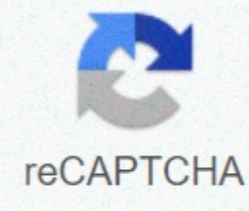




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Long island railroad map

Select individual LIRR stations or branches to view schedules from November 9, 2020 to January 24, 2021. Click here for the full-size map. Commuter train service in Long Island, New York LIRR redirects here. For other uses, see Lirr (disambiguation). Long Island Rail RoadThe Long Island Rail Road offers east-west electric and diesel rail service throughout Long Island, New York.OverviewOwnerMetropolitan Transportation Authority (MTA)Area served Long IslandLocaleLong Island, New YorkCommuter railNumber of lines11Number of stations124Chief executivePhilip Eng[1]HeadquartersJamaica Station, Jamaica, New York, United StatesWebsitemta.info/lirrOperationBegan operation1834 (187 years ago) (1834)Operator(s)Metropolitan Transportation AuthorityReporting marksLTTechnicalSystem length319 mi (513 km) (road); 700 mi (1,100 km) (total track length)Track gauge4 ft 8 1⁄2 inches (1,435 mm) standard maximum speed80 mph (130 km/h)[2] System map Grey lines represent only cargo branches, and other colours represent the corresponding passenger branches. The Long Island Rail Road (LI report mark), often abbreviated as L.I.R.R., is a commuter rail system in the southeastern part of the U.S. state of New York, stretching from Manhattan to the eastern tip of Suffolk County on Long Island. With an average weekday ridership of 354,800 passengers in 2016, it is the busiest commuter railway in North America. [3] [4] It is also one of the few suburban systems in the world that operates 24/7 all year round. [5] It is owned by the State by the Metropolitan Transportation Authority, which calls it MTA Long Island Rail Road. The LIRR logo combines the MTA circular logo with the Long Island Rail Road text, and appears on the sides of trains. The LIRR is one of two commuter train systems owned by the MTA, the other being the Metro-North Railroad in the northern suburbs of the New York City area. Founded in 1834 and having operated continuously since then, it is the oldest railroad in the United States still operated under its original name and chartering. [6] [7] There are 124 stations and more than 700 miles (1,100 km) of track[8] on its two lines to the island's two forks and eight main branches, with the passenger rail network totalling 513 km (319 miles) of road. [9] In 2018[update], the RIRL's budgetary burden on expenditures was \$1.6 billion, which it supported through the collection of taxes and fees. [10] History Main Article: History of the Long Island Railway George Bradford Brainerd (American, 1845-1887). Station, Bay Shore, Long Island, September 1879. Collodion glass silver plastic plate negative. Brooklyn Museum (Montauk and NY) RPO Coverage (TR27) for the 100th Anniversary of the Road in 1934 The Long Island Rail Road Company was chartered in 1834 to provide daily service between New York and Boston via a ferry connection between its Greenport, New York on long island's North Fork and Stonington, Connecticut. This service was replaced in 1849 by the land route through Connecticut which became part of the New York, New Haven and Hartford Railroad. The LIRR will refocus its attention on The Long Island service, competing with other railways on the island. In the 1870s, railway president Conrad Poppenhusen and his successor Austin Corbin acquired all the railways and consolidated them into the LIRR. [11] The LIRR was not profitable for much of its history. In 1900, the Pennsylvania Railroad (PRR) purchased a majority stake as part of its direct access plan to Manhattan, which began on September 8, 1910. The wealthy PRR subsidized the LIRR in the first half of the new century, allowing for expansion and modernization. Electrical mining began in 1905. After the Second World War, the slowdown in the railway industry and declining profits stopped the PRR from subsidizing the LIRR, and the LIRR was placed in receivership in 1949. New York State, realizing the importance of the railway to the future of Long Island, began subsidizing the railway in the 1950s and 1960s. In June 1965, the state finalized an agreement to purchase the RRP RIRL for \$65 million. [13] The RIRL was placed under the control of a new Metropolitan Commuter Transit Authority. The MCTA was renamed the Metropolitan Transportation Authority in 1968 when it incorporated several other transit agencies in the New York area. [15] [16] With MTA subsidies the LIRR has modernized further, continuing to be the busiest commuter railway in the United States. [6] The LIRR is one of the few railways that has survived as an intact company from its original charter to the present day. [6] Main Stations The LIRR counter at Penn Station displays all accessible locations from Penn Station. Long Island City Station and Station See also: Long Island Rail Road Station List The LIRR operates from three Western terminals in New York City, a fourth of which is scheduled for the early 2020s. Major terminals include: Pennsylvania Station in Midtown Manhattan is the busiest terminal in the West, serving nearly 500 daily trains. [8] It is reached by the East River tunnels owned by Amtrak (the only LIRR-used tracking not belonging to the LIRR) from the main line to Harold Interlocking in the city of Long Island. 