



BULLETIN

Volume 65, Number 10 | October 2022

LIRR Main Line Third Track Project Reaches “Beneficial Use” Phase

At 9:59 PM on Thursday, September 29, the third and final section of Long Island Rail Road (LIRR) Main Line third track, Track 2, was placed in service, bringing to completion one of the largest infrastructure improvements the LIRR has ever accomplished.

Known as “Block 3,” this segment extends from Nassau 3 Interlocking (east of Mineola station) to Divide 1 Interlocking (west of Hicksville station), for a total length of 21,142 feet, or 4.00 miles, the longest of the three segments.

Over the weekend of September 17-18, the temporary eastbound platform at Carle Place station, which had been built over the space of the future Track 2, was removed. In its place, as had been done at New Hyde Park and Merillon Avenue stations previously, 12 temporary bridge plates (which platformed only the head six cars) were installed between the new eastbound platform (Platform B) and the center track (Track 1) where eastbound trains still needed to operate. During weekday middays, these bridge plates were rolled out of the way so track equipment could complete the installation, ballasting, surfacing and lining of the new third track.

This same process was repeated at Westbury station the following weekend, September 24-25.

During those two weeks, eastbound local trains stopped at the bridge plates extending out to Track 1 but only during the morning and afternoon peak periods. At other times, during the off-peak, eastbound trains crossed over from Track 1 to Track 3 at Nassau 3 Interlocking and stopped at the normally-westbound platforms at Carle Place and Westbury. This single-track operation had already been accommodated for in the May 23 timetable change. These eastbound trains then crossed back over just west of Hicksville station. This operation enabled crews to complete the required track work before placing Track 2 into service.

After the morning peak, the last eastbound trains to stop at Carle Place and Westbury on Track 1, using the temporary bridge plates, occurred at 9:08 AM and 9:30 AM, respectively.

On Friday, September 30, the last day of temporary bridge plate operation, for reasons unknown to us, the bridge plates were not rolled out of the way until shortly before noon.

The railroad’s track geometry car, the TC82, had operated from Babylon, where it is normally kept, to Hicksville, in late morning in preparation for testing this *(continued on page 3)*