

THE
LONG ISLAND RAIL ROAD
A COMPREHENSIVE HISTORY

by
Vincent F. Seyfried

Part Three
The Age of Expansion: 1863-1880

LONG ISLAND DIVISION

2717989

Published by
VINCENT F. SEYFRIED
163 Pine Street
Garden City, Long Island



THE
LONG ISLAND RAILROAD
A COMMEMORATIVE HISTORY

By
WALTER D. THOMAS

First Edition
1908

THE
LONG ISLAND RAIL ROAD
A COMPREHENSIVE HISTORY

by
Vincent F. Seyfried

Part Three
The Age of Expansion: 1863-1880

LONG ISLAND DIVISION

2717989

Published by
VINCENT F. SEYFRIED
163 Pine Street
Garden City, Long Island

R
656.5
S519
L

Copyright © 1966 by Vincent F. Seyfried

All Rights Reserved

Library of Congress Catalog Number: 61-17477

A Limited Edition of 550 copies

of which this is 250

R
656.5
S5.19
L
(v. 3)

Printed by Salisbury Printers, Uniondale, Long Island

Contents

PREFACE	v
OLIVER CHARLICK AND THE LONG ISLAND R.R.	1
THE LOCUST VALLEY BRANCH	8
THE LONG ISLAND R.R. REACHES HUNTINGTON AND NORTHPORT	24
THE LONG ISLAND R.R. REACHES SAG HARBOR	33
THE SMITHTOWN AND PORT JEFFERSON RAILROAD	50
THE ROCKAWAY BRANCH OF THE LONG ISLAND R.R.	62
THE WHITE LINE	71
OPERATIONS UNDER CHARLICK 1863-1875	83
THE POPPENHUSEN REGIME	113
RE-ENTRY INTO BROOKLYN	131
THE LONG ISLAND R.R. IN RECEIVERSHIP	150
LOCOMOTIVE ROSTER	176
PASSENGER CAR ROSTER	184
ROSTER OF STATIONS	185

Preface

This third volume of the HISTORY OF THE LONG ISLAND RAIL ROAD covers the eventful years of the late 1860's and 70's on the Long Island Rail Road proper, when almost every single year witnessed the construction of new branches and extensions into every part of the Island. The railroad in these days moved forward under the driving impetus of one of its most colorful presidents, Oliver Charlick, and that momentum increased even more under the dynamic leadership of Conrad Poppenhusen and his imaginative successor, Colonel Thomas R. Sharp.

There are no original sources for the history of the Long Island Rail Road in the files of the railroad itself aside from scattered blueprints and charters; it has been necessary, therefore, to turn to the press of the day for information. Most of the Island newspapers for the 1860's and 70's that have survived have been systematically searched, and provide the material of this book, and it is the author's hope that some of the freshness and sense of immediacy that still breathes forth from the accounts of events a century ago has been transmitted to his own pages.

The Long Island Rail Road has been more fortunate than its rivals in the preservation of pictures dating back to the post-Civil War era. I am indebted to the Brooklyn Public Library for the fine series of station pictures taken by Brainerd, who, in his capacity as engineer for the Brooklyn Water Works, had occasion to patronize the road and indulge his hobby of photography until his death in 1887. Nearly all the remaining pictures have been supplied to me through the very kind offices of Harold Fagerberg of Babylon, L.I. Harold L. Goldsmith has very kindly made available to me the information contained in the Order Books of the various steam locomotive builders, which he has laboriously gathered over many years, and without the help of which many problems in the engine roster might well have remained unresolved. Mr. Jeffrey Winslow has once again placed at my disposal his skill with layout and captions in the picture section of this book. Finally, I wish to express my profound gratitude to Felix Reifschneider of Fairton, N.J. who for fifteen years has served as counselor, critic and friend, and who has uncomplainingly undertaken the thankless tasks of proof-reading, financing and distributing not only this book, but a long line of earlier publications.

Volume IV, THE LONG ISLAND RAIL ROAD TO THE BEACHES, is presently in preparation.

VINCENT F. SEYFRIED

CHAPTER I

Oliver Charlick and the Long Island R. R.

THE period 1863-1880, the Great Age of Expansion on the Long Island Rail Road, might, with no less accuracy, be called the Age of Charlick for it was he who dominated the fortunes of the road, and determined for all time the traveling patterns of the millions of riders who have used the road since his passing. Who was Oliver Charlick? Certainly, he was no railroad man; he never "broke in" on the railroad scene in the traditional way with service as fireman, brakeman or conductor. He came to the road as a financier, or perhaps a manager of properties, and in his entire time on the railroad, he saw the road only through the eyes of a bookkeeper or accountant, and was impervious to, and in fact intolerant of, the human and romantic side of railroading.

Oliver Charlick was born, according to one account, in New York City at 17 Vesey St., in 1813 though another gives Hempstead, L.I. as his birthplace. He was apprenticed to a wholesale grocery firm, and then went into business for himself. He was wiped out in the great fire of 1835, but re-established himself as a grocer and shipchandler. He removed briefly to Roslyn where his brother John Charlick was settled, but returned to New York, and in 1843 entered politics by being elected assistant alderman from the First Ward on the Democratic ticket. Two years later he was elected alderman by the same ward by a plurality vote, and served as the president of the Board of Aldermen during Mayor William F. Havemeyer's first administration (1845-46).

It is alleged that Charlick owed his election to a trick. There was a long contest over the position and the friends of Charlick induced the members of the opposition to give him a complimentary vote, agreeing that he should withdraw in favor of the opposing candidate who would then receive the vote of Charlick

and his friends. The first part of the program was carried out, and Mr. Charlick received an almost unanimous vote. When informed of this, he entered the chamber which he had left for a few minutes, and proceeding to the desk, called the meeting to order and directed that the regular course of business be taken up. The opposition members were considerably astonished, but they had no redress. In his new capacity, Charlick became one of the most active men on the board and succeeded in building up a good political reputation.

More important, Charlick made the acquaintance of Mayor William F. Havemeyer, then serving his first term as mayor, and a friendship was formed between the two which lasted the lifetime of both. Failing to secure a renomination for alderman, Mr. Charlick withdrew from politics. With the discovery of gold in California in 1848, shipping of men and supplies westward became very profitable, and Charlick next became connected with George Law, owner of the Pacific Mail Steamship Company plying between New York and Panama, and the West coast. Oliver Charlick, through his judicious management of the line, largely increased the capital and laid the foundation for his own immense fortune during this California period.

Having secured some experience in the transportation field, Charlick, along with George Law, entered the horse car business which began to develop rapidly after 1852. Law founded the Eighth Avenue Railroad Company in 1855, and Charlick became the superintendent and general manager. By his energy he made the road into a successful business venture and when an opposition line was proposed on Ninth Avenue, he induced Law to buy up the franchise and build the street railway for that avenue as well (1859).

In 1859 Mayor Havemeyer and a number of other wealthy New Yorkers bought control of the New York & Flushing Railroad and requested Oliver Charlick, as an experienced transportation operator, to assume control. Charlick embarked upon many needed improvements but also displayed to the general public for the first time those unpleasant sides of his character that later drew such general censure. He revised the timetable at will to the inconvenience of many riders, raised the rates, limited commuters to particular trains, and shocked the village of Flushing by desecrating the Sabbath with Sunday trains.

Within a year he had made so many enemies that Havemeyer and his group quietly withdrew their manager (Feb. 1860).

It so happened that events on the Long Island R.R. were maturing which would bring Oliver Charlick into closer connection with the road. Because of opposition to steam power on the public streets, the City of Brooklyn in 1859 compelled the Long Island R.R. to abandon South Ferry as a railroad terminus and to seek an East River terminal elsewhere. The choice fell on Long Island City. Charlick saw at once that the swampland there would soon be valuable and promptly bought up all the lots fronting and near the depot area. In June 1860 he bought up the franchise of the new James Slip-Hunter's Point ferry, and a year later acquired an interest in the 34th Street ferry. Recalling his horse car days, Charlick bought out the ownership of the turnpike road that ran from Astoria to Brooklyn, and then filed to build and operate a horse car line along it. In this he overreached himself, for the village was not yet ready for such facilities. More important, when the Long Island R.R. offered for sale bonds of the newly created New York & Jamaica R.R. in order to raise funds to build the road, Charlick bought \$45,000 worth of these securities, and thus for the first time had a direct interest in the railroad. The stock of the Long Island R.R. had never been worth much on the open market, but Charlick decided to buy it up cheaply. Although Charlick kept his business investments to himself, it was later estimated in Wall Street that he purchased approximately \$150,000 worth of such stock in 1859 and 1860.

At the annual meeting of the directors of the railroad in April 1863, Charlick, with the backing of the directors, among them William Havemeyer, was elected president. One of his first acts was to withdraw the free passes of employees, relatives, editors, politicians and clergymen, approximately 1300 in all, a piece of surgery that caused loud howls of outraged indignation. Editors, whose perquisites had been cut off, got their revenge by magnifying and misrepresenting every trivial accident on the road. So sensitive was Charlick on the ticket situation that he bought tickets for his own wife, children and friends whenever they passed over the road.

Charlick encountered further odium by moving the repair shops from Jamaica to Hunter's Point because he found evidence

that the company was being robbed. For example, one of the head employees at Jamaica owned a farm which was yearly worked by men on the company's payroll. The Board of Trustees of the Village of Jamaica resented the loss of business, and passed nuisance ordinances against bell-ringing and smoke, and requiring flagmen at every crossing.

The railroad that Charlick inherited in 1863 was a poor, shabby affair. The rails between Jamaica and Hicksville and on the Hempstead Branch were old and light (56 lbs.); there were only 15 engines on the road and some of these were ready for scrapping; there were only 30 passenger cars. Charlick set about rehabilitating the run-down property, but within two or three years, opposition lines threatened the financial position of the Long Island. Charlick sought to forestall these threats by purchasing the New York & Flushing in 1867, and by opposing the building of the South Side R.R. in the Legislature at Albany through potent political influence. Charlick's railroad power in these years extended well beyond his presidency of the Long Island R.R. In the years 1864-1867 he was also a director on the New York & Harlem R.R. and on the Hudson River R.R. as well.

In the period 1863-68 Charlick performed prodigies of rehabilitation. Gradually the roadbed was improved and the rolling stock materially increased with the purchase of second-hand and some new equipment. By degrees the road was lifted from its benighted condition, and its bonds, before unquoted, rose in the market and became negotiable.

Charlick wisely maintained his political ties in New York during his presidency. He ran unsuccessfully for state senator in 1861, remained influential in the councils of Tammany Hall, and was a delegate to the Rochester Convention for Young Democracy in 1871. During all these years, Charlick maintained a house in 34th Street near 8th Avenue in New York. When the Tammany machine suffered drastic defeat in 1871 as a result of the Tweed Ring scandals, Charlick broke with Tammany and supported his friend Havemeyer's bid for a third term as mayor. Havemeyer won, and in gratitude, appointed Charlick police commissioner in May 1873. While in this post, Charlick participated with others in the removal of several inspectors of election. This caused a storm in Tammany, and an indictment of Char-

lick. Though found guilty, Mayor Havemeyer reappointed him but he decided to retire in July 1874.

Part of the reason for Charlick's resignation from political life was his declining health. In 1871, he had purchased a country home on Northern Boulevard and 165th Street, Flushing, and it was here that he spent the last year of his life. The first attack of his fatal illness, Bright's disease (kidneys,) struck in June 1874 and forced a cessation of all his duties. Charlick had led a remarkably active life during these years. Not only did politics absorb his time, but he had planned, financed and built branch after branch on the Long Island R.R.: to Glen Head in 1865, Glen Cove in 1867, Northport in 1868, Locust Valley in 1869, Sag Harbor in 1870, Far Rockaway in 1872, Port Jefferson in 1873, and Flushing in 1873. In Christmas week of 1874 Charlick appeared in public for the last time, and thereafter took to his bed. His condition steadily worsened and on April 30, 1875, he died.

When word of Charlick's demise reached the company officials, all the stations with the single exception of Huntington, with whose propertyed men he had bitterly quarreled, were draped in mourning, and all the locomotives were hung with black crepe out of respect to his memory. The undertaker mounted a large portrait, wreathed with flowers, in Charlick's own Flushing station, and extra trains were run on both the North Shore and Long Island railroads to convey those desiring to attend the funeral and the interment at Greenwood.

