALS / SWITCHES INSTALLED AND IN SERVICE

Signal 2-3E:

Eastward low home signal (2-3E), replaced with an eastbound pedestal signal, located east end North Side Track, Divide Interlocking (newly installed pedestal signal is 433 feet west of the former low home signal)

Signal 2-3W:

Westward low home signal (2-3W), replaced with a westward free-standing position light signal located west end newly designated Hicksville Secondary Track, Divide Interlocking (newly installed position light signal is 122 feet west of the former low home signal)

DIVIDE INTERLOCKING (CONT'D)**REVISED SIGNALS / SWITCHES INSTALLED AND IN SERVICE (Cont'd)****2-43 Switch:**

Eastward trailing point hand operated switch, from the east end of the run around track, Divide Interlocking, replaced with a Dual Control (DC) switch, with a Dual Control derail.

3-31 Crossover:

Eastward facing point interlocking crossover switch (3-31W) from Hicksville Secondary Track to eastward trailing point interlocking crossover switch (3-31E) on No. 1 track, Divide Interlocking, is now in service.

MORRIS PARK YARD

As part of the ongoing construction in Morris Park Yard, the following physical characteristic changes have been made:

EXTENSION OF THE MOTOR LEAD TRACK

- Located south of the Richmond Hill Lead track
- Track is in service
- Restricted Speed not to exceed 5 mph
- Extends west from westbound facing point automatic safety switch (east end of Richmond Hill Lead) to a trailing point automatic safety switch (west end of Richmond Hill Lead)
- The following tracks trail on to the Motor Lead from automatic safety switches:
 - Truing house track
 - Shop tracks 25, 27-34 (newly installed, not yet in service)
 - Richmond Hill Team tracks 1 & 2 (previously trailed on to Richmond Hill Lead)
 - Key Foods tracks 1 & 2 (previously trailed on to Richmond Hill Lead)

Note: Employees must reference SI 5020-B-2 for authority to enter Motor Lead

DUNTON INTERLOCKING

5 SWITCH CROSSOVER:

Previously referenced dual control crossover has been changed to interlocking switch crossover; located as follows:

Eastward (facing point) No.2 track:

First switch east of 8R signal (Dunton Westerly Limit) on Atlantic No. 2 track.

Westward (trailing point) No. 2 track:

Second switch west of Dunton Int. signal bridge on Atlantic No. 2 track.

Eastward (trailing point) No. 1 track:

First switch east of 12R signal (Dunton westerly limit) on Atlantic No. 1 track.

Westward (facing point) No. 1 track:

Third switch west of Dunton Int. signal bridge on Atlantic No. 1 track.

9 SWITCH:

Eastward (facing point):

Second switch east of 6R Signal Dunton Interlocking on Atlantic No. 2 track.

Westward (trailing point):

First switch west of 6LA Signal (Dunton's easterly limit) on Atlantic No. 2 track.

Switch is blocked and spiked normal, not yet in service

21 SWITCH:

Previously referenced interlocking switch has been changed to a dual control switch; located as follows:

Eastward (trailing point):

First switch east of 20RA signal on Westbound Brooklyn Freight track.

Westward (facing point):

First switch west of 20L signal (Dunton's easterly limit) on Westbound Brooklyn Freight track.

DUNTON INTERLOCKING (CONT'D)

1. Atlantic No. 4 is out of service as a main track. The former Atlantic No. 4 track has been split into two stub ended tracks. The west end portion of track will be designated “**Dunton Lay-up**” and the east end portion of track will be designated “**Jay Lay-up**”.

NEW DUNTON LAY-UP TRACK:

- Located south of ATL. 2 track Dunton Int.
- Equipped with third rail
- Protected by a westbound low home, DE, controlled by JCC- Dunton (Signal 8LC)
- Holds 6 MU's
- Bumping Block on east end
- Accessible from ATL. 2 track only

NEW JAY LAY-UP TRACK:

- Located south of ATL. 2 track and north of the newly installed future Atlantic No. 4 track Dunton Int.
- Equipped with third rail
- Protected by an eastbound color light low home, JW, controlled by JCC-Jay (Signal 78R)
- Holds 12 MU's
- Bumping Block on west end
- Accessible from 5 station to 9 track, 10 east via Hall

2. Eastbound position light (Signal 10R) on signal bridge and westbound low home, DE, (Signal 10LA) on former Atlantic No. 4 track are both out of service to be removed.

