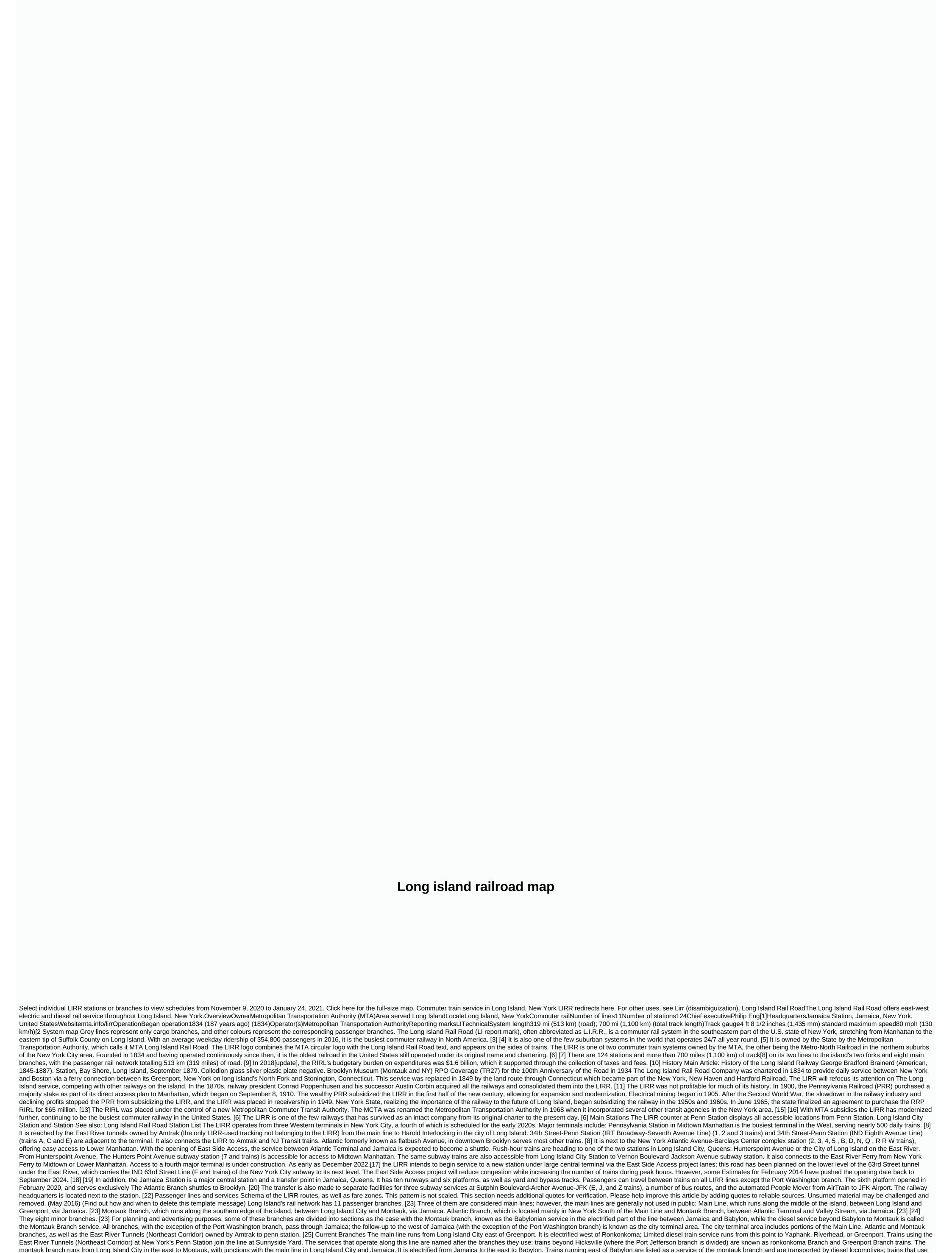
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the line from Jamaica to Babylon are labeled Babylon Branch trains. The portion of the line between Long Island City and Jamaica no longer carries passenger trains and is only used for freight service. The electrified Atlantic branch extends from the 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 turns south, while the west hempstead branch turns north. The electrified branch of Port Washington, the only one that does not serve Jamaica,

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

extends from the main line west of Woodside (does not move away from the main line to Winfield Junction, which is 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

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Park) and extends east to Hempstead. In Garden City, Gard
Oyster Bay branch to the main line. Since November 22, 2014, the branch's weekend service has been restored. The Oyster Bay branch separated from the main line east to Oyster Bay. The first section of Williston East is electrified; only diesel trains run along most of the line to
Oyster Bay. The central diesel branch only extends southeast from the main line east of Babylon, giving another route to the Montauk branch east of Babylon. The central branch continued westward from Bethpage to include what is now the Garden City-Mitchel Field Secondary. It
will be electrified as part of the MTA 2020-2024 Capital Program. The electrified branch of Far Rockaway separated from the Atlantic branch east of Valley Stream and extended south and southwest to Far Rockaway. He used to continue west along what is now the New York IND Rockaway Line subway at Hammels and
Rockaway Park. The electrified branch of Long Beach begins where the Atlantic branch ends east of Valley Stream (does not curve far from Montauk Branch that just past Lynbrook) where it turns south and ends at Long Beach. Former branches The railway has abandoned a number of branches due to lack of traffic
over the years. Part of the Rockaway Beach branch became part of the IND Rockaway Line of the New York subway, while others were demoted to freight branches, and the rest completely abandoned. In addition, the Long Island Rail Road operated trains on portions of the Brooklyn Rapid Transit (BRT) elevated and
subway lines until 1917. The Bethpage branch headed north from the main line and the central branch in Bethpage. The Bushwick branch, also known as the Bushwick branch, also known as the Bushwick branch that ran from Bushwick, Brooklyn, to Fresh Pond Junction, Queens, where it connected to the Montauk branch.
The Camp Upton branch was a short branch north of the main line to Camp Upton. The Cedarhurst Cut-off, officially known as the New York and Rockaway Railroad, is an extension of the Montauk branch from its merger with the Atlantic branch at Springfield Junction to Cedarhurst, where it will turn west and parallel to
branch far rockaway to Mott Avenue in Far Rockaway. The central extension ran from Garden City east to Central Park (3/4 mile south of the current Bethpage station) and as far east as Bethpage Junction. The line was cut to the point where it stopped at Island Trees. Today, the western part of the track still in use for
freight and storage, and is officially known today as the Garden City Secondary. Chestnut Chestnut Street (Brooklyn) between Atlantic Avenue and Fulton Street was opened in 1898 to allow operation across the Jamaica/Broadway Elevated Line to the East River ferry terminal. In 1909, passenger service across