Such are the highlights in the life of the most enigmatic personality in the railroad's history. In his personal life Oliver Charlick was a model of rectitude, a dutiful husband, and a loving father to his two daughters, Jane and Jessie, and his son Gardner. In his business life he was scrupulously honest, and even his worst detractors never accused him of double dealing. There was, unfortunately, in his character an almost total lack of flexibility and adaptability to conditions, and a want of sensitivity and consideration for the feelings of others. Over and over in press references of the day we observe the same terms applied to him: obdurate, obstinate, churlish, mule-headed, etc. Had these qualities been the marks of a man in humble circumstances, they would have passed unnoticed; in the president of the Long Island R.R. these traits brought odium to the company administration, damaged its business for years, earned a uniformly hostile press,

and indirectly generated needless competition and financial travail in the years after his death. As a hard-driving financier or business executive Charlick was ideally fitted by nature; as the head of a public utility dealing with people and good public relations, he was temperamentally unsuited. In the long run nearly all of Charlick's major decisions proved correct, but this farsightedness rarely served to endear him to the public. In a financial sense Charlick was certainly successful; he left three million dollars in his will; but as a well-rounded human being, he must be accounted much less of a success. Ironically, Oliver Charlick held control of the Long Island R.R. for 13 years, longer than any president before or since excepting his successor, Austin Corbin, and his impress on the railroad was therefore all the more marked and lasting.

In 1871, commenting on eight years of managing the Long Island R.R., the Washington, D.C. *Star* remarked:

"The most unpopular president in the United States, for his length of line, is Oliver Charlick of the Long Island R.R. Of course he is outranked by President Garrett of the B & O road, who surpasses everyone in the country in this respect, but then he has a much longer line to spread his cussedness over. For a roadway of less than 100 miles, Charlick carries the belt, and probably will as long as he lives."

It is easy to find instances of Charlick's unpopularity, often reported with malicious relish in the press of that day. When the branch to Sag Harbor was built, Charlick made no stipulation in the contract to build stations, although the villagers took it for granted that depots would come with the railroad. Rather than wait in the cold and rain, the townspeople often had to build their own stations, though it is only fair to add that Charlick provided some cash contributions and at other times materials. When the White Line and Sag Harbor branches were built, Charlick refused to pay off the contractors over a trifling dispute on specifications, and compelled both men to recover their money through long and expensive lawsuits.

Charlick's relations with his customers were similarly legendary in his day. When the people of Mattituck and Quogue antagonized him, he punished them by refusing to stop the trains. The authorities at Long Island City in 1866 ordered him to remove the manure piles near the station as a public nuisance,

citing an ordinance that specified 100 feet as the minimum distance. The following day Charlick tore up the tracks to within 100 feet of the manure piles, and obliged his passengers to walk that much farther to reach the ferry. When the Long Island Fair was held at Mineola, Charlick carried the items of the exhibitors one way free, and then charged for them in full on the return trip!

Charlick's employees were no less afraid of him. When one ventured to reveal the new schedule of trains before it was officially posted, he was summarily discharged. When he discovered others in collusion to cheat on the freight rates, he discharged the men wholesale. He kept everybody in check, and everything that transpired was made known to him. No man ever attained a responsible position on the road without first passing before his scrutinizing eye. He was almost invariably at loggerheads with his own superintendents, each of whom left him after a short time on the job.

His scheduling of trains was the sorest point in his relations with the traveling public. He changed the timetable at will without consulting the wishes of his customers. Charlick was determined that the road would pay, and stubbornly refused to run one single train beyond what was justified by the patronage. When he thought himself right, which was often, he cared nothing for denunciation and mocked at ridicule to which his dry, cynical wit could always find a reply.

Charlick was obstinate even in death. When his long-time supporter and director-friend, Mayor William Havemeyer, died in November 1874, Charlick had misgivings that he was to be deposed as president of the railroad. He refused to resign although dying and insisted on being a candidate over the pleas of his family and friends. He had the telegraph introduced into his home and watched the affairs of the road as carefully as ever. His defeat at the hands of the directors caused him keen anguish of mind, for it must have seemed a presentiment of that more final defeat that lay only days away.

It is easy to overstress the bad influence of Oliver Charlick and to magnify sensational incidents out of their true proportion. It is equally fair to point out that Charlick was an inestimable benefit to the railroad, a man whose timely appearance and personal ability arrested the decline of the road and gave it the

physical shape it has today. Only a man of Charlick's financial stature would have been able to command the ready capital that the road so badly needed to finance the many new branches built at that time. Similarly, only a man of Charlick's wide acquaintance with the political powers of New York and Albany could have secured the ferry leases and facilities, the legislative approval to build branches everywhere, and the legal protection of the property against unjust claims, excessive taxes, and the harassing regulations of villages. Charlick found the Long Island R.R. an obscure road with only 95 miles of track, but he left it with double that mileage; when the roads were regrouped after his death, it was the Long Island that was made the backbone of the united system, and not the newer and more lavish roads. Finally, only a man like Charlick, wealthy in his own right and of independent mind, could have followed through to completion his own blueprint for a secure, profit-earning road so single-mindedly, immune to the innumerable public and private pressures brought against him. Charlick could quite properly paraphrase Augustus' boast of having found Rome brick and left it marble; he found the Long Island tottering and left it stronger than all its rivals. So much then for this unique many-sided personality; let us now pass on to his accomplishments.

CHAPTER 2

The Locust Valley Branch

UNTIL the year 1854 the Long Island R.R. Co. enjoyed an absolute monopoly of the rail business on Long Island. Built originally with the intention of providing a direct rail route to Boston via Greenport and a ferry to Connecticut, the directors had seen fit to build the road through the almost uninhabited center of the island, ignoring all the old and settled villages along the north and south shores. The village of Flushing had been the first to strike out on its own and build a short six-mile road to New York. Although the road proved a financial failure, many felt that this was attributable to lack of

foresight and bad management, and that the road, if extended all along the North Shore at least as far east as Huntington, would prove very successful.

The villages along the north shore of Long Island had intermittently over the years, and with varying degrees of militancy, urged the building of a north shore road that would tap the successive centers of population along the coast: the Manhasset-Great Neck area, Roslyn-Glen Cove, Oyster Bay, Huntington and Northport. It was galling to these old and established villages that they should still be solely dependent on small coastal steamboats making one or two trips to New York daily exactly as had been the custom before and during the Revolution. During the summer season when the boats called regularly and dropped off and picked up freight, the need for additional transportation facilities had not seemed very pressing, but during the winter time when the ice closed in and blockaded Hempstead Harbor for three months, the steamboat transportation failed, and the inhabitants were forcefully reminded of their isolation. Then access to the city could be secured only by the stage coach, which rattled from village to village over the rutted, narrow dirt roads. To reach the Long Island R.R. in the middle of the island required an expensive stage journey of six to nine miles, and then a long wait at a lonely station for one of the two trains a day that ran in each direction. December, January and February was therefore the psychological moment to interest the North Shore people in the advantages of a railroad and to induce them to make the financial effort needed to achieve such a goal.

The first concrete effort to attract a branch road to Glen Cove came in February 1858 when a public meeting was held to rally support for a railroad and to fashion some sort of organization. Various persons presented their views of the proposal and a committee was appointed to call on President William M. Morris of the Long Island R.R. to enlist his support. Mr. Morris replied that the L.I.R.R. would be interested in operating such a road if the residents were to build it; Oliver Charlick, one of the directors, suggested a recompense of 80¢ per mile run to be paid from the receipts, with a division of whatever profits remained.

The next problem to face was the commissioning and financing of a survey of the two proposed routes, one along the shore of Hempstead Harbor, and the other inland along the south side

of the Glen lakes and south through Glen Head. Not everyone favored the idea of a link with the main line of the Long Island R.R. It was felt that a link with the Flushing R.R., opened to Flushing in 1854, would provide a more direct and natural route to New York than the roundabout way through Mineola and Jamaica. Others expressed anxiety over the fact that the Long Island R.R. was at this very time being forced out of its old and well-established Atlantic Street terminal in Brooklyn, and driven to seek a new terminal in the wilderness of Hunter's Point.

The committee spent most of February and March 1858 raising enough money to pay for the survey. On April 1, Mr. J. I. Shipman, civil engineer for the Long Island R.R., was engaged by the group and began his work. In two weeks' time the field work was completed, beginning at the starch factory at tide water, skirting the south side of the lakes, and then in a fairly straight line over easy grades to the Long Island R.R. line at Mineola, $8\frac{3}{8}$ miles in all. The cost of building the road was estimated at about \$80,000. On May, 22, 1858, another public meeting of the advocates of a railroad was called and engineer Shipman made his report public. In the meantime the Flushing R.R. went into bankruptcy and there was renewed hope of interesting the new owners in extending from Flushing eastward through Manhasset and Bayside to Glen Cove.

The return of fair spring weather and regular steamboat service removed once again the sense of urgency for the railroad project and the idea was allowed to die its usual seasonal death. The advocates of the road were determined this time, however, to get the project beyond the talking stage and another large public meeting was advertised for December 3. On this occasion the "Glen Cove Branch Railroad" was formally organized and something over one-third of the required capital to build the road subscribed. The Board of Directors was a roster of the most respectable and substantial people in Oyster Bay Town: Oliver Charlick, Stephen and Samuel T. Taber of Roslyn, S. Jones and Edmund Willis, Edward and William Frost, Jacob S. Underhill, and Samuel Titus. These men appointed a committee to consult with the L.I.R.R. directors as to operations and finances. A second group was dispatched to negotiate with the bondholders of the Flushing R.R. in the hope of winning favorable terms.

The months of January and February 1859 dragged by without anything tangible being accomplished. The directors of the Long Island R.R. were in no hurry to conclude an agreement, and the new company complained that the older road was trying to drive too hard a bargain. There continued to be a dismaying amount of local opposition to connecting with the Long Island R.R. at all, many people preferring to wait out the extension of the Flushing R.R. eastward.

To the great surprise of the townspeople, it was announced in March 1859 that Oliver Charlick, an officer in the Glen Cove Branch road and a power as well in the Long Island R.R., had acquired a controlling interest in the Flushing R.R. Everyone assumed that since Charlick had been from the first a warm advocate of the north shore extension project, the Flushing R.R. would now be extended to Glen Cove. The people of Manhasset and Oyster Bay became enthusiastic about the project of a north shore road and considered commissioning engineers to make surveys for a route. So optimistic were the advocates of the new road that they went so far as to advise postponing or even concluding all negotiations with the Long Island R.R. for the time being.

The Long Island R.R., because of the possible threat such a North Shore road posed to its own main line, could not afford to remain wholly indifferent to a long paralleling road. The main line traversed a thinly populated area in the center of the island, and the road was dependent on the traffic that came to it from the old, prosperous and populous villages on the north and south shores for survival. A committee of the directors, therefore, visited Glen Cove to confer with the directors of the Glen Cove Branch Railroad and took the occasion to tour by carriage the route of the proposed road from Mineola through Roslyn and Glen Head to Glen Cove.

At the end of May it was publicly announced that the Long Island R.R. had entered into an agreement with the Glen Cove Branch R.R. on very liberal terms. It remained now only to begin selling stock and acquiring the right-of-way. It was hoped that many of the important landowners would give a right-of-way through their lands outright as a public service. To whip up public interest in the burgeoning project, another large public meeting was scheduled for June 18.

The whole of the summer of 1859 was devoted to selling stock

for the new road. The newspapers took up the campaign and stressed the compelling reasons for a railroad outlet: the poor condition of the public highways, the ice and tides that caused frequent interference with the steamboat service, the inaccessibility of the whole area, the low value of real estate, and the unwillingness of summer residents to patronize the area. By the end of July 1859 the different members of the committee, after many personal solicitations, reported total sales of \$40,000.

On Oct. 1, 1859, the directors advertised for bids to build the road, proposals to be in by the 20th. As a result parties of contractors criss-crossed the countryside making estimates; the directors later extended the deadline. Evidently the estimates filed were beyond the resources of the fledgling company, for by January 1860 nothing had as yet been done.

The impact of the stirring news from Washington and the actual outbreak of the Civil War seems to have driven all thoughts of the railroad from the consciousness of the people, and the whole scheme fell into abeyance for two more years. Then in the summer of 1863 a new proposal came along that fired the imagination of the local railroad advocates. This was nothing less than a revival of the proposal to continue the Flushing R.R. eastward to a point on Hempstead Harbor, and possibly farther eastward if support could be obtained. The idea appealed to a substantial number of wealthy men on the Necks and the first organizational meetings were held beginning in June 1863. Surveyors were hired to lay out feasible routes, stock was placed on sale, and the legal organization of the new road completed on Sept. 23, 1863.

