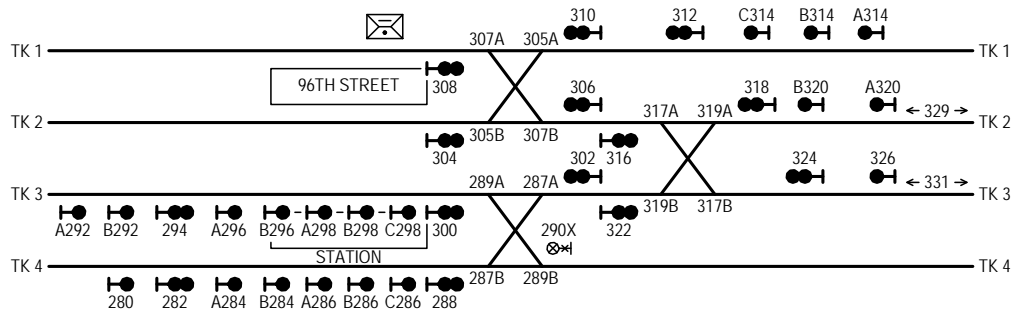


# IRT BROADWAY LINE 96TH STREET CONTROL RAIL CONTROL CENTER

INTERLOCKING PLANT 6  
ALTERNATE CONTROL FROM TIMES SQUARE

NORTH →



DESTINATION IDENTIFICATION PUSHBUTTONS	
SIGNAL	FOR
288	TK 4, TK 3
300	TK 3, TK 4
302	TK 3, TK 4
306	TK 2, TK 1
310	TK 1, TK 2
316	TK 2, TK 3
318	TK 2, TK 3
322	TK 3, TK 2
324	TK 3, TK 2

WHEEL DETECTOR SYSTEM			
TRACK	DIRECTION	SWITCH REVERSE	SIGNAL CANCELLED
3	NORTH	289, 319	300

MACHINE SCHEME
32 LEVERS FOR SIGNALS 8 LEVERS FOR SWITCHES 3 LEVERS FOR TRAFFIC
43 LEVER PANEL

EQUIPMENT
AUXILIARY CONTROL PANEL: US&S STYLE C SWITCH MACHINES: US&S STYLE A-10 SIGNALS: US&S TRANSIT (5" LENS) TRAIN STOPS: US&S STYLE S

NOTES:  
PLACED IN SERVICE 1959? BY UNION SWITCH & SIGNAL CO UNDER CONTRACT S-91.  
103 ST CONTROL ADDED TO AUXILIARY CONTROL PANEL 1966 BY GENERAL RAILWAY SIGNAL CO UNDER CONTRACT S-104.  
LENOX AVE LINE INDICATIONS ADDED TO AUXILIARY CONTROL PANEL 1970? BY WABCO UNDER CONTRACT S-135.  
WHEEL DETECTOR SYSTEM PLACED IN SERVICE 9/11-13/1998 BY L K COMSTOCK & CO UNDER CONTRACT S-32392.  
CONTROL TRANSFERRED TO THE RAIL CONTROL CENTER 5/24/2009.