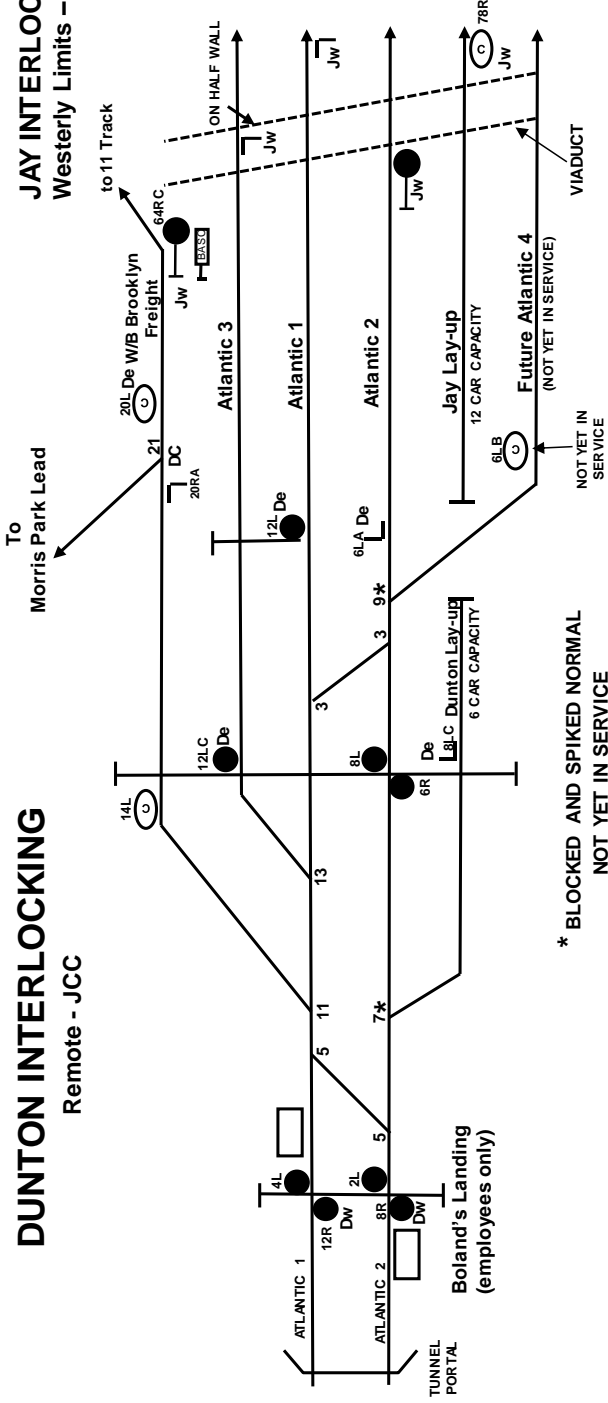
3. Future Atlantic No. 4 (Main Track) installed, not yet in service. Newly installed track trails westbound into ATL. 2 track Dunton Interlocking via 9 switch (blocked and spiked normal, not yet in service) and eastbound will become future 12 track in Jay Int. New westbound color light low home (Signal 6LB) installed, not yet in service on future Atlantic No. 4 track.

NOTE: Once installed, all switches may be thrown, and all signals may be displayed for testing purposes under the authority of the Train Dispatcher.

ATLANTIC BRANCH

DUNTON INTERLOCKING Remote - JCC

JAY INTERLOCKING R-JCC Westerly Limits - Atlantic Branch



* BLOCKED AND SPIKED NORMAL
NOT YET IN SERVICE

FUTURE BEAVER INTERLOCKING

The following interlocking switches have been installed for the future Beaver Interlocking. Switches are blocked and spiked normal, not yet in service; located as follows:

12W SWITCH**Eastward (facing point):**

First switch east of Hall Interlocking on ATL No. 1 track.

Westward (trailing point):

Second switch west of Locust Manor psgr. station on ATL No. 1 track.

21E SWITCH**Eastward (trailing point):**

Second switch east of Hall Interlocking on ATL No. 1 track.

Westward (facing point):

First switch west of Locust Manor psgr. station on ATL No. 1 track.