The new North Shore Railroad Company posed a serious threat to the old established Long Island R.R. The loss of all the business of the south side villages was already a distinct threat since the organization of the "South Side Railroad Company of Long Island" in March 1860. If the North Shore R.R. were also to become a reality, it would mean the financial ruin of the Long Island R.R. After suffering from many years of well-intentioned but ineffectual leadership, the Long Island R.R. directors in April 1863 had elected to the presidency a shrewd, dynamic, eminently hard-headed and realistic railroad man, Oliver Charlick, who saw at once that the only way to meet the threat was to make an immediate counter-move first. What alarmed Charlick

more than anything else was the eagerness with which the residents of Huntington and Northport courted the North Shore directors with promises of right-of-way and financial support.

In May 1863, within a month of Charlick's election, several wealthy men and property owners of the Roslyn-Glen Cove area received a sympathetic hearing by the directors of the Long Island R.R. as to the possibility of building a branch line from Mineola to Glen Cove along the east side of Hempstead Harbor. Surveyors were sent out immediately to lay out a desirable route.

On Saturday, May 30, the backers of the road came to an agreement with the Long Island R.R. to construct a road as far as Glen Cove. A public meeting was held and the advantages and disadvantages of a road were thoroughly aired. The people of Glen Cove hoped to make their village a more attractive one for permanent settlement rather than a summer resort, and they hoped to increase what they considered the unduly low value of house and farm acreage in their area. Finally, many of the farmers in the area looked forward to changing over from the heavy, staple crops that had been standard for years to the highly profitable market garden cultivation. These vegetable and dairy products were in enormous demand in the big city markets, but required rapid prompt shipment because of their perishable nature. The Long Island R.R. directors, for their part, were reluctantly willing to embark on an expensive new construction program because it would cut off the North Shore R.R. from extending farther eastward; there was also the consoling thought that much of the right-of-way would be donated, and part of the construction cost underwritten by bonds to be subscribed by the residents of Roslyn and Glen Cove.

The Long Island R.R. immediately placed on the market \$100,000 worth of bonds bearing 6% per annum interest rate, payable semi-annually. The sale of the bonds began during the first week of June 1863 and progressed steadily. Many people in Roslyn and Glen Head readily bought bonds, but in Glen Cove opinion was divided, some supporting the Long Island R.R. branch, and some the North Shore Railroad which many thought would soon build to Oyster Bay. The newspapers urged the importance of prompt support for the Branch railroad which was to be built here and now, rather than pinning hopes on a dream that might never be realized.

Although subscriptions to the bonds had reached \$68,000 by mid-June, the property owners were nevertheless vigorously castigated by the local press for not rushing to support the very project that would double the value of their own real estate. As the days of June went by, subscriptions continued to roll in steadily and by the end of the month \$80,000 had been subscribed. The editor of the local paper in his editorial columns voiced the hope that landowners would be generous when asked for a right-of-way, and that there would be no persons so narrow-minded as to ask for pay for the small strip through their property. As a matter of fact, thanks to the influence of Stephen Taber of Roslyn, most of the right-of-way was actually donated, and there was no need of any recourse to the courts.

In the momentous summer days of 1863 when Gen. Lee with his men in gray swept as far north as Gettysburg and filled the minds and hearts of the nation with fear for the very survival of the Union, it was hard to give serious attention to local issues. The surveyors worked quietly all through the summer days and by the end of September finished their labors. The month of October was spent in ordering material for the new road and in getting estimates for building sections of the road. By the 15th a supply depot had already been set up at Roslyn for building. The contract for building the Glen Cove Branch was awarded to Messrs. Shipman and Martin of New York.

A dispute arose early in Glen Cove as to where the depot should be located. There were two schools of thought; the first advocated running the railroad up to the Upper Glen Lake and then along the south bank to the present Mill Street; the other faction wanted the depot where it is located today on the west side of Glen Street. The former route was heavily wooded at that date and a park-like promenade for the village, and there was some reluctance to see it spoiled. The majority opinion seemed to favor the Mill Street site because it would bring the railroad into the heart of Glen Cove, be accessible at all times and seasons, and yet just far enough away from Glen Street to infringe on no private houses. The unsettled south side of the lake offered plenty of room for additional buildings and tracks. It would be near stores, central to freight and passenger business, and tend to develop the lake area. The upper site on Glen Street, on the other hand, was felt to be too residential and the likelihood of a

car house and engine house going up in that area would therefore be unwelcome.

In the last week of October 1863 ground was broken in two places by two different gangs, one in the vicinity of Roslyn and another at Mineola. It was hoped to increase these two groups to 500 men. During the cold weather of December 1863 about 200 men were at work grading the right-of-way between Mineola and Roslyn. By the time freezing weather set in, two and a half miles of the branch road had been graded and was ready for ties and rails. The five-mile section between Roslyn and Glen Cove was sub-contracted and the foremen spent January of 1864 making arrangements for boarding a large number of men soon to be put to work in the vicinity of Glen Cove. On Jan. 15, 1864, the contractors began work on the right-of-way between Glen Head and Glen Cove through the farm of Samuel Craft. Squads of men were hired and set to work with their teams to do the grading toward Glen Cove.

To influence the directors of the Long Island R.R. in making a decision on the location of the depot, petitions were circulated in Glen Cove in January, urging the citizenry to sign their names backing the Mill Street site, south of the Upper Lake. The well-autographed petitions were then forwarded to the Long Island R.R. directors who officially accepted the popular choice of site.

On Jan. 20 another gang was put to work near the proposed terminus at Mill Street. The first big job to be done was the cutting down of the large number of trees along the south bank of the Upper Lake, a deed that brought a tear to many an old resident; the matter was taken up with Mr. Shipman, the Engineer contractor, and he promised to open the right-of-way without any unnecessary sacrifice of the forest beauty. Sixty-six feet of the bank had to be dug out and levelled off near Mill Street; the bed of the railroad was to be five feet above the water, and an embankment would be required to be built out into the water about a third the length of the lake.

All during the end of January and the beginning of February the workmen made good progress along the deep cuts on the south bank of the lake. Through March additional cuts were made on the route, and on or about March 1, the construction locomotive and eleven dump cars made the first trip of a quarter mile down the branch. On the 10th of March when the men were

paid off at the agreed rate of \$1.25 per day, they refused to go to work again and demanded \$1.50, which the contractor compromised at \$1.37½ for an eleven hour day. In the last week of March an additional force of men, horses and carts was engaged to hasten the completion of the grading.

Despite this, the reverse actually happened. Oliver Charlick insisted upon a modification of the grade in the vicinity of Roslyn, resulting in a corresponding rise in the terminal embankment at Glen Cove amounting to about 12 feet. Then it was found that the \$1.37½ wage rate was insufficient to hold the men and the contractor had to raise his offer to \$1.50 to keep the workers from drifting off.

Everything went well until the first week of May and then more wrangling broke out between the contractors and the Long Island R.R. directors. In early July a disquieting rumor flew about that the Long Island R.R. would not build to Glen Cove after all as planned, but would terminate the road instead at Glenwood Road, half a mile west of the hamlet of Cedar Swamp, renamed in July 1866 to Greenvale. The citizens of Glen Cove found it difficult to believe that the railroad would go back on its word to build to their village. The company had issued the bonds bearing 6% interest and offered as security a mortgage on the road they were presently constructing, in effect guaranteeing to create with the money obtained from the public a certain amount of property to mortgage as security. Now, if the directors shortened the road by three miles, and built no depot, they would lessen by about \$40,000 the amount of property they agreed to create as security to bond holders. It also seemed difficult to believe that so much expensive grading work, all paid for, would be left unused; finally, there seemed no point in terminating the road abruptly in an empty field with no chance of revenue in sight, when by finishing the line to Glen Cove, the company could assure itself of dozens of passengers a day, to say nothing of freight.

To the surprise and chagrin of all, the unbelievable happened; the contractors admitted that the branch was ordered to be terminated at the Glenwood Road on the farm of Gideon Frost. No reason was given by Oliver Charlick or any of the Long Island's board of directors for this extraordinary move to locate the terminal in a thinly populated area destitute of everything that

would make a railroad pay. The press derisively suggested that the name of the new depot should be called "Charlicksfolly Depot" or "Pumpkinhead Depot"; the whole course of construction to date was held up as shiftless, shoddily supervised, and carried on at a snail's pace, while Charlick was censured for his "lack of business tact, and stupid, pig-headed blundering and general mismanagement." Many in Glen Cove looked forward to the sure arrival of the North Shore R.R. which would deliver them from their dependence on Charlick and his Long Island R.R.

In August 1864 surveyors from the Long Island R.R. began surveying a new route between Glen Head and Glen Cove, approximating closely to what became the later right-of-way. This brought the road to the east end of the village of Glen Cove, and crossing Glen Street well above the Upper Lake. Many villagers were opposed to the further disfiguring of the landscape at another point, especially since the previously constructed embankment along the Upper Lake was being washed down into the lake with every rain, creating unsightly gaps and damage to the ice business.

As a result of considerable editorial prodding, Oliver Charlick in late August revealed the reason for abandoning the downtown Mill Street terminus in Glen Cove. In the first place there was not room enough for the depot, turntables, etc. More important, if the terminus were built there, the grade would be so heavy that none of the engines then in use on the main line would be capable of climbing it. To avoid this difficulty, the embankment along the lake would have to be raised ten feet for its full length, or a new and heavier engine bought expressly for use on the branch road. To obviate the whole difficulty, it had been decided to locate the whole terminal at the high ground at the east end of the village. It was estimated at the time that about \$50,000 had been poured into the Mill Street route, including \$15,000 for labor, \$6,000 for right-of-way and \$22,500 for construction and grading—an expensive mistake.

During all this acrimonious controversy involving the Long Island R.R. management, the contractors, and the people of Glen Cove, track laying gangs were continuing their work on the branch road. In mid-November the construction locomotive and dump cars reached the vicinity of Glenwood Road for the first time. In November there was a lull in the work, but in December

the work was renewed with vigor. By the last days of December the track was completed to the terminus and the lumber for the depot was on the ground. The bad winter weather of January 1865 slowed down the already slow progress on the road; then in the third week a gale wind blew down part of the incomplete depot and engine house.

On Monday, January 23, 1865, the first passenger train, drawn by the engine "Fisk," pulled out of Glen Head, the name given to the new station, at 6:30 A.M. A timetable had been issued on the previous Saturday (Jan. 21) advertising three round-trips a day, and setting the rates of fare—75¢ from Cedar Swamp to Hunter's Point: leave Glen Head 6:50, 9 A.M. and 2:05 P.M., leave Hunter's Point: 9 A.M., 3, 4 P.M. Service during the first week was very irregular because of the unsettled roadbed, winter weather, and the consequent difficulties with the primitive steam equipment of that day. The old engine "Fisk", built in 1844, and the victim of a head-on collision in 1856, had seen its best days, but was considered adequate for branch service. On the third day of service it sprang a leak and had to be pushed back to Glen Head, where various wells and frog ponds were depleted to fill its boiler. Meanwhile, an employee walked along the tracks all the way to Mineola to summon the other branch engine at Hempstead to take out the train. The passengers stuck to the coach, brewing tea to withstand the cold, and finally reached Hunter's Point in the afternoon.

Although the new branch road was located three miles from Glen Cove village and offered but three round trips a day, it was nevertheless much appreciated, particularly in the winter season when the bays froze and steamer service had to be suspended. In former days it had been necessary to make a 10 mile stage journey to reach the train at Mineola; now the trains were within a half hour's drive. The advent of the road in the Cedar Swamp area was confidently expected to raise the value of the surrounding farm lands 40% above their old levels, and to make the whole area attractive to permanent settlers and investors.

It must be admitted that traffic was not heavy during the first month or two of service. This was partly because of the winter season, but also because of the out-of-the-way terminus, the slow time, and frequent delays. The fare, too, was high because in

addition to the 75¢ rail fare, one had to reckon on a 30¢ stage coach fare from Glen Cove village to the depot, and an additional 8¢ charge on the East River ferry, making \$1.13 in all. The editor of the local paper, the *Glen Cove Gazette*, delivered his verdict on the new road as follows: "We consider the branch an institution that ought to be supported; that the time made is a good average for winter travel, and that the delays have not been so frequent as might have been reasonably expected, and that all things considered, the accommodations afforded should give satisfaction and induce a liberal and sustaining patronage."