Manhattan via the Williamsburg Bridge was established in coordination with the Brooklyn Rapid Transit Company (BRT). The LIRR passenger service operated to Chambers Street between May 1909 and September 1917. The Creedmoor branch, a remnant of Alexander Turney Stewart's Central Railroad of Long Island
(CRRLI), was a short branch of the main line at Floral Park to the northwest by Creedmoor. He once went as far northwest as Flushing. The Evergreen branch east of the bushwick terminal to the Bay Ridge branch in eastern New York. The Flushing Bay freight branch extended northward
from the whitestone branch, then through the Woodside branch, then the connection line between the two branches before ending along the south coast of flushing bay. [33] The Glendale cut ran south of the main line at Rego Park at the Montauk branch at Glendale. There it became the Rockaway Beach Branch,
running south through Jamaica Bay to Hammels and west of Rockaway Park. The Rockaway Park. The Rockaway Beach branch headed from Long Island City to Jamaica, passing through neighbourhoods such as Maspeth, Middle
Village and Richmond Hill. The Manhattan Beach branch headed south from the Bay Ridge branch in Flatbush to Manhattan Beach. The Manorville or manor branch headed from the Bay Ridge branch (see below). The
hempstead west-mine branch ran north of the West Hempstead branch terminus through NY 24 to the Country Life news station where it briefly joined the Hempstead branch that ended at the station and another that crossed the
main line and ended near the southern terminus of the Oyster Bay branch. The Northport branch moved northeast of the existing Port Jefferson branch between Greenlawn and Northport Village. [34] The North Shore freight branch ran from the main line to Sunnyside Yard West to the East River where Gantry Plaza
State Park is now. [35] [36] Originally built by the Flushing and North Side Railroad, some of the surviving right of way can be found in arch street stores in the Yard. The roosevelt field spur sailed north from the current Garden City Secondary just north of Commercial Avenue. From there, it crossed Stewart Avenue just
west of present-day South Street before turning slightly northeast across Meadowbrook Drive. The viaduct, as well as sections along the south Street sidewalk, can still be seen From there, it continued northward before bending eastward and ending near Zeckendorf Boulevard. The line was only used for freight. The Sag
Harbor branch ran north from the Montauk branch at Bridgehampton to Sag Harbor. The Wading River, serving the towns of Mount Sinai, Miller Place, Rocky Point and Shoreham. The White Line, built by Newtown and Flushing Railroad, a subsidiary of the LIRR,
moved south of the Port Washington branch between Winfield Junction and Flushing between 1873 and 1876. The Whitestone branch near Flushing and ran north and east to Whitestone. The Woodside branch headed
north of the present-day Port Washington branch between Woodside and east of the current Corona Yard west of the Flushing River. It also had a connecting spur to the Whitestone branch. Additional Services In addition to its daily commuter sponsorship, the LIRR also offers the following services: from April to October,
the railway adds stops at Mets-Willets Point station to train at the Port Washington branch to serve passengers travelling to see New York Mets home games at Citi Field and the US Open at the USTA Billie Jean King National Tennis Center. When the number of passengers requires it, additional trains can be added.