12E SWITCH**Eastward (trailing point):**

First switch east of Hall Interlocking on ATL No. 2 track.

Westward (facing point):

Second switch west of Locust Manor psgr. station on ATL No. 2 track.

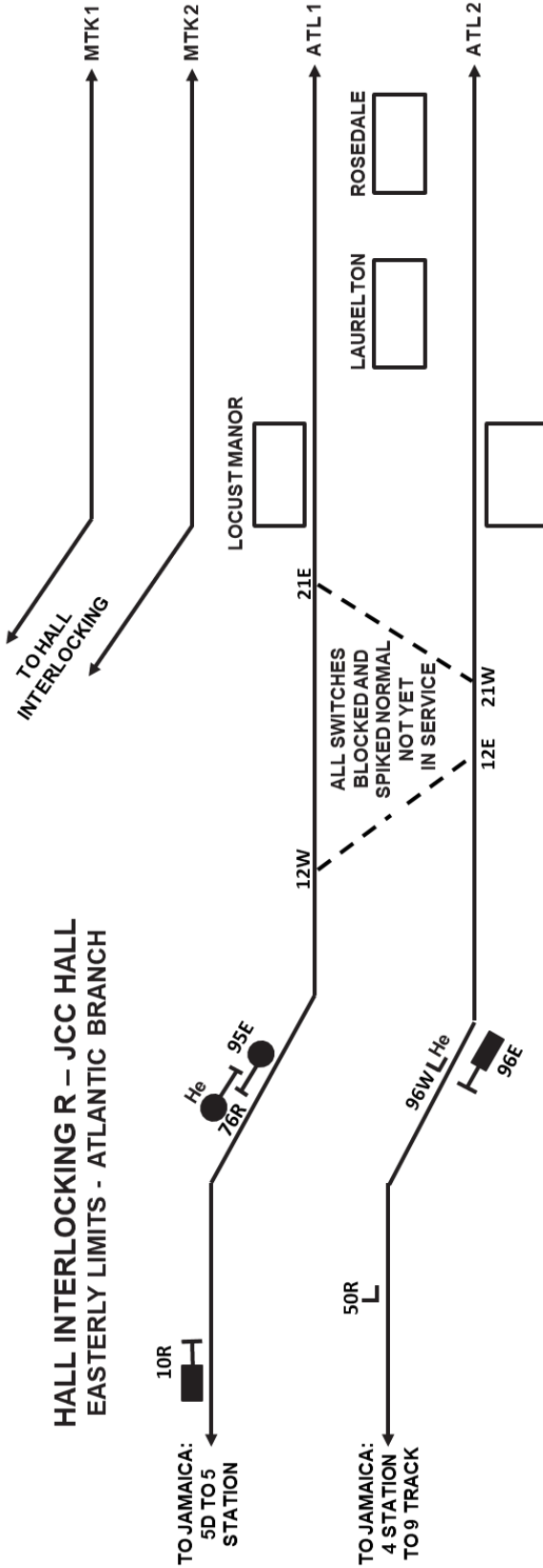
21W SWITCH**Eastward (facing point):**

Second switch east of Hall Interlocking on ATL No. 2 track.

Westward (trailing point):

First switch west of Locust Manor psgr. station on ATL No. 2 track.

HALL INTERLOCKING R – JCC HALL EASTERLY LIMITS - ATLANTIC BRANCH



FUTURE PARK INTERLOCKING

The following interlocking switches have been installed for the future Park Interlocking. Switches are blocked and spiked normal, not yet in service; located as follows:

21W SWITCH

Eastward (facing point) – first switch east of Floral Park Passenger Station on Hempstead No. 2 track.

Westward (trailing point) – second switch west of Stewart Manor Passenger Station on Hempstead No. 2 track

12E SWITCH

Eastward (trailing point) – second switch east of Floral Park Passenger Station on Hempstead No. 2 track.

