



# BULLETIN

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## Another LIRR Main Line Third Track Project Milestone Reached

Over the weekends of May 14-15 and 21-22, the first section of actual Main Line third track was placed into service, along with a track reconfiguration located in the hamlet of New Cassel, between the Westbury and Hicksville stations.

In previous issues of the *Bulletin* we have shown how the additional track is going to be located on the south side of the existing right of way. This is true from the project's western limit, at the east end of the Floral Park station, to New Cassel, about 1¼ miles east of Westbury station, immediately west of the Urban Avenue underpass. Between New Cassel and Hicksville, however, the new track needed to be on the north side of the right of way.

There actually has been a section of third track west of Hicksville station since December of 1958. At that time, Tracks No. 1 and 2 were shifted one track space to the

south, from just west of the Wantagh Parkway overpass (actually located in New Cassel) to west of Hicksville station. That new track on the north side was called, appropriately enough, the North Siding. It was used to gain access to the Hicksville Team Yard (freight yard) and other freight sidings on that side of the right of way without fouling the main tracks as much as they used to.

The North Siding was equipped with third rail and it was placed into service for electrified operation on September 9, 1970, when the extension of electrification was opened to Huntington. In later years, the North Siding was used for some short-turning trips starting or ending in Hicksville.

The length of the North Siding was about two thirds of one mile. A project separate from the Main Line Third Track provided for the extension of this North Siding from its eastern end to Hicksville station, a distance of about one half of one mile. This extension was referred to as the Northside Maintenance of Way Track.

When it was placed in service on November 16, 2020  
(continued on page 3)