34th Street-Penn Station (IRT Broadway-Seventh Avenue Line) (1, 2 and 3 trains) and 34th Street-Penn Station (IND Eighth Avenue Line) (trains A, C and E) are adjacent to the terminal. It also connects the LIRR to Amtrak and NJ Transit trains. Atlantic formerly known as flatbush Avenue, in downtown Brooklyn serves most other trains. [8] It is next to the New York Atlantic Avenue-Barclays Center complex station (2, 3, 4, 5 , B, D, N, Q, R R W trains), offering easy access to Lower Manhattan. With the opening of East Side Access, the service between Atlantic Terminal and Jamaica is expected to become a shuttle. Rush-hour trains are heading to one of the two stations in Long Island City, Queens: Hunterspoint Avenue or the City of Long Island on the East River. From Hunterspoint Avenue, The Hunters Point Avenue subway station (7 and trains) is accessible for access to Midtown Manhattan. The same subway trains are also accessible from Long Island City Station to Vernon Boulevard-Jackson Avenue subway station. It also connects to the East River Ferry from New York Ferry to Midtown or Lower Manhattan. Access to a fourth major terminal is under construction. As early as December 2022,[17] the LIRR intends to begin service to a new station under large central terminal via the East Side Access project lanes; this road has been planned on the lower level of the 63rd Street tunnel under the East River, which carries the IND 63rd Street Line (F and trains) of the New York City subway to its next level. The East Side Access project will reduce congestion while increasing the number of trains during peak hours. However, some Estimates for February 2014 have pushed the opening date back to September 2024. [18] [19] In addition, the Jamaica Station is a major central station and a transfer point in Jamaica, Queens. It has ten runways and six platforms, as well as yard and bypass tracks. Passengers can travel between trains on all LIRR lines except the Port Washington branch. The sixth platform opened in February 2020, and serves exclusively The Atlantic Branch shuttles to Brooklyn. [20] The transfer is also made to separate facilities for three subway services at Sutphin Boulevard-Archer Avenue-JFK (E, J, and Z trains), a number of bus routes, and the automated People Mover from AirTrain to JFK Airport. The railway headquarters is located next to the station. [22] Passenger lines and services Schema of the LIRR routes, as well as fare zones. This pattern is not scaled. This section needs additional quotes for verification. Please help improve this article by adding quotes to reliable sources. Unsrned material may be challenged and removed. (May 2016) (Find out how and when to delete this template message) Long Island's rail network has 11 passenger branches. [23] Three of them are considered main lines; however, the main lines are generally not used in public: Main Line, which runs along the middle of the island, between Long Island and Greenport, via Jamaica. [23] Montauk Branch, which runs along the southern edge of the island, between Long Island City and Montauk, via Jamaica. Atlantic Branch, which is located mainly in New York South of the Main Line and Montauk Branch, between Atlantic Terminal and Valley Stream, via Jamaica. [23] [24] They eight minor branches. [23] For planning and advertising purposes, some of these branches are divided into sections as the case with the Montauk branch, known as the Babylonian service in the electrified part of the line between Jamaica and Babylon, while the diesel service beyond Babylon to Montauk is called the Montauk Branch service. All branches, with the exception of the Port Washington branch, pass through Jamaica; the follow-up to the west of Jamaica (with the exception of the Port Washington branch) is known as the city terminal area. The city terminal area includes portions of the Main Line, Atlantic and Montauk branches, as well as the East River Tunnels (Northeast Corridor) owned by Amtrak to penn station. [25] Current Branches The main line runs from Long Island City east of Greenport. It is electrified west of Ronkonkoma; Limited diesel train service runs from this point to Yaphank, Riverhead, or Greenport. Trains using the East River Tunnels (Northeast Corridor) at New York's Penn Station join the line at Sunnyside Yard. The services that operate along this line are named after the branches they use; trains beyond Hicksville (where the Port Jefferson branch is divided) are known as ronkonkoma Branch and Greenport Branch trains. The montauk branch runs from Long Island City in the east to Montauk, with junctions with the main line in Long Island City and Jamaica. It is electrified from Jamaica to the east to Babylon. Trains running east of Babylon are listed as a service of the montauk branch and are transported by diesel locomotives; trains that use the line from Jamaica to Babylon are labeled Babylon Branch trains. The portion of the line between Long Island City and Jamaica no longer carries passenger trains and is only used for freight service. The electrified Atlantic branch extends from the Atlantic Terminal into downtown Brooklyn in eastern Jamaica, where it meets the main line and the montauk branch, then moves southeast to become the Long Beach branch east of Valley Stream. East of Valley Stream, the Far Rockaway branch turns south, while the west hempstead branch turns north. The electrified branch of Port Washington, the only one that does not serve Jamaica, extends from the main line west of Woodside (does not move away from the main line to Winfield Junction, which is east of the station) and extends east to Port Washington. It serves only four stations in Nassau County. It contains the Manhasset viaduct, which is the highest bridge in the LIRR network. The Port Jefferson branch main line east of Hicksville, with electric service to Huntington and diesel service to Port Jefferson. Until 1938, it continued east to Wading River. [27];258 The electrified branch of Hempstead separates from the main line east of Queens Village (does not curve far from the main line until just past Floral

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