Westward (facing point) – first switch west of Stewart Manor Passenger Station on Hempstead No. 2 track

21E SWITCH

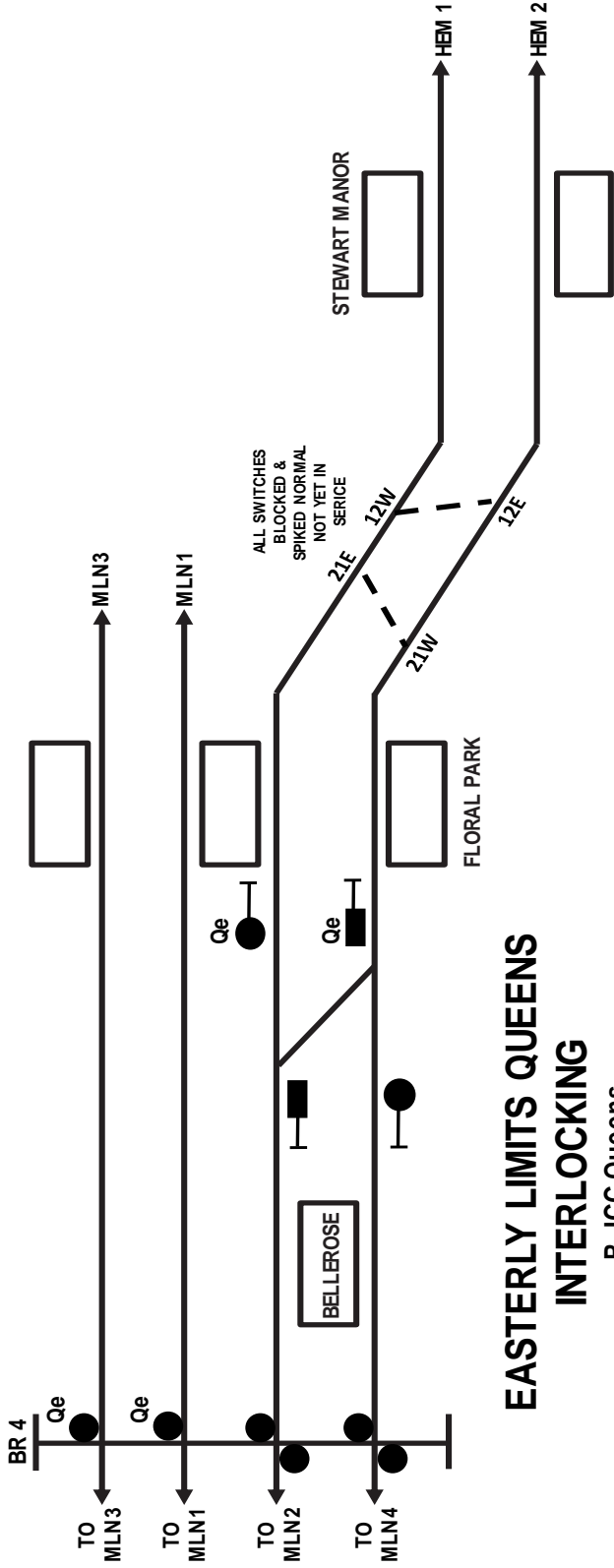
Eastward (trailing point) – first switch east of Floral Park Passenger Station on Hempstead No. 1 track.

Westward (facing point) – second switch west of Stewart Manor Passenger Station on Hempstead No. 1 track

12W SWITCH

Eastward (facing point) – second switch east of Floral Park Passenger Station on Hempstead No. 1 track.

Westward (trailing point) – first switch west of Stewart Manor Passenger Station on Hempstead No. 1 track



**EASTERLY LIMITS QUEENS
INTERLOCKING**
R-JCC Queens

**SECTION 3: ZONE A TERRITORY INFRASTRUCTURE
UPGRADES**

HAROLD INTERLOCKING

827 CROSSOVER (EAST SWITCH):

The east switch of 827 crossover, located as first facing point switch west of 11BR Harold Interlocking, has been removed and replaced with permanent geometry replicating former reverse movement over this portion of the crossover.

The following interlocking switches have been installed, blocked and spiked normal, not yet in service; located as follows:

5155 SWITCH:

Westward (facing point):

First switch west of Signal Bridge 20 on Long Island Freight Track.

1143W SWITCH:

Eastward (facing point):

First switch east of Signal Bridge 21 on Mainline No.1 track.

Westward (trailing point):

Second switch west of Signal Bridge 23 on Mainline No.1 track.

3145 SWITCH:

Eastward (facing point):

Third switch east of 35 Bridge on Westward Psgr.

Westward (trailing point):

Second switch west of 15 Bridge on Westward Psgr.