Although the road presently terminated at Cedar Swamp, Charlick and his directors had every intention of extending it farther. In February 1865 a profile of the route as far as the present-day Glen Street station was filed.

During the months of March, April and May 1865 the new branch railroad carried so little passenger traffic that Charlick in May began threatening to close it altogether. In mid-March cars sometimes pulled out of Cedar Swamp with not one passenger aboard, while the competing ferry got 20-30 passengers at the Glenwood Landing; by May the road was carrying only about 100 passengers a day. As if this were not disaster enough, the engine house at the terminus took fire on March 18 and was totally destroyed, seriously injuring the engine "Fisk" and its tender.

The local press regretted that the branch road was proving a loss but placed the entire blame on Oliver Charlick, who, against all advice, had located the terminus in a field three miles from town, and so placed the road at a competitive disadvantage. Several private individuals in letters to the press echoed the charge of inconvenience in getting to the depot, but added some other unpleasant features: trains on the branch ran only to Mineola, and it was necessary to change there for the main line trains which all too often ran late. There was also trouble with baggage because as yet there were no express agents on the Long Island R.R. One passenger cited his experience in getting a clothes hamper to New York from Glen Cove. The stage coach to the depot exacted a 25¢ charge, and the railroad 50¢. At 34th Street ferry there was no means of sending baggage by express as there was no person or place to receive it, and it therefore had

to be sent to James Slip ferry if it were to be checked at all, and that meant that the passenger had to travel to the same point, even though he wished to travel to midtown New York.

In the new year 1866 receipts on the branch road improved somewhat. In January, a dull month, total passenger and freight receipts are said to have been \$2000. The local press hammered constantly on the theme that the Long Island was losing all kinds of revenue by remaining far out of town and contrasted the actual receipts with what could be made in a favorable location.

It is probable that Charlick in his obdurate, churlish way would have kept the branch terminus at Cedar Swamp indefinitely had not his hand been forced by the prospect of competition. The North Shore Railroad, to which many had looked as the nucleus of a great north side road balancing the South Side R.R. on the south shore, was, after many difficulties and great expense, largely completed and ready to open by the summer of 1866. It was confidently expected that the new road would build eastward from its Great Neck terminus across the Manhasset Valley to Manhasset and then across Hempstead Harbor via Bar Beach to Sea Cliff and Glen Cove, and possibly even to Oyster Bay and Huntington.

The North Shore road opened its railroad to travel in October 1866, but as early as April, President Josiah Stearns of the New York & Flushing R.R. addressed a mass meeting at Huntington in which he gave the townspeople facts and figures on the cost of extending to Huntington, and assured them that backers were ready to absorb one-half of a proposed stock issue. During the summer of 1866 this stock was actually issued and sold well. By March 1867 enough of the money had been raised to incorporate a company, named, threateningly enough, the "North Side Railroad of Long Island."

Convinced that his competitors were in earnest, the sole pressure which could move his shrewd, hard-headed character, Charlick decided to build his own line along the north shore to outflank his rivals. In July 1866 agents of the Long Island R.R. approached the owners of the right-of-way and sought to renew the now-lapsed options on the land. Many of the property owners, having been deceived once before about the extension, demanded a high price now for what they gave more willingly two years before. Nevertheless, in December 1866 shanties for

the accommodation of 100 men were being put up along the route. Charlick did everything he could to propagandize against the North Shore R.R., ridiculing the "trestle-work roads, draw-bridges with their delays and dangers", the convenience of his own road in reaching the County Court House, etc. He implied that those who took stock would lose, and that in building to Oyster Bay and Huntington, Glen Cove would be ruined. The appearance of his own contractors, Messrs. Stranahan and Edwards, was, of course, the most powerful argument in Charlick's favor.

In the first week of January 1867 the grading work began in earnest. By mid-January 200 men were at work laboring to meet the contract deadline of May 4th. Just as all was going very well, the greatest snowstorm since 1857, in terms of depth and severity, struck Long Island on Thursday, January 17, 1867. The new right-of-way lay buried under 16 inches of level snow with deep drifts in many places. The branch road engine managed to creep to Roslyn and then froze in the drifts. No wheel moved anywhere on the Long Island R.R. and Glen Cove lay frozen and isolated from the world for nearly a week. Not till January 23 did the railroad hands finish digging out the branch.

By the first week of February the snow had melted away sufficiently to resume work and no less than 300 men were put to work. In the last week of March and the first of April 1867 the contractors completed the grading of the road between Glen Head and Glen Cove and began laying the rails as of April 1. On May 9 the bridge over the stream at the head of the Upper Lake was completed and the track laid to that point. On Monday, May 13, the old engine *Fisk* made the first trip into Glen Cove station, bringing in a train of flat cars loaded with timber. On Thursday, May 16, 1867, the first regular passenger train left Glen Cove at 6:30 A.M. drawn by the engine *General Sherman*. The locomotive then returned to Glen Cove and piloted a free excursion train of five cars, pulling out at 8:20 A.M. with a load of two to three hundred ladies and gentlemen of Glen Cove, Glen Head and Roslyn. The gala train steamed through to Hunter's Point and enabled its passengers to reach 34th Street in an hour and five minutes or James Slip, N. Y. in an hour and twenty minutes. The open-handed gesture on the part of the railroad made a very favorable impression on all.

In order to compete successfully with the steamer *Seawanhacka* for the summer travel to and from Glen Cove, Oliver Charlick reduced the fare to 60¢ for a single ticket or \$1 for the excursion rate as against 80¢ on the boat. It was estimated that in summer time there were three to four hundred daily passengers in and out of Glen Cove, most of them accustomed to good accommodations and able to pay for a quick and safe trip. To attract and hold these patrons Charlick outdid himself by putting on four trains a day each way, plus a daily freight train at reduced rates. On top of all this service, Charlick astonished the villagers by assigning the brand new engine *Thurlow Weed* to the road, and an early parlor car painted red to distinguish it from the other coaches. The local gazette which had more than once acidly upbraided Charlick for his management, commented wonderingly: "These first-rate accommodations, so unexpected and unlooked for, have surprised the people into the greatest good humor with the road and its management, and as they congratulate each other, sort of bewilderingly, guess that it is a fact that Charlick is a blessing in disguise."

As if this were not enough, Charlick brought up the topic of telegraph connections with the outside world. He proposed to put up two lines, the total cost of which would be \$2000. Charlick pledged \$1000 immediately and pledged to furnish an operator. The local starch factory came through with \$200 and the remaining \$800 was raised amongst the villagers.

During the year 1868 the Long Island R.R. decided to finish off the Glen Cove Branch by extending it through to its logical terminus, Oyster Bay. In June, Charlick sent Mr. Shipman, official surveyor of the Long Island R.R., to look over the ground at Oyster Bay. By September the surveys had been completed and the agents of the company engaged in securing the right-of-way. In the short period of a month the road was able to map out a practical right-of-way from Glen Street station all through the Locust Valley section to Oyster Bay except a strip from Shore Road to the Mill Pond brook in Oyster Bay village.

In mid-November the contract was advertised for bids and a civil engineer, Mr. Delano, was engaged. The press counseled the landowners to recall the benefit that would accrue to their holdings, and the good record of the Long Island R.R. in paying for the property it needed. This advice seems to have fallen on

deaf ears for the property owners demanded a good round price for every foot taken. In several instances the owners refused to name a price at all and left the matter to a board of commissioners.

In November 1868 the Long Island directors awarded the contract to Patrick C. Shanahan of Newport, R. I. who set his men to work on Monday, November 30. Ground was broken just beyond the Glen Street depot on the farm of Capt. J. G. Russell and just above the Town Path Road on the farm of James Titus, and within a weeks' time half a mile of the route was graded. It gradually became clear as the work went on that the property owners in the Oyster Bay area were strongly opposed to the coming of the railroad. To avoid long delays and court fights, Charlick surprisingly announced his willingness to terminate the railroad at Locust Valley.

The month of December 1868 was spent in grading the Locust Valley area with a force of 50 men and in securing the right-of-way. One landowner who had stipulated "cash down" as the main condition for the sale of his land had the whole railroad gang of 24 men arrested for trespassing on his land because Charlick was attempting to take possession before payment. It was Charlick's nature to be entirely unruffled by these contretemps, but they were an annoyance to the local residents and a source of lost time to the contractors and their gangs.

January and February 1869 slowed down the progress of the work because of ice and snow and washouts by storms. With the coming of spring the laying of the rails was begun and quickly finished over the short two-mile route. Finally, on Monday, April 19, 1869, the road was thrown open to traffic. There was no fanfare on this occasion as on the opening day at Glen Cove. The first train pulled out from the station at 7:15 A.M. quietly and uneventfully. Ironically, the Locust Valley extension proved to be the final professional project for contractor Patrick C. Shanahan. Mr. Shanahan turned over the completed road to Oliver Charlick on Monday, and just four days later, on Friday, the 23rd, he met his death in a wreck near Willow Tree station (Hollis).

The completed Locust Valley Branch was 10½ miles long, and terminated in Locust Valley at the present corner of Forest Avenue and Brick Hill Road. Here the Branch was destined to

remain for twenty years until the railroad finally would reach Oyster Bay. On August 22 the turntable and engine house at Glen Street were torn out and in a week's time installed at the new permanent terminus at Locust Valley.

CHAPTER 3

The L. I. R. R. Reaches Huntington and Northport

THE same fear of competition that induced Oliver Charlick to build the Locust Valley Branch motivated his construction of the present-day branch to Port Jefferson. The beginnings of this project go back to the year 1853 when the Hicksville & Cold Spring Branch Railroad was organized on November 7 of that year with the avowed purpose of constructing a spur from Hicksville four and a half miles northeastward to Syosset. A contract was concluded during the same November with the Long Island R.R. to construct the new line and operate it on completion. Construction was begun in the spring of 1854 and the road was opened on July 3. As the title of the new road implied, the terminus of the line was to be at Cold Spring Harbor, a small waterside village on the east side of the cove of the same name. It was the intention of the directors to push the road onward through White Oak Tree, the next hamlet, corresponding roughly to the present-day Laurel Hollow, and then on to Cold Spring Harbor village. The money was not forthcoming for the project, and in February 1858 the road had to secure an extension of time from the Legislature. The onset of the Civil War made any thought of extension impractical, and so matters stood until 1867.

The terminal at Syosset drew little or no traffic from the immediate area; nearly all the patronage came from the old and well-settled villages of Oyster Bay, Huntington and Northport located to the north and east. Before the Civil War four trains a day terminated at Syosset, two inbound and two outbound. After the war the service was often a shuttle train consisting of an ancient engine and equally venerable coaches retired from

main-line service, and passengers had to change at Hicksville to continue their journey.

The lack of railroad facilities in Oyster Bay and especially Huntington, and the inconvenience of driving five to six miles over the primitive roads of that day especially in the winter created a constant agitation to secure railroad facilities. The greatest stimulus to this movement was the successful completion of the North Shore R.R. Co. to Great Neck in October 1866. In April 1866 the Huntingtonians held a mass meeting and secured as their guest speaker President Josiah Stearns of the New York & Flushing R.R., operator of the North Shore road. Mr. Stearns, an experienced railroad man with long years of service on the Central Railroad of New Jersey, gave his audience facts and figures on the possibility of an extension from Great Neck across Manhasset and Roslyn to Huntington. The audience was very favorably impressed and urged Stearns to secure backing for such a road. In May, Mr. Stearns reported back to the Huntingtonians that the Central Railroad of New Jersey officials were prepared to absorb one-half the stock of the proposed road (\$150,000) if the Huntington people would subscribe for the other \$150,000. President Charlick of the Long Island R.R. put in an appearance at the same meeting and offered to build a branch road of his own from Syosset to their village, but the Huntingtonians apparently placed greater confidence in the North Shore officials, and in May of 1866 signed articles of agreement with the managers of the New York & Flushing R.R. by which they bound themselves to raise \$150,000 if the railroad people would furnish \$250,000, making a total of \$400,000 in all. The idea was to found a new company which would own the road east of Great Neck, but would be entirely managed and operated by the New York & Flushing road.

In the summer months of 1866 stock certificates were printed and placed on sale and were readily absorbed by the general public. By November of 1866 enough money had been raised to employ surveyors to lay out a right of way. In December the subscribers were levied on for 5% to meet the minimum legal requirement necessary to formally incorporate the road.