Mets-Willets Point station. The railway operates additional trains during the summer season that cater to the Long Beach, Jones Beach, Hamptons, Montauk and Greenport. Some of these packages require bus-ferry connections. The railroad
operates additional trains to and from Atlantic Terminal for brooklyn Nets and New York Islanders home games at Barclays Center. From May to October, the railway runs four daily trains to Belmont Park (two in each direction) during the racecourse's summer meetings. In addition, on the day of the Belmont Stakes horse
race the railway manages additional trains to accommodate the large number of spectators present at the event. [41] A special non-passenger service offered by the railway was the annual operation of the ringling brothers barnum and bailey circus train between Long Island City and Nassau Veterans Memorial Coliseum
in Garden City. Highly publicized by the LIRR, this event attracted large crowds of spectators. With the closure of Ringling Barnum and Bailey, this was discontinued in May 2017. Intermodal Connections The Mineola Intermodal Centre (bottom left), as seen before the start of construction of the third main line lane. Penn
Station provides connections with Amtrak intercity and NJ Transit commuter trains, as well as PATH, New York City Buses, [43] In addition, almost all stations in and gueens offer connections to the New York City bus system, and several stations also have transfers to New York City subway
stations. [44] Transfers to buses from Nassau Inter-County Express and Suffolk County Transit are available at many stations in Nassau and Suffolk counties, respectively. [45] [46] Fare structure Like Metro-North Railroad and NJ Transit, the long island rail road fare system is based on the distance travelled by a
passenger, as opposed to the New York subway and local bus systems, which charge a fixed fare. The railway is divided into eight consecutively unnumered fare zones. Area 1, the city terminal area, includes penn station, all stations in Brooklyn, and all stations in Queens to western Jamaica or Mets-Willets Point. Area 3
includes Jamaica and Mets-Willets Point, as well as all other stations in eastern Queens, with the exception of Far Rockaway, Queens. Areas 9, 10, 12 and 14 include all stations in Suffolk County, [48] Each area contains many stations, and
the same rate applies for travel between any station in the original area and any station in the destination area. [48] ATMs LIRR, as seen at Bethpage station. Peak fares are charged during the week on trains arriving at west terminals between 6 a.m. and 10 a.m., and for trains departing from west
terminals between 4 p.m. and 8 p.m. [49] Any passenger with a peak fare on a peak train must pay an increase. [50] Passengers may purchase tickets from ticket agents or ATMs or on the train from conductors, but will have to pay a penalty fee on board to do so. [50] These fees are waived for customers who board a
station without a ticket office or ATM, elderly, disabled or Medicare customers. [50] There are several types of tickets: one-way, round-trip, peak, off-peak trains, passengers can purchase a family ticket for children who are
accompanied by an 18-year-old for $0.75 if purchased from the station agent or tym. $1.00 on the train. Seniors or passengers with disabilities travelling during the morning rush hour are required to pay the AM peak rate for the elderly or disabled. This rate is not charged PM's rush hour. Commuters can also purchase a
peak or off-peak round trip of ten trips, an unlimited or unlimited weekly monthly pass. [52] Monthly passes are good on any train regardless of the time of day, in the specified fare areas on the pass. [52] Special rates During the summer, the railway offers special summer packages for places such as Long Beach, Jones
Beach, the Hamptons, Montauk and Greenport, Passengers travelling to the Hamptons and Montauk on the Cannonball can book a seat in the Salon cars, Passengers travelling to Belmont Park must purchase a special ticket from Jamaica to Belmont Park (or vice versa). Weekly and monthly passes are not accepted at
Belmont Park. [54] CityTicket In 2003, the LIRR and Metro-North launched a pilot program in which passengers travelling within the city limits were allowed to purchase one-way tickets for $2.50. The special discounted CityTicket, proposed by the New York City Transit Riders Council, [55] was officially introduced in 2004.