3234 SWITCH:

Eastward (facing point):

First switch east of 35 Bridge on Line 2 (MLN 3)

Westward (trailing point):

Third switch west of 15 Bridge on Line 2 (MLN 3)

2154 SWITCH:

Eastward (trailing point):

Second switch east of 15 Bridge on Westward Psgr.

Westward (facing point):

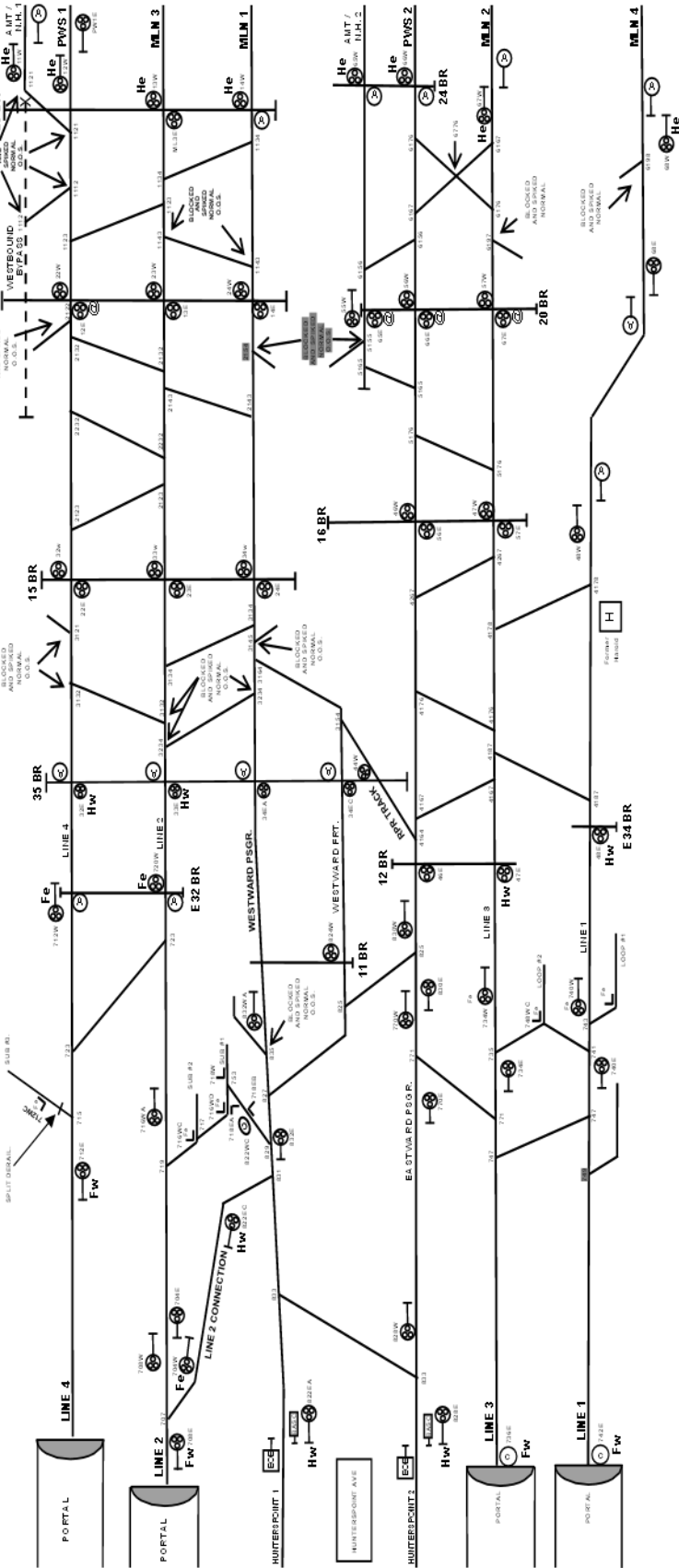
First switch west of 21 Bridge on Westward Psgr.

F - INTERLOCKING

Remote PSCC

HAROLD INTERLOCKING

Remote PSCC



Automatics are of the same type as the Home Signals on the bridge or area they are located, unless otherwise noted.

⊙ = WHITE ARROW

**SECTION 4: ZONE D TERRITORY INFRASTRUCTURE
UPGRADES**

NO CURRENT PROJECTS AS OF DATE OF PUBLICATION