On February 9, 1867, a meeting of the citizens of Huntington, Centerport, Northport, Dix Hills and Commack was held in Huntington to further the North Side project. Two weeks later,

on February 27, the directors of the North Shore R.R. Co. held a meeting in New York where all the preliminary arrangements of survey and the agreement relating thereto were nearly completed. In the month of March the organization of the new railroad was perfected and the papers filed with the Secretary of State under the formal name of "The North Side Railroad Company of Long Island".

The next hurdle that the fledgling railroad had to cross was the securing of legislative permission to cross Hempstead Harbor at Bar Beach. Opposition immediately developed among some of the people of Roslyn to this proposal; it was alleged that a drawbridge would cut off access to the head of the harbor to vessels in time of storm. Investigation disclosed that no ship had taken refuge here in over thirty years and that all preferred Lloyd's Harbor near Huntington for this purpose. The public necessity of a railroad was urged over the theoretical possibilities of the head of the harbor at Roslyn. The Long Island R.R. in the person of Oliver Charlick ridiculed the North Side Railroad project, urging the overwhelming expense of a high trestle at Manhasset and the maintenance of another at Bar Beach. In April the stock books of the North Side R.R. were about to be opened for public subscription and in May the Assembly at Albany passed the Bar Beach drawbridge bill over the behind-the-scenes opposition of Oliver Charlick.

President Charlick of the Long Island, involved at that moment with the construction of his own Glen Cove Branch, kept a watchful eye on the developments in Huntington. If such a competing line were actually to be built, it would not only siphon off much of the business from Roslyn and Glen Cove on the branch just opened, but would threaten the entire main line of the old Long Island R.R. itself. Once the competitors reached Huntington, what was to stop them from building all along the North Shore through Northport, Port Jefferson, and perhaps even to Riverhead and Greenport?

President Charlick realized that if he were to act at all, now was the time to head off the threat. He enjoyed two advantages over his rivals, a solvent treasury thanks to careful conservative management, and an on-the-spot construction organization already in the field, and at that moment just finishing up its labors on the Glen Cove Branch (May 1867).

The Hicksville & Cold Spring Branch Railroad Co. already had legislative approval for a road from Syosset as far as Cold Spring Harbor; it would be necessary for Charlick to secure permission for only three miles of additional right-of-way to reach Huntington. A year before, in February of 1866, the Hicksville & Cold Spring directors had purchased the iron to extend their road. Now with the Glen Cove track gangs still intact, it became an easy matter to transfer them and all their materials over to Syosset. Early in May, Patrick Shanahan, builder of the Glen Cove Branch, began grading operations on the new road. Although the Hicksville & Cold Spring Branch R.R. had been in operation to Syosset for thirteen years, the grading and track extended a little over a mile farther northeastward to White Oak Tree, a locality unmarked by any special settlement. The old name, incidentally, is still commemorated in the area today in the White Oak Tree Road. This right-of-way and track, once intended to terminate at Cold Spring Harbor Village, was now abandoned, and a new right-of-way running almost due east was staked out for grading. President Charlick visited Huntington on May 24 to check on progress and to negotiate with landowners.

In his usually energetic fashion, Patrick Shanahan took up his new assignment, and by the end of May, three squads of men, about 200 in all, were at work on the grading of the new road. Speculation was already rife as to the terminus of the new road; some placed it at Main Street and New York Avenue, Huntington; others had reason to believe it would be located at East Main and Jackson Streets at the Union School House. In the first week of June 1867 Mr. Shanahan had grading gangs at work at the crossing of the Rogues Path Road just east of the present Cold Spring Harbor station, and others at the crossing of the Woodbury Road just west of the same station, where the abutments for the bridge were being installed. A threat of a lawsuit developed at the Rogues Path crossing where the road passed behind the house of Morris R. Brush, but an agreement was reached without recourse to law.

In the midst of the construction of the new branch, Oliver Charlick executed his master-stroke of diplomacy by quietly buying out the rival New York & Flushing R.R. in July 1867. Since the New York & Flushing operated the North Shore R.R. Co. to Great Neck, it was at once obvious to all that Charlick

would never permit that road to participate in or cooperate with any eastward extension to Huntington. Charlick thus very effectively put an end at one stroke to the ambitions of the new North Side Railroad of Long Island to build between Great Neck and Huntington. All the organizational efforts of the new company, in the form of surveys, stock drives, public meetings, etc. were reduced to nothing, and the north side villages were once again forced to deal with Oliver Charlick on his own terms. While the purchase of the Flushing road left Charlick free to drop the whole branch road project if he so chose, leaving the north shore villagers no choice but to patronize his own main line stations, he correctly gauged the temper of the people and the times and wisely chose to continue the branch.

In July the survey for the branch road was completed to Main Street, Huntington and negotiations begun for the right-of-way through the lands of Mr. G. W. Biggs, owner of much of the real estate on the west side of New York Avenue. The final mile and a half from Mr. Bigg's house at New York Avenue opposite Olive Street and East Main Street proved a disappointment and a stumbling block to the railroad. The landowners in this area demanded such extravagant prices for a narrow right-of-way that the cost of this acquisition alone rose to \$10,000. The railroad was faced with exaggerated valuations, designedly scaled upward to extort the maximum amount without regard to current sales values or assessed valuation. The owners in their rapacity to aggrandize themselves failed to realize that they themselves stood to benefit the most by increased value of their lands from a railroad extension. It is also true that a more tactful, genial and diplomatic negotiator could have secured more favorable terms than the obstinate, unbending Oliver Charlick was able to elicit.

In any case, the result was predictable. The high cost of land had the effect of driving the railroad away from the village, and it was decided to locate the railroad station a mile and a half south of town on New York Avenue instead. Many people, including the local press, were distressed at the turn of events and urged the formation of a commission to take the land by condemnation before any more time passed. It was feared that such a location would be a mistake for both the company and the people, for if the railroad was to compete with the steamboat for

a share of the summer travel, the road would have to be near where the people were. If passengers were compelled to take stages to reach the cars, then they would be quite as likely to take the boat.

All during the pleasant autumn days of September and October 1867 Mr. Shanahan pushed the grading forward as rapidly as possible toward New York Avenue. The grading and the masonry were almost finished, the cross-ties mostly on the ground, and about two miles of the road laid. If the weather continued pleasant, it was planned to open the road by November.

The nearness of the branch road to Huntington caused the inhabitants of Northport to make representations to Charlick to extend his road to their village. In August 1867 a meeting of the local inhabitants was held to ascertain public opinion, and a committee appointed to sound out Mr. Charlick. A fund-raising campaign was started in the village to raise enough money for a survey and to publicize the advantages of a railroad. A second and large meeting followed on October 5. There was a great deal of spirit and enthusiasm on the part of the audience, and all the money necessary to subsidize the survey (\$250) was paid into the hands of a committee. It was voted to donate to Mr. Charlick the right-of-way of six miles to Northport and to urge immediate construction. The cost of the right-of-way over and above what land was given came to \$3900 which sum was pledged by subscription; \$2900 of it was subscribed in twelve hours on Monday, October 28.

On October 23, 1867, at the meeting of the board of directors of the Long Island R.R., it was decided to extend the branch road from New York Avenue, Huntington, to a point one-half mile south of the main street at Northport. In consideration of the free gift of the right-of-way without expense to the company, the contract for completion of the road to Northport was awarded to Patrick Shanahan, contractor of the first section, and the completion date set for January 1, 1868. Shanahan himself planned to complete the six miles to Northport by December 21, relying on his 500 men plus 100 horses and carts. The grading east from Huntington is over comparatively level land and Shanahan lost no time in moving his horses, carts, trucks and wagons to this easy stretch beginning November 7.

Along the western end of the branch track laying was proceeding apace and during the week of November 22-29, 1867, the first construction train made its way as far east as the Rogues Path crossing in Cold Spring Harbor. Meanwhile the grading was being pushed rapidly toward Northport. Many Huntingtonians still believed that Oliver Charlick would somehow contrive at the last minute to locate the depot in the heart of the village on Main Street, or at least run a branch road from the Biggs farm on New York Avenue. The local editor commented: "Mr. Charlick is too sharp and shrewd an operator in railroad matters not to see and understand that he cannot promote the interests of the company by seriously discommoding the people of this village." It was rumored by some that Charlick out of personal spite might even remove the depot to Park Avenue east of the village, but this was dismissed as too improbable.

On December 8 the first accident on the new road occurred on the steep grades through Cold Spring Harbor, when a flat car loaded with ties and another with rails crashed into each other because of failing brakes. Four days later the whole construction project came to a halt all along the line when the first heavy snow of the season fell on December 12. Fortunately this fall did not prove as crippling as those that fell a year before, and within a week track laying went on along the graded roadbed. By New Year's Day 1868 the track was completed to New York Avenue and was being rapidly continued onward toward Greenlawn.

Subscriptions toward the right-of-way for the railroad from Syosset to Huntington were meanwhile being regularly collected from the people of Huntington, a response that served in some measure to clear the village name after the unpleasantness over the depot location, and the contrasting generosity of the people of Northport.

On Monday, January 13, 1868 service began out of Huntington with two trips a day each day. Superintendent Barton erected posters about the station informing the public of this fact, and on Monday the first train carried away about sixty of the citizenry to New York. The grounds about the depot were in a very rough condition, to be sure, and the road poor, but in general enthusiasm over the arrival of the long-awaited railroad, no one criticized these crudities. An office for the railroad was opened in a stationery store on the southwest corner of Main and New Streets, Huntington.

No time was lost in finishing the remaining six miles to Northport. A day or two before New Year's Mr. Charlick contracted with a local builder to put up depot buildings at Northport terminus. In only three week's time the depot building was nearly completed and was pronounced an ornament to the place and an honor to the railroad company.

During the end of February and early March 1868 very severe winter weather set in; the thermometer stayed below zero for a week at a time, and the train schedule became very irregular. On March 2 and 3 no trains at all penetrated beyond Syosset. Late on the evening of March 3 a train with the aid of two snow plows got through to Huntington by 9 P.M. The passengers that started from Huntington on Monday morning on March 2 did not reach Hunter's Point until 5 P.M. that day. The freight on the road ran a week behind and coal cars were left all along the road on sidings.

Although March came in as usual like a lion, it did go out like the proverbial lamb; on the 13th the depot and engine buildings at Northport received their final coats of paint marking their completion. The whole village eagerly looked forward to the opening of service. Early in April 1868 roughly a thousand visitors drifted in and out of the station area to view the laying of cross-ties and rails. The long-awaited day came at last on April 25, 1868 when service opened to Northport station. Again two trains a day each way plus one freight provided the service; fifteen minutes was scheduled for the run between Huntington and Northport.

The new Northport depot was located north of the present Route 25A and west of Laurel Road within a mile of the village center. The site still exists as a freight siding, although there has been no passenger service since 1899. The completed Northport Branch was 15.07 miles long and all single track. The stations and rates were as follows:

	<i>Miles</i>	<i>Fare from New York</i>
Syosset	3.75	.90
Huntington	9.75	.95
Centreport	12.25	\$1.05
Northport	15.00	\$1.05

After 1873 the fare to Northport was raised to \$1.15. To pro-

vide rolling stock for the new line, Oliver Charlick purchased two new and powerful engines because of the heavier grades; the *Northport* arrived on February 3; the *Woodbury* followed shortly after; a third engine, the *Huntington*, was a rebuilt locomotive absorbed from the Brooklyn, Central & Jamaica Railroad, and assigned to the new branch. Patronage on the new road was sufficiently good to add two additional trains each way daily, making a total of four eastbound and four westbound. These trains ran through to Long Island City without change; for the next four years until the extension of the road to Port Jefferson, this service became the pattern.

In the operation of the Northport Branch of the road, one thorn alone remained in the side of the Long Island R.R. management. This was the continued corporate existence of the Hicksville & Cold Spring Branch Railroad which exacted an annual rental and a share of the receipts for the use of its tracks between Hicksville and Syosset. The directors of this road were at constant odds with Oliver Charlick, and a peace of sorts was patched up in October 1867 with an agreement on the part of Charlick to continue their road, now dead-ended in the woods at White Oak Tree, two miles farther to Oyster Bay. This was doubtless intended to placate the directors, who were unhappy with an abandoned one mile right-of-way, and to please the residents of Oyster Bay, who had once encouraged the North Side R.R., with a rail outlet. For some reason not now clear, Oliver Charlick failed to fulfill the agreement and a long legal wrangle dragged on through 1868 and 1869. Finally, in August 1869 the Long Island road ended the deadlock by paying up all the back rent on the branch road accumulated because of litigation, and purchasing from the directors the whole road from Hicksville to White Oak Tree, together with all materials and real estate. It is not known just what disposal the Long Island R.R. made of the White Oak Tree spur or when; the track appears on no known map and is never again mentioned. It must be presumed that the track was torn up to be used elsewhere, and the real estate disposed of.