On weekends, the railway offers cityticket to passengers travelling in Zones 1 and 3 (i.e. New York). CityTickets cannot be purchased from ticket agents or machines and used on the day of purchase. [54] They are not valid to travel to Far Rockaway because it is in Area 4 and the Far Rockaway branch passes through
Nassau County, [54] It is also not valid for travel to Belmont Park Station, which is only open for special events, [54] Freedom Ticket In the fall of 2017, the MTA was to launch a pilot project that will allow the LIRR, bus and subway service to use a single ticket. The ticket proposal, called the Freedom Ticket, was first
introduced by the New York City Transit Riders Council (NYCTRC) in 2007. [58]:1 NYCTRC wrote a proof-of-concept report in 2015. [59] At the time of the busiest trips in the city, travelling 96 minutes, but paid a premium fare of $6.50. Commuters who
take the dollar van to the subway paid $4.75 to get to Manhattan in 65 minutes; users who only took the bus and subway paid $2.75 to get to Manhattan in 35 minutes. [58]:iii Unlike CityTicket, the freedom ticket would be valid for off-peak and
multi-directional travel; Have free transfers to the metro and bus system and be capped at $215 per month. The Freedom Ticket will initially be available for sale at Atlantic Terminal, Nostrand Avenue and East New York stations in Brooklyn and Laurelton,
Locust Manor, Rosedale and St. Albans stations in Queens. [57] [60] [61] Drivers would be able to purchase one-way, weekly or monthly passes that will be higher than the price of a ride on the MetroCard, but it will be less than the combined price of an
LIRR ticket and a MetroCard, and it will allow free transfers between the LIRR, buses and the metro. [61] Former MTA chief Thomas Prendergast announced at the January 2017 board meeting that the plan would be explored as part of a field study to determine rates and the impact on existing service. [57] The plan
aims to fill approximately 20,000 unused seats on existing Atlantic Atlantic trains and Penn Station (or about 50% to 60% of peak trains in each direction),[60] while providing affordable service to long-haulers. [61] Details were to be announced in spring 2017, and the pilot would last six months. [57] The MTA Board of
Directors voted in May 2018 to approve a six-month pilot project for a similar concept, the Atlantic Ticket. The Atlantic Ticket is similar in that it would allow LIRR users in southeastern Queens to purchase a one-way ticket to or from the Atlantic Terminal for $5. The Atlantic note would start in June 2018. [62] The success
of the pilot program led the MTA to extend the program until the summer of 2020 and renewed calls for the program to be implemented in New York, where the freedom ticket fee, if approved, would cost US$2.75 and would include free transfers between the LIRR and Metro-North, the bus and the subway. [63] OMNY
Main Article: OMNY In 2017, it was announced that the MetroCard fare payment system, used on New York-area rapid transit and bus systems, would be phased out and replaced by OMNY, a contactless fare payment system. Rates would be paid using Apple Pay, Google Pay, debit/credit cards with near-field ID cards
or radio frequencies. [64] [65] As part of the implementation of the OMNY, the MTA also plans to use the system in the Long Island Railway and metro-north railway. Accidents On August 26, 1893, two trains collided in Maspeth, Queens, killing 16 people and injuring more than 40. On February 17, 1950,
two trains collided head-on after a locomotive engineer on train 192 ignored an approach signal and the following red signals at Rockville Centre station, 32 died and more than 100 were injured. At the time, it was the worst rail disaster in the history of the LIRR. On November 22, 1950, two trains collided after one of the
trains passed a red signal at Kew Gardens, 78 died, 363 injured, making it the worst rail disaster in LIRR history. [69] On March 14, 1982, a train struck a van at a crossing on herricks Road in Mineola after the van driver circled the door. Nine people were killed and one injured. On May 17, 2011, a commuter train in Deer
Park cleared a truck of baked goods trying to bypass the crossing gate. The driver was killed and two passengers were injured and 4 were seriously
injured. On January 4, 2017, a Long Island Rail Road commuter train derailed at Atlantic Terminal in Brooklyn, New York. At least 103 people were injured. On February 26, 2019, two separate Trains from Long Island Rail Road collided with a pickup truck at the School Street crossing in Westbury, New York, on the
LIRR main line, causing the driver and two passengers to be ejected from the vehicle, causing death, numerous injuries and damage to the nearby LIRR station platform. [74] Rail operations Inside an M7 car. The LIRR is relatively isolated from the rest of the national rail network despite being operated from
Penn Station, the busiest rail terminal in the country. It connects to other railways at only two locations: west of Harold Interlocking in Sunnyside, Queens, LIRR trains enter the amtrak-operated northeast corridor leading to the East River tunnels. When this track belonged to the Pennsylvania Railroad, the PRR trains
connected to the LIRR at penn station. During the 1920s and 1930s, a ferry was transported by PRR and LIRR trains from Pittsburgh to Montauk, known as the Sunrise Special. [75] In Glendale, Queens, the LIRR connects to CSX's Fremont Secondary, which leads to Hell Gate Bridge and New England; however, once
the trains leave secondary, they enter the LIRR track. [77] All LIRR trains have a locomotive engineer operating the train, and a conductor who is responsible for train safety, fare collection and on-board customer service. In addition, trains may have one or more assistant conductors to facilitate the collection of fares and
other tasks. The LIRR is one of the last railroads in the United States to use mechanical locking control towers to regulate rail traffic. [78] In 2016[update], the LIRR has 8 active control towers. All movements on the LIRR are under the control of the Jamaica Movement Office, which gives orders to towers that control a
specific part of the railway. Travel in Amtrak territory is controlled by penn station control centre or PSCC, jointly managed by the LIRR and Amtrak, The PSC has replaced several towers. The Jamaica Control Center, which has been operational
since the third quarter of 2010, controls the area around the Jamaican terminal through direct lock control. This replaced several towers in Jamaica Station, respectively. At other locations, line side pylons control the various switches and signals in
accordance with the schedule and under the direction of the Jamaica Movement Office. [80] Signalling and Security Systems This section needs additional citations for verification. Please help improve this article by adding quotes to reliable sources. Unsurned material may be challenged and removed. (May 2016) (Find
out how and when to delete this message from Today's LIRR signaling system has evolved from its old Pennsylvania Railroad (PRR) system, and the railroad (PRR) system, and the railroad uses a variety of roadside railway signals, including position light, color light and dwarf signals. [81] In addition, much of the LIRR is equipped with a two-way,
indirect pulse code cab signal called Speed Control (CSA), although parts of the railway still retain only one direction, roadside signals in the 20th century, the LIRR did not begin using signals with colored lights on its above-ground sections until
2006. [citation needed] Some parts of the railway do not have automatic and cab signals completely, but train and car movements are governed only by verbal/written train schedules and orders, although these areas are gradually receiving modern signals. [82] Many other signals and switching systems on the LIRR are
being modernized and upgraded as part of the main line 3rd track project, particularly in Mineola, where the system is completely redone and modernized. [83] On parts of the railway equipped with NC, engineers consult the speed display unit, which is capable of displaying 7 speed indications. They are
80.70,60,40,30.15 on electric trains while some diesel locomotives have slightly lower speeds compared to electricity. Following a train derailment on December 1, 2013 in the Bronx on the Metro-North Railroad, railways with Metro-North-like cab signalling systems, such as the LIRR, were ordered to modify the systems
to implement certain speed limit changes, resulting in a decrease in average speed and actual speed limits throughout the RIRL. [84] Energy transmission The electrified lines of the LIRR are operated by a third 750-volt DC rail with the contact shoe running along the top of the rail, similar to on the New York metro and
CHEMIN systems. [85] This system is incompatible with Metro-North's underutilized third rail, although the M8 and M9 fleets are capable of using both types of contact shoes. A Long Island Rail Road M9, showing the dual type contact shoe. Equipment Main Item:
Long Island Rail Road Electrical Park Electrical Park Electric Fleet consists of 836 M7 multi-unit electric cars and 170 M3 in married couples, meaning that each car containing its own engineer's cab. Trains are typically up to 12 cars long. New M9 cars at penn station. In
September 2013, MTA announced that the LIRR would purchase new M9 cars from Kawasaki. [86] An MTA forecast for 2014 indicated that the LIRR would need 416 cars 180 to replace the outdated M3 cars and 236 additional passenger cars expected once the East Side Access project is completed. [87] The first M9