CHAPTER 4

The Long Island R. R. Reaches Sag Harbor

IN THE Indian language Long Island was called Paumonok, i.e., fish-shaped, because its eastern tip separated into two forks like the fins of a fish. In the 19th century the northern fork contained two important centers, the old village of Southold and its newer twin, Greenport; the southern fork contained only one commercial village of consequence, Sag Harbor. In the 1840's and 50's the great seaport of Sag Harbor was at the peak of its prosperity; whaling ships set out from here for all over the world, returning with valuable cargoes of whale oil, whale bone and baleen. Located in an ideal spot on the southern shore of a deeply indented harbor with numerous small coves serving as natural anchorages, and with Shelter Island and Orient Point providing natural cover from the open sea, Sag Harbor was fashioned by nature to fulfill its role of a great Yankee seaport and mercantile center. In the census of 1870 Sag Harbor returned 1700 souls, making it the second largest village on the east end after Greenport.

It was inevitable that a village of the size and importance of Sag Harbor would attract the attention of an alert, business-minded railroad magnate like Oliver Charlick. Ever since the railroad had reached Greenport in 1844, it was simply a matter of time before a branch of the railroad would be built to tap the villages along the south fork as well. It is probable that Oliver Charlick would have been content to let the existing Long Island Rail Road to Greenport handle all the railroad traffic of the east end had not his hand been forced by events beyond his control. In the years immediately after the Civil War the populous and old-established villages along the south shore, weary of Charlick's unfulfilled promises of branches, decided to take matters into their own hands and to build a railroad of their own. The South

Side Railroad of Long Island was organized in 1860, and in 1867 began building a line from Williamsburgh in Brooklyn to Patchogue. The imminent realization of direct railroad communication with New York and Brooklyn after so many years of frustration electrified the progressive elements of the villages, not merely in the Towns of Babylon and Islip, but in Brookhaven and Southampton as well. Even before the South Side Railroad opened for business in October 1867, town meetings were held to rally public support and resolutions were passed to induce the South Side directors, themselves in large part residents of Babylon and Islip Towns, to extend the terminus of the road eastward from Patchogue to Moriches and the Hamptons. The South Side Railroad management was sympathetic to these overtures, but was already committed to the limit of its resources in constructing the western terminus of the road. However, assurances were given that if the residents of the eastern townships would donate the right-of-way and absorb stock and bonds sufficient to underwrite a substantial part of the cost of construction, then the railroad would contribute its share in labor, materials and rolling stock.

The South Side Railroad was a direct and dangerous challenge to the financial security of the Long Island Rail Road. The Long Island road, as laid out in the 1840's, traversed the center of the island and ran for 48½ miles through an uninhabited wilderness stretching from Hicksville on the west to Riverhead on the east. The sole source of revenue over this long stretch was the stage and carriage traffic that came from the various south shore towns. This profitable traffic dropped off with alarming abruptness in October 1867 when the South Side R.R. reached Babylon, and it seemed only a matter of time before the competing road would draw off the remaining business of Moriches and the Hamptons. The prosperity of the Long Island Rail Road had always been a precarious affair and Charlick, from the time of his election as president in 1863, had always been at pains to make the Long Island a solvent operation. By constant personal supervision and efficient management, Charlick had largely put the ailing Long Island back on its feet; now he faced the unpleasant prospect of seeing all his travail go for naught. There was only one way to prevent the South Side Railroad from further undermining the

Long Island's monopoly of the east end traffic, and that was to drop a branch to the south shore directly in the path of the competing line, and then build eastward to the limit of practicality—Sag Harbor.

Charlick appears to have given the first intimation of his intention of building a line to Sag Harbor during a visit to Riverhead in May 1867. To the surprise of the East Enders, he stated that he contemplated building a branch from Jamesport across Peconic Bay on a pile causeway across the headwaters of Peconic Bay to Red Cedar Point and thence to Sag Harbor. He claimed that he could save ten miles of distance by this route and \$200,000 in construction costs. The water at that end of the bay was shoal and not more than half a mile of piling would be needed. Needless to say, this proposal found no favor with the people of Riverhead, the county seat, because marine access to the village and Peconic River would be cut off or constricted at best to the narrow limits of a pile drawbridge.

In 1868 Charlick came forth with a more welcome route, proposing to build from Riverhead directly east along the southern shore of Peconic Bay to Sag Harbor. He asked for the same support from the residents and the Township of Southampton as had been offered to the South Side R.R. A south fork branch to Riverhead would capture a great deal of the travel that occurred on court days as Riverhead was the seat of the County Court, Clerk's Office, and the focus of all political and county meetings. The residents of Riverhead proved apathetic to the prospects of a railroad on the south fork, being content with their own railroad facilities and so incurred the displeasure of President Charlick. It has been suggested that this was the reason that Charlick, out of pique, decided to begin his branch road at the hamlet of Manorville eight miles west of Riverhead, but this is to misunderstand the role that the South Side Railroad played in Charlick's calculations. The rival road already half subsidized a stage route as far east as Bellport; it was therefore essential for Charlick to have his own branch touch the south shore at a point not too far from the South Side Railroad's effective range and fill the transit vacuum to the eastward himself. The small village of Eastport was the point selected on the south shore as the beginning of the Branch road to Sag Harbor. The Moriches

Side Railroad of Long Island was organized in 1860, and in 1867 began building a line from Williamsburgh in Brooklyn to Patchogue. The imminent realization of direct railroad communication with New York and Brooklyn after so many years of frustration electrified the progressive elements of the villages, not merely in the Towns of Babylon and Islip, but in Brookhaven and Southampton as well. Even before the South Side Railroad opened for business in October 1867, town meetings were held to rally public support and resolutions were passed to induce the South Side directors, themselves in large part residents of Babylon and Islip Towns, to extend the terminus of the road eastward from Patchogue to Moriches and the Hamptons. The South Side Railroad management was sympathetic to these overtures, but was already committed to the limit of its resources in constructing the western terminus of the road. However, assurances were given that if the residents of the eastern townships would donate the right-of-way and absorb stock and bonds sufficient to underwrite a substantial part of the cost of construction, then the railroad would contribute its share in labor, materials and rolling stock.

The South Side Railroad was a direct and dangerous challenge to the financial security of the Long Island Rail Road. The Long Island road, as laid out in the 1840's, traversed the center of the island and ran for 48½ miles through an uninhabited wilderness stretching from Hicksville on the west to Riverhead on the east. The sole source of revenue over this long stretch was the stage and carriage traffic that came from the various south shore towns. This profitable traffic dropped off with alarming abruptness in October 1867 when the South Side R.R. reached Babylon, and it seemed only a matter of time before the competing road would draw off the remaining business of Moriches and the Hamptons. The prosperity of the Long Island Rail Road had always been a precarious affair and Charlick, from the time of his election as president in 1863, had always been at pains to make the Long Island a solvent operation. By constant personal supervision and efficient management, Charlick had largely put the ailing Long Island back on its feet; now he faced the unpleasant prospect of seeing all his travail go for naught. There was only one way to prevent the South Side Railroad from further undermining the

Long Island's monopoly of the east end traffic, and that was to drop a branch to the south shore directly in the path of the competing line, and then build eastward to the limit of practicality—Sag Harbor.

Charlick appears to have given the first intimation of his intention of building a line to Sag Harbor during a visit to Riverhead in May 1867. To the surprise of the East Enders, he stated that he contemplated building a branch from Jamesport across Peconic Bay on a pile causeway across the headwaters of Peconic Bay to Red Cedar Point and thence to Sag Harbor. He claimed that he could save ten miles of distance by this route and \$200,000 in construction costs. The water at that end of the bay was shoal and not more than half a mile of piling would be needed. Needless to say, this proposal found no favor with the people of Riverhead, the county seat, because marine access to the village and Peconic River would be cut off or constricted at best to the narrow limits of a pile drawbridge.

In 1868 Charlick came forth with a more welcome route, proposing to build from Riverhead directly east along the southern shore of Peconic Bay to Sag Harbor. He asked for the same support from the residents and the Township of Southampton as had been offered to the South Side R.R. A south fork branch to Riverhead would capture a great deal of the travel that occurred on court days as Riverhead was the seat of the County Court, Clerk's Office, and the focus of all political and county meetings. The residents of Riverhead proved apathetic to the prospects of a railroad on the south fork, being content with their own railroad facilities and so incurred the displeasure of President Charlick. It has been suggested that this was the reason that Charlick, out of pique, decided to begin his branch road at the hamlet of Manorville eight miles west of Riverhead, but this is to misunderstand the role that the South Side Railroad played in Charlick's calculations. The rival road already half subsidized a stage route as far east as Bellport; it was therefore essential for Charlick to have his own branch touch the south shore at a point not too far from the South Side Railroad's effective range and fill the transit vacuum to the eastward himself. The small village of Eastport was the point selected on the south shore as the beginning of the Branch road to Sag Harbor. The Moriches

area would be within convenient range for a feeder stage route, and the South Side road would be safely confined to its present Patchogue terminus.

The summer of 1868 was spent in setting up the legal organization of the Branch road, such construction requiring modification of the Long Island's charter by the Legislature. There was also the necessity of ordering thousands of tons of rail and negotiating with the Towns of Brookhaven and Southampton for a bond issue. Because of the length of the Branch and the great expense of construction, Charlick proposed to the officials of the Town of Southampton that the townspeople themselves, as a practical test of their sincerity in clamoring for a railroad outlet, should help by supporting a bond issue, the Town itself standing as security. Accordingly, a bill was introduced into the Legislature at Albany. Some questioned the power of the Legislature under the constitution to pass such an Act supporting a private corporation, but the courts sustained the constitutionality of the bill, on the ground that the road was a public necessity. By the end of March the Railroad bill passed the State Senate and the Assembly, and required only the governor's signature to pass.

Meanwhile, work on the new branch was begun in earnest. In the last days of January, Charlick advertised by handbills for 50,000 cross ties of oak, pine or chestnut, to be delivered along the line of the proposed road. The contract for building the road was awarded to Patrick Shanahan of the firm of Shanahan & Butler, the same individual who had built the Glen Cove and Northport Branches. The terms of the contract called for five miles to be completed per month and the whole line to be finished in seven months from April 1, 1869. The contractors were to forfeit \$100 a day for every day that they were over the seven months, and similarly were to receive \$100 a day for every day that they might finish ahead of time. Shanahan decided to begin his operations on the new Branch at Manor, so that he would be assured of an uninterrupted flow of supplies over the Long Island road.

While Shanahan was busy in New York making his preparations, agents of the Long Island were active in acquiring parcel after parcel of the right-of-way. In January efforts were under way to purchase a right-of-way in Sag Harbor from the Bridgehampton Turnpike around the western edge of the village to

Water Street; the portion from the turnpike to the upper cove was secured for \$1225, considered a very large sum for those days. Considerable opposition developed among the residents of Sagg, North Sea and Flanders to locating the railroad depot on the west side of the village of Sag Harbor. These people pointed out that the roadbed intersected the Bridgehampton Turnpike in two places, once just north of Bridgehampton and again just outside of Sag Harbor village. They felt that this made the turnpike doubly hazardous to travel, and would depress the value of real estate. The second objection made by this faction was that incoming visitors to Sag Harbor, by skirting the western edge of the village, would see the poorest looking section, filled with "backhouses, decayed sheds and shanties; he would be oppressed with the sense of decay, calling up visions of spectre oyster saloons, bars, and neglected dunghills, a village of dishonored clapboards and primitive architecture." The route along the eastern or harbor shore of the village was urged as bringing "our superb location into worthy and profitable notice." Finally, it was asserted that this route was the cheapest in terms of land cost. The attitude of the Sag Harborites themselves appears to have been the deciding factor; they professed no opposition to Charlick's original west side route, and the purchases went through as planned.

Early in January the railroad engineers went to work surveying the Branch line between Eastport and Quogue. In late January Mr. Shanahan began erecting buildings at Canoe Place for the accommodation of men and teams. By mid-March the six miles of route from Manor to Eastport had all been procured. Difficulties were experienced in coming to terms with the land-owners between Eastport and Shinnecock, and commissioners had to be appointed to condemn the land. Many of the owners asked absurd sums for their property; for example, the commissioners offered the-then liberal award of \$200 for a strip through the Shinnecock Hills, but the individual concerned demanded \$2000.

On Thursday, March 25, 1869, the first grading gang turned up the first spadeful of sod in the vicinity of Westhampton; sixty men began the work but Shanahan scoured the countryside with advertisements for 500 men at \$1.75 per day of ten hours, board furnished at \$20 per month; each man had to supply his

own team of horses. His plan was to put three separate armies of laborers to work, one at Manor, one at or near the Shinnecock Hills, and one at Sag Harbor. At Manor Station Shanahan built a barn, outbuildings and supply depot filled with provisions; all about stood great piles of rails and ties ready for use. To transport the material, Shanahan built a spur from the main line from a point a few rods west of the Manor depot platform, running behind the existing stores on the south side and then curving sharply through the woods to the south. To help with the movement of materials, Shanahan purchased from the Long Island Rail Road the old veteran engine *Fisk* which had made the first run to Greenport in 1844 and the first run to Glen Head in 1865.

On April 5, 1869, William R. Post, supervisor of the Town of Southampton, having received official notice of the approval of the Legislature and the governor on the Town's request to bond itself to subsidize the building of the road at \$4000 per mile, issued the following circular: "\$100,000! According to the provisions of the Railroad Law recently enacted, the Supervisor of the Town of Southampton will enter into negotiation for a loan of money to be applied to the purposes of said law; said loan will be taken for the present in sums of \$100 and multiples of \$100. Parties having funds to invest can hereby avail themselves of a rare opportunity of obtaining one of the best securities existing in this county. Interest at the rate of 7% will be paid, subject to a reduction hereafter, or to payment of the principal at the option of the borrower. Not one of the securities should be allowed to go out of this railroad district, and it is hoped that capitalists will evince their appreciation of them and of the work they are intended to promote by early application. (signed) William R. Post, Supervisor." The 7% interest bonds were to run not exceeding 30 years, were to be sold at not less than par and not less than 1½% nor more than 3% of the aggregate amount of bonds issued were to be raised by tax annually to establish a sinking fund for the final payment of the debt. The supervisor and the board of Supervisors were given the requisite authority to assess and levy upon the real and personal estate of the Town.

To close the remaining gaps in the right-of-way, the railroad sought for and obtained the appointment of three special commissioners to handle refractory landowners in Sag Harbor and

the Hamptons who demanded the full value of their land, and in some instances, an exorbitant price. The newspapers held up to shame the conduct of these men in contrast with the people around Speonk who asked a mere nominal price for any land used for railroad purposes, being perfectly satisfied just with the prospect of having a railroad without demanding a high price besides. The new commissioners sat in Sag Harbor on April 12 and 13 and by their awards soon demonstrated that it would have been better for landowners to have taken up with the terms of the first commissioners. As might be expected, there were the usual sniping criticisms of their actions from a disgruntled few, such as in relation to the location of the Bridgehampton station, but these were met with able and dignified rejoinders in every case.

While a little army of 200 men was toiling on the right of way between Manor and Eastport, the whole project suffered an unlooked-for setback. Patrick Shanahan, the contractor, had occasion to make frequent trips back and forth between Manor and New York. On the morning of April 23, 1869, Shanahan finished his business in the city and caught the 10:30 train out of Hunter's Point. When the train reached a point opposite what is now 187th Street, Hollis, a "snakehead" or broken rail reared itself up from the track and ripped out the entire floor of the last car of the three-car train. Of 20 persons in the car, six were killed outright and only two escaped unhurt. Among the fatalities was Patrick Shanahan; when his body was extricated from the wreck and an autopsy performed at Jamaica, it was discovered that he has sustained a fractured left thigh bone, skull fracture and numerous bruises, besides having nearly all the scalp torn off. Shanahan's remains were shipped to his native Newport, R.I.; it was ironic that he should have met death on the very road which he had helped build and was now working to extend.

The sudden passing of the chief contractor on the Branch road forced Oliver Charlick to cast about for a successor, and his choice fell on Mr. James Mulrey, otherwise unknown to us. Despite the setback in the management of the road, fresh supplies of iron and ties continued to be unloaded at Manor. On May 7 and 8, eighteen carloads of rails were received at Manor. During the third week of May several schooner loads of chestnut ties, all sawn square and of good quality, were unloaded at

Hunter's Point. On May 12 the first ties were laid at Manor and the switch connecting the branch to the main line installed. By the end of June, 300 laborers were at work grading the road and the line had reached a point between Westhampton and Quogue. The men had been divided up into three teams of about 100 men each, difficulty being experienced in getting additional laborers or teams because of the spring harvest season.

On June 19 the directors of the Long Island Rail Road and several members of the metropolitan press made an inspection excursion over the Long Island Rail Road to Sag Harbor. They rode to the end of track and proceeded the rest of the way by carriage to Southampton and Sag Harbor. Next day the party crossed Peconic Bay to Greenport and returned home on a special train. The newspapermen expressed themselves as delighted with the trip and impressed with the advantages for summer travel and recreation which the route afforded, exactly the impression Charlick intended they should carry away with them and the ulterior motive behind his invitation.

As of the third week of July one third of the road had been completed—13 miles in all—from Manor to Beaver Dam just west of Westhampton depot. On Friday, July 15, there was a brief strike on the road among the laborers, growing out of the fact that on payday, when their wages were due, the cash was not ready. A hundred or more of them assembled at Manor station on Saturday, prepared to capture the up freight on the main line, but the engineer, on seeing men crouched behind a wood pile, sensed that there was something wrong, put on full steam and ran by at full speed, escaping with a few broken panes of glass from the shower of stones and chunks of wood with which the train was assaulted. Two of the ringleaders were arrested and brought to Riverhead for trial.

The road experienced its first construction accident on July 22. It was the custom for the men to have their noonday meal at Manor, riding the flatcars on the construction train. One carload of laborers, 30 to 40 in all, on the way back to work from Manor, backed off the track at the end of the rails near Pike's Mill Pond in the Eastport area, where piles were being driven to cross the creek, and rolled down a 16 foot embankment. The entire party was badly jarred, two of the men losing limbs. The accident was entirely attributable to carelessness, for when the

engineer blew the short sharp blast signifying "down brakes", the brakeman was not at his post and the men did not see their danger until ready to go over.

On August 16, President Charlick himself visited Sag Harbor on business, rode out to the end of track and then examined the grading of the road through the Shinnecock Hills on which a gang of men with a dozen teams had been at work since August 1. He announced that he expected to commence the east end of the road on August 15, at which time he expected to see the west end railhead completed to Canoe Place. In the meantime an injunction was issued against the Long Island Rail Road, forbidding running the line through the old Indian Burying Ground at Canoe Place, which had been used as a last resting place for the Shinnecock Indians for hundreds of years. The cemetery was on the north side of the Montauk Highway where the present Long Island Rail Road crosses under the road at Canoe Place. The railroad right-of-way was then bent to skirt the burial ground, cutting off only the west corner instead of running straight through it. The railroad agreed to re-inter all remains and to erect a monument.

In the neighborhood of Speonk the crossing of Tuttle's Creek was scheduled for completion in the last week of August 1869, but when the railroad wanted to install concrete pipes of two foot diameter, the inhabitants sued for a bridge instead. This was then the only physical break in the track for over seven miles. By September 15 the rails had been laid all the way from Manor to Squire's Mill, just a few rods west of Hampton Bays depot. The grading gangs had pushed on past Hampton Bays and through the Shinnecock Hills toward Southampton. Another grading gang had pushed south through the thick scrub from Sag Harbor as of September 1, and by mid-October had just about cleared the whole right-of-way into Bridgehampton. By October 15 the grading gang were emerging from the Shinnecock Hills into Southampton village, while two other groups were at work inside Sag Harbor village, laying out the wide curving line of the road along the northwest shore line of the port. No further rails could be laid owing to a temporary difficulty in procuring spikes. As the road neared closer and closer to the inhabited areas of the Hamptons, men turned out more willingly to work and teams and men came to be in abundance. Not less

than 100 men had been recruited for the work between Bridgehampton and Southampton. In the last week of October 1869 Charlick opened the road to freight as far east as East Quogue.

November and December brought no let-up in the tempo of construction. By the first week of November there were but two days of grading left on the route between Southampton and Water Mill, and five gangs were hard at work between Water Mill and Bridgehampton village. As of November 1 the railroad had come to within $2\frac{1}{2}$ miles of Hampton Bays. Some difficulty was experienced in the right-of-way through the pond district south of Sag Harbor. The right-of-way passed between Long Pond and Little Long Pond over a muddy stratum and the first roadbed prepared sank down some twelve feet; it became necessary to sink much additional rock fill at the spot to get the roadbed up to grade again. On November 19 a reduction in wages was made by the contractor from \$5 to \$4.40 for a man and two horses, and a resultant strike delayed the work.

As of December 1, fewer than four miles of route remained to be graded. Although it was well into winter, the monthly cost for wages and sustenance, we are told, was still about \$25,000; 350 laborers were at work with 130 teams. A heavy fall of snow in the first week of December delayed for a week the further progress in heavy grading and rail laying, which had been progressing at the rate of about $\frac{7}{8}$ mile per day. On December 2, 1869, Supt. Barton visited Hampton Bays, the present rail-head, and made arrangements to put in a turntable for the immediate opening of passenger service.

The newly built road was already getting its first freight business even at this unseasonable time. A group of entrepreneurs, influenced by reports about the high iron content of the dark sand along Quogue beach, had invested in an iron-ore factory on the beach between Quantuck Bay and the ocean. In November and December 1869, 800 tons of ore, partly processed in a factory facing the ocean, was dug out of a quarter-acre of beachfront and shipped to New York via the Sag Harbor Branch. The railroad was also running 13-car coal trains into Quogue to feed the blast furnaces.

Although winter made grading work more difficult, the progress of the branch road was not delayed, for less than a mile remained to be done, most of it being in the deep cuts. On clear,

cold days rail laying moved apace with a gang of 60 men at work. By mid-December the railhead had reached Canoe Place. Supt. Barton, meanwhile, having completed a turntable and siding at Hampton Bays, pleased everyone by throwing open the new road to passenger service as far as Hampton Bays station (Good Ground) on Monday, December 20, 1869. One train a day in each direction was scheduled, running as follows:

		P.M.		A.M.
	Manor	12:30	Good Ground	9:44
7.5 m.	Speonk	12:50	Quogue	10:05
10.3	Westhampton	1:05	Westhampton	10:25
13.1	Quogue	1:25	Speonk	10:45
18.1	Good Ground	1:45	Manor	11:00

The running time over the new Sag Harbor Branch was certainly slow, for a glance at the schedule reveals 20 minutes allowed for the 7½ miles from Manor to Speonk, yet 15 minutes for the 2.8 miles between Speonk and Westhampton and 20 minutes again for the 2.8 miles between Westhampton and Quogue, and finally 20 minutes more for the five mile run between Quogue and Good Ground. A stage coach line ran from Bridgehampton to the railhead at Good Ground. By using the new railroad, passengers from New York to Southampton could make the through trip in about six hours, a saving of some four hours on the old route via Sag Harbor.

No let-up was permitted in the eastward march of the railhead; by the end of the year the rails had crossed the narrow neck of land at Canoe Place and were within 1½ miles of Southampton. Oliver Charlick visited Sag Harbor on December 31 to make arrangements for a change of depot. The original site of the terminal depot had been on the water's edge just west of the bridge to North Haven, but he asked and received of the village fathers permission to move the depot to the corner of Main Street and Long Island Avenue. Part of the land was readily obtainable but part necessitated the creation of a special Board of Commissioners; in return for the trouble, Charlick yielded part of the water front land already taken, and promised to build a worthy depot.

The month of January 1870 proved a frustrating month for the contractor, for a shortage of ties developed early in the month,

and later the spikes gave out. Not long after, the stock of rails was exhausted, and finally the creaky old construction locomotive *Fisk* had to be laid up for repairs. Not till Saturday, February 12, did five carloads of new rails arrive. On the 13th the engine *Fisk* went back into service and carried down four carloads of ties from Manor. Work resumed with 100-125 men.