entered the revenue department on September 11, 2019. [88] Diesel and bimode fleets C3 Dual-level coaches at the Bethpage crossing The LIRR also uses 134 C3 Bilevel coaches at the Bethpage crossing The LIRR also uses 134 C3 Bilevel coaches powered by 24 DE30AC diesel-electric locomotives and 19 DM30AC dual-mode locomotives. They are mainly used in non-electrified
territories, including Jefferson, Oyster Bay, Montauk, Central and Greenport Branches. [89] Named Trains, some with first class seats, lounge cars, and a full bar service. Few of them lasted after World War II, but some names were revived
during the 1950s and 1960s as the railroad expanded its east lounge car service with luxury coaches and Pullman railway cars that stopped their passenger trains. Current Cannonball Trains, a 12-car train from Friday only to Montauk running From May to October, with two lounge cars all booked with a full bar service.
Since May 24, 2013, he is from Penn Station with a Sunday night return from Montauk; only the westerly train stops in Jamaica. Both rear cars (Hamptons Reserve Service) have reserved seats and an exclusive bar service. The name is a blow to the Cannon Ball, the year-round train at Amagansett/Montauk from the
1890s to the 1970s. He was carrying standard-rate lounge cars and coaches and ran on weekday afternoons from Long Island City, then from Penn Station until 1951, when DD1 operation, and engine change in Jamaica, ceased. [91] The logo used by the MTA for The Cannonball. Former Fisherman's Special trains
(1932-1950) from Long Island City to Canoe Place Station and Montauk via Jamaica from April to October, ending at Canoe Place in April, extended to Montauk in May. Served long island fishing trade. [92] Peconic Bay Express / Shinnecock Bay Express (1926-1950) from Long Island City to Greenport and Montauk,
Saturday only, express to Greenport and Montauk, Discontinued during the Second World War but revived for a few seasons thereafter. Shelter Island Express (1901-1903, 1923-1942) from Long Island City to Greenport, on Friday only the summer express that connected to Shelter Island ferries. Sunrise Special (1922-1942) from Long Island City to Greenport, on Friday only the summer express that connected to Shelter Island ferries. Sunrise Special (1922-1942) from Long Island City to Greenport, on Friday only the summer express that connected to Shelter Island ferries.
1942) ran during the summer, NY Penn in Montauk on Friday and Mondays westbound. In the summer of 1926, he ran every day. All lounge cars (no coaches) from 1932 to 1937. [75] [76] [93] [94] [95] Freight Service This section requires additional citations for verification. Please help improve this article by adding
quotes to reliable sources. Unsurned material may be challenged and removed. (May 2016) (Find out how and when to delete this template message) Main Article: Rail Freight Transportation in New York and Long Island For more details on the franchisee that manages freight service for the LIRR, see New York and
Atlantic Railway. The LIRR and other paths iron that have become part of the system have always had a freight service, although this has diminished. The process of eliminating freight service accelerated with the acquisition of the railway by the State of New York. [citation needed] In the 21st century, there has been
some appreciation of the need for better rail freight service in New York and long Both regions are mainly served by trucking for freight transport, an irony in a region with the largest rail service in the Americas, as well as the worst traffic conditions. [97] Proposals for a cross-harbor rail tunnel for freight have existed for
vears to alleviate these issues. and in recent vears there have been many new pushes for its construction by officials. [96] [98] However, financial issues, as well as bureaucracy, remain major obstacles to its construction. [98] A freight train from New York and the Atlantic to Jamaica station. In May 1997, freight service
was franchised over a 20-year period to the New York and Atlantic Railway (NYAR), a short-line railway owned by the Anacostia and Pacific Company. [99] It has its own equipment and crews, but uses the LIRR's rail facilities. To the east, freight service operates to the end of the west hempstead branch, huntington on
the Port Jefferson branch, Bridgehampton on the Montauk branch, and Riverhead on the main line. At the west end, he provided service on the surviving LIRR freight lanes: the Bay Ridge and Bushwick branches; the Lower Montauk between Jamaica and Long Island City; and an interchange link at Fresh Pond Junction
in Queens with CSX, Canadian Pacific and Providence and Worcester Railways. [100] Freight Branches Some unelectrified lines are used only for freight: The Garden City, heading for Uniondale
near Hofstra University and the Nassau Veterans Memorial Coliseum. This branch does not host any NYAR services. This branch was used by Cirque Ringling Bros to transport animals, staff and equipment to the Nassau Coliseum until their final shows in May 2017. The Bushwick branch extended westward from the
Montauk branch at Maspeth to the Bushwick terminal. It was a passenger branch until 1924. The Bay Ridge branch extends south and west from the Bushwick terminal. It was a passenger branch until 1924. The Bay Ridge branch extends south and west from the Bushwick terminal. It was a passenger branch until 1924. The Bay Ridge branch extends south and west from the Bushwick terminal. It was a passenger branch until 1924. The Bay Ridge branch extends south and west from the Bushwick terminal. It was a passenger branch until 1924. The Bay Ridge branch extends south and west from the Bushwick terminal. It was a passenger branch until 1924. The Bay Ridge branch extends south and west from the Bushwick terminal in the Bus
England. At its southern end, it trades with the New York New Jersey Rail, LLC cross harbor rail barge service to New Jersey. This branch had a passenger service was proposed. [101] The Bay Ridge branch only freight by Brooklyn East Side Access The East Side
Access project is building an LIRR branch line to the Grand Central terminal that will take place in part through the lower level of the existing 63rd Street tunnel. [102] The East Side Access project will add a new eight-lane terminal under the existing major central terminal. [102] The project was first proposed in the 1968
Programme of Action, but due to various funding shortfalls, construction has until 2007. [103] In April 2018[update], the project was expected to cost $11.1 billion and was scheduled to enter service in December 2022. [104] [105] Five preparation projects are also under construction to increase peak-hour capacity
throughout the LIRR system for expanded peak-hour service after the completion of access to the east side. [106] [107] [108] The LIRR is constructing a new platform for trains to the Atlantic terminal at Jamaica Station, [109] in preparation for the conversion of the Atlantic branch between these two stations into a high-
frequency shuttle. [20] The LIRR also installed storage tracks at Massapequa and Great Neck stations [108] [111] [112] There are also plans to build a new station in the Queens of Sunnyside, between the New York Terminals
and woodside station, serving as a rail hub for all LIRR branches and potentially some Amtrak and New Jersey Transit trains, as well. Sunnyside Station was to be built after the completion of East Side Access, due to current capacity constraints. [113] One of the lower-level platforms under construction in the future
Grand Central LIRR terminal The new pocket lane in Massapequa, located between the two outdoor tracks, seen from a passage of Babylon branch train Construction on the new Jamaica platform in August 2019 Main Line projects In 2012, the LIRR began adding a second track along the formerly single-track section of
the main line between the stations Farmingdale and Ronkonkoma to increase track capacity and allow for improved service options. The project was completed in September 2018. [115] [116] The second runway completed, as seen from the rebuilt Wyandanch station. As part of the preparations for the opening of East
Side Access,[117] the RIRL is also expanding the two-lane sections of the main line between Floral Park and Hicksville stations to three lanes, as well as eliminating each crossing and rebuilding all stations along this section of the main line. [118] Work on the third-track project began in September 2018. [120] [121] The
project was estimated to be completed by 2022, in time for the opening of East Side Access. [122] [123] [124] A new station will be built between Queens Village and Bellerose stations on the main line to better serve the future Belmont Park Arena in the Nassau County of Elmont, under construction as part of the Belmont
Park redevelopment project. This will be the first new station LIRR in nearly 50 years; the last new station added was the former Southampton College station on the Montauk branch, which opened in 1976 and closed in 1998 due to low traffic and the high cost of installing high-level platforms for the then new C3
Electrification Projects As part of the MTA 2020-2024 Capital Program, the RIRL Central Directorate will be electrified to improve options and service capacity and mitigate service disruptions where appropriate. [29] As part of the MTA's 2020-2024 Capital Program, the Central Directorate, presented here, will be
electrified. In recent decades, residents and politicians have also influenced numerous pushs - most recently by New York Senator Jim Gaughran - to electrify the rest of the Port Jefferson branch between Huntington and Port Jefferson stations, in addition to the rest of the Oyster Bay branch between East Williston and
Oyster Bay stations to improve service in service areas and improve service capacity; electrification of these lines could lead to direct service options to and from Manhattan, as diesel trains are not licensed at Penn Station and exceed the authorization for future east side access tunnels. [128] [129] [130] Law
enforcement The Long Island Rail Road Police Department, founded in 1868,[131] was absorbed with the Metro-North Railroad Police Department (MTA Police) in 1998. Two MTA police officers at Penn Station. Criticism and Controversy Passenger
Issues The LIRR has a long history of strained relations with its passengers. [132] Daily commuters have long had complaints about the LIRR's service problems have long been considered part of the unholy trinity of long island life, as well as the Long Island
Lighting Company's high fares and traffic grunts on the Long Island Highway. [133] Various commuter advocacy groups have been formed to try to represent these interests, in addition to the state-mandated LIRR Commuter Council. [134] The LIRR has been criticized for not providing additional service at the east end of
Long Island as the twin forks continue to grow in popularity as a year-round tourist and residential destination. The demand is demonstrated by the growth of for-profit bus services such as the Hampton Jitney and Hampton Luxury Liner and the early stages of the formation of a new East End Transportation Authority
[135] Local politicians have joined the public outcry for the LIRR to improve the frequency of east end services, or hand the operation over to a local transportation authority. Critics claim that the time performance (OTP) calculated by the LIRR is manipulated to be High. Because the LIRR does not publish raw calendar
data and does not have independent (non-MTA) audits, it is impossible to verify this claim, nor is it accuracy of the current measure of performance on time. The percentage measure is used by many other U.S. passenger railroads, but the criticisms of accuracy are specific to the LIRR. As by the LIRR, a
train is on time if it arrives at a station within 5 minutes and 59 seconds of the scheduled time. [136] The criterion was 4 minutes and 59 seconds until the LIRR changed it because of a bug in their computer systems. [137] Critics[138] believe that the OTP measure does not reflect what commuters experience on a daily
basis. The LIRR publishes the current OTP in a monthly booklet entitled TrainTalk. TrainTalk was previously known as the Keeping Track. [140] A more accurate way to measure delays and the OTP has been proposed. [141] Called the Passenger Delay Hours index, it can measure the total number of person-hours of a
specific delay. This would be useful for comparing the performance of specific days or incidents, from day to day (or week to week), but was not adopted. Ridery ridership increased from 81 million passengers in 2011 to 89.3 million passengers in 2016, the highest rail ridership since 1949. The highest ridership of all time
was in 1929, when 119 million passengers travelled 1.89 billion passenger-miles. [142] This increase in ridership was attributed to the increase in reverse-peak travel. [143] Pension and Disability Fraud Scandal A 2008 New York Times investigation found that 25% of
RIRL employees who had retired since 2000 applied for disability benefits from the Federal Railroad Retirement Board and 97% were approved for disability pension. The total raised was more than $250,000,000 over eight years. As a result, Chicago rail nursing officers inspected the Long Island office of the Railroad
Retirement Board on September 23, 2008. New York Governor David Paterson issued a statement calling on Congress to conduct a full review of the council's mission and day-to-day operations. Officials at the Commission's headquarters responded to the investigation by stating that all occupational disability pensions
were issued in accordance with applicable laws. [144] On November 17, 2008, a former RIRL pension manager was arrested and charged with official misconduct for performing work outside without permission. However, these charges were all dismissed for non-fundamental by Supreme Court Justice Kase on
December 11, 2009 on the grounds that the prosecution had misled the grand jury in the indicated disturbing practices that
may indicate fraud, such as the use of a very small group of physicians to make diagnoses. [146] Another round of arrests on October 27, 2011 included two doctors and a former union official. [147] [148] According to court documents, from 1998 to 2011, 79% of RIRL retirees were federally disabled when they retired.
August A doctor and two consultants were convicted on the charges and sentenced to prison. [149] [150] [151] See also New York (State) portal List of Presidents and Administrators of the Long Island Rail Road History of the Long Island Rail Road List of Long Island Rail Road
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