On February 24, 1870, the 2½ miles of track laying into Southampton was completed up to the depot and some siding went down, but owing to the severe cold weather, the road could not be ballasted, or cars run over it. All work was suspended pending an improvement in the weather. On March 15 the engine *Charles R. Lincoln*, while pushing its way through the snows in the Shinnecock Hills with six car loads of iron, smashed into a bank of snow and bent two of its driving rods. Between the snow and the wreck the road was immobilized for a week. On March 22, Oliver Charlick again visited Sag Harbor and informed the press that work on the road had been resumed the day before after almost a month's shut-down, and that he expected to see the track reach Sag Harbor in 20 days.

By the first week of April the railhead had reached the pond at Water Mill; the engine *Fisk* was the center of attention in Southampton village as it puffed back and forth bringing supplies to the 150 men at work. By April 9, when the rails were within a mile and a half of Bridgehampton depot, a combination of storm and strike again interrupted the vigorous prosecution of the work. The men had been receiving \$1.75 a day but struck for \$2; this the contractor refused to grant and the work force was reduced until fresh hands could be recruited. On April 9 Oliver Charlick again visited Sag Harbor with his surveyor to complete the plans for the depot there.

On Saturday, April 23, 1870, the branch road was opened to Bridgehampton, the limit of track. Again there were two trains scheduled, one in each direction as follows:

	A.M.	P.M.
Bridgehampton	9:00	2:15
Southampton	9:20	2:00
Good Ground	9:45	1:30
Quogue	10:00	1:10
Westhampton	10:15	3:00

Speonk	10:30	12:50
Moriches	10:40	12:40
Manor	11:00	12:26

The editor of the *Sag Harbor Express* decided, for the benefit of his readers, to tour the road and see conditions for himself on it. He reported back that it was "a very easy riding road and free from those jolts usually to be found on a new road". Because of rumors published in the Babylon newspaper and others that the Branch was not patronized, he collected a few statistics for us that are interesting after the passage of almost a century. On opening day, Saturday, the 23rd, the inbound train brought 40 passengers through to Bridgehampton; on Monday, the 25th, 50 passengers took the morning out-bound train; on Tuesday almost the same number; the Tuesday afternoon train brought in 30. The amount of freight carried was reported as "considerable".

By April 30 the rails had been laid to Glover Street, Sag Harbor. Only one obstruction remained in the path of the construction crew: a determined elderly Irish woman who owned the lot on the corner of Main and West Water Streets, and who refused to yield her land. She converted her house into something of a fortress under siege, and whenever railroad men drew within range, she peppered them with buckshot from the windows. On Monday, May 1, the rails reached to "Fort Betsey", as the beleaguered householder came to be known, within just a few feet of the final terminus. The gravel trains worked briskly all week laying and tamping gravel and ballast.

On Monday, May 9, 1870, the road was completed into Sag Harbor depot at last. Service was extended from Bridgehampton the same day with two trains daily. The first passenger train was drawn by the engine *Charles R. Lincoln* which had been operating the branch since the opening of the road to Good Ground. A ticket office was opened in the corner store of G. B. Brown's building at the corner of Main and East Water Street. When the trains began operating within a few feet of "Fort Betsey" beginning May 7, that redoubtable defender called off the siege and abandoned the fort to the enemy. The railroad men quickly demolished the little frame house and finished the last few lengths of rail up to Main Street, leaving room for a new depot

on the former house site. When the summer timetable went into effect on May 16, 1870, four trains were placed on the Sag Harbor Branch, two in each direction, an express at 6 A.M. and one at 2 P.M. plus a freight train at 8 A.M. The second train was regularly drawn by the engine *General Grant*, while the companion locomotive *General Sherman* replaced the *Charles R. Lincoln*.

The opening of the railroad to Sag Harbor gave that commercial emporium of the east end transit facilities that it had never before enjoyed even in its palmiest days. There were now two passenger trains and a freight train to and from the city daily in addition to the older water facilities which were no means negligible: twice a week there was steamer service to New York City via Long Island Sound; three times a week the steamer *Sunshine* plied between Sag Harbor and Greenport, New London, and Hartford, and finally the steamer *Dixie* provided daily service between Sag Harbor and Greenport.

With the completion of the railroad to Sag Harbor some persons in nearby East Hampton felt that something should be done to attract the road into extending to that village. On May 10, 1870, the Town of Easthampton called a special Town meeting to consider the subject of lending assistance to the Long Island Rail Road. During the construction days of 1869, East Hampton Town had repeatedly refused to give anything to the then-projected branch road, and criticized the people of Sag Harbor for attempting to bond the Town for such a purpose. It came as no surprise, therefore, to anyone that the Town meeting of May 10 voted adversely to appointing a committee to confer with Mr. Charlick.

The formal opening of the branch road took place on Wednesday, June 8, 1870, when a special train, consisting of two of the best cars on the road, a smoking car and a lunch car, all drawn by the locomotive *Horace Greeley* pulled out of Hunter's Point at 9:15 A.M. and made a virtually non-stop run to Bridgehampton. The four cars were gaily decked with flags, and stretched over their whole length was a strip of bunting with the legend "Southampton". At the depot carriages conveyed the entire party of 100, consisting of the officers and directors of the road and invited guests, to the beach to enjoy the sea air, and then to the Atlantic House for dinner. After dinner the party again repaired to the train and proceeded to Sag Harbor. After more refresh-

ments and speeches and many toasts, the party returned to the cars for the return trip to New York. The weather was sunny and and pleasant throughout and the party expressed themselves as highly pleased with the new facilities.

It is interesting to note in passing that the two houses in Sag Harbor where the party were entertained are both standing to-day and are showpieces of old Sag Harbor; Mrs. Benjamin Hunting's stately Greek revival house at Main and Garden Streets, now the Suffolk County Whaling Museum, filled with exhibits of the great days of the town's past, and Mrs. N. P. Howell's home, the Napier House, listed as one of the tourist attractions of the village.

The Branch railroad was no sooner open to Sag Harbor than Oliver Charlick characteristically alienated many of the leading spirits of the town by his extraordinary demands on the merchants. When the road was first surveyed, Charlick was not satisfied with the site first given him for a depot and which was some of the best land in the village with a fine water front. He asked for increased depot grounds right on Main Street and received it without complaint from the villagers. With the railroad fairly established in town, Charlick had the temerity to make a request, which might well be interpreted as a demand, that all the businessmen pledge themselves to send all their freight by the railroad instead of by the old established steamboat line, and that if they should have any freight come by the boat, to pay freight upon it as if it had come by the railroad. Many of the businessmen actually consented to this piece of effrontery on the plea that the new road needed every possible support to pay the expenses. When some of the merchants opposed this surrender of their independence, Charlick took it as a personal affront and made reprisals that further antagonized the townspeople. He called off the workers from the Sag Harbor depot and let the unfinished building stand half completed for six months. He declined to ticket passengers for Easthampton through Sag Harbor, and instead established a stage route from Bridgehampton station, and finally threatened to cease running the freight train through to Sag Harbor at all. Charlick's conduct in this affair was, for him, hardly unusual; he tended to consider the railroad accommodation he furnished in the light of a personal favor to the townspeople, and if they crossed him in any way,

he would retaliate by moving the station to an inconvenient location or close it altogether.

Irritated by Charlick's undiplomatic conduct in the Sag Harbor affair, one of the most prominent of the townspeople, Samuel L. Gardiner, procured an injunction from the Supreme Court enjoining Supervisor Post of Southampton Town from issuing any more Town railroad bonds, and from paying the interest on those already issued. Although many men of Sag Harbor bore no love for Charlick, yet they opposed this vengeful maneuver of Gardiner's on principle, so that those who loaned money in good faith should not be cheated out of it, and that the credit of the Town might not be impaired simply to gratify a vindictive impulse. Fortunately, in mid-August the injunction was vacated by the Supreme Court.

Despite the friction between Charlick and the Sag Harborites, the new Branch road was a model of good construction and good management. The word "branch" as applied to the new road is somewhat deceptive as it gives the impression of a short spur of no great length or importance. The fact was that the Sag Harbor Branch was 36 miles long and thus 40% as long as the whole main line to Greenport, itself only 94 miles. The road offered Sag Harbor, then in a decline since the failure of the whale fisheries, a chance to make a commercial recovery. We read in the press of the day that the railroad schedule was "unusually well observed, the cars good and roomy, and the road run like clock work." The fare schedule was as follows:

New York to Manor	\$2.05	Southampton	\$2.65
Moriches	2.20	Bridgehampton	2.70
Westhampton	2.35	Sag Harbor	2.75
Good Ground	2.55		

While the rates at a glance seem liberal enough, there were hidden traps. The minimum fare was set at 25¢; thus when one hapless traveler rushed to catch the train at Sag Harbor one day in the summer of 1870 for a short four mile ride to Bridgehampton, the conductor demanded 25¢ plus 11¢ surcharge for failure to purchase a ticket beforehand. No Yankee Downeaster would permit himself to be thus mulcted by Charlick or anyone else, so he refused payment and walked the tracks to Bridgehampton. By high-handed actions of this sort, the railroad lost the modest

inter-village traffic it might have attracted, and earned the ill-will of the very people it depended upon for support.

With the completion of the road it was possible to arrive at an estimate of the total expense incurred for construction for the first time. The total cost came to just over \$300,000. The Town of Southampton was bonded to the amount of \$4000 a mile, or a maximum of \$125,000 for the 36-mile stretch, 30 miles of which lay wholly within the Town boundaries. The balance had been raised by the directors of the Long Island Rail Road.

There was an interesting sequel to the story of the building of the Sag Harbor Branch that came out seven years later in 1877. James Mulrey, the contractor on the road after the death of Patrick Shanahan, got into a dispute with Oliver Charlick as did so many other people on some detail relative to the construction of the road, and Charlick, in his usual obdurate way, refused to pay Mr. Mulrey for his work. Mulrey brought suit and obtained the verdict of a jury in his favor. Charlick appealed, and when Henry Havemeyer succeeded to the presidency of the road in 1875, the matter was still pending in the courts. On the advice of the dying Charlick and his own attorneys, and from a desire to delay payment on his own part, pending the close of the negotiations for the sale of the Long Island Rail Road to the Poppenhusens, President Havemeyer continued the Mulrey suit and carried it to the Court of Appeals, when the decision was finally given in favor of Mulrey who obtained a judgment for \$50,000, \$10,000 of which was for interest on the claim. On July 25, 1877, the sheriff presented the hard-won judgment at the offices of the railroad and it was quietly and promptly paid. Thus was justice done belatedly after seven years of expensive litigation; it was well that Mr. Mulrey secured a favorable verdict when he did and not later, for within three months, the whole railroad structure of the Poppenhusens collapsed in bankruptcy, and his claim might thereafter have been but a minor part of the many liabilities on the road.

In June 1870 Corwin's L.I. Express made arrangements with Charlick to extend the express service over the branch, delivering to all stations, for an annual fee of \$1000.

On the morning of the Fourth of July 1870, the temporary ticket and telegraph office at Sag Harbor burned down and it became all the more pressing to complete the depot. In December

Mr. Charles G. Douglas was engaged to frame a depot building on the southwest corner of West Water and Main Streets. It was to be 20' x 32' and finished in hard woods. By the end of the month the frame was up and the exterior under construction. In mid-January 1871 the final coat of paint was applied and the carpenters installed the hard wood finish within.

With the completion of the depot building the Sag Harbor Branch, as it came to be called, might be considered complete. A freight house and engine house on the north side of Long Island Avenue (Water Street) completed the depot accommodations.

CHAPTER 5

The Smithtown and Port Jefferson R. R.

THE successful completion of the Northport Branch of the Long Island R.R. in April 1868 strongly stimulated the old and well-established villages of Smithtown and Port Jefferson to take steps to extend railroad facilities to their own areas. The census of 1870 showed that the whole Town of Smithtown had 2136 souls and the Town of Brookhaven 10,159. Port Jefferson especially at this period was at the noon-tide of its prosperity. By 1852 it had become important enough to be designated a port of entry by Congress. It was, in addition, the chief ship-building port on Long Island east of Brooklyn. All kinds of sailing ships, schooners, and tramp ships made use of its large protected harbor, the entire waterfront of which was lined with shipyards and the crafts connected with them, the sail makers, iron fitters and ship chandlers. In the shipyards themselves hundreds of men found work as carpenters, wood workers, etc. toiling on the great hulls, keels and bowsprits typical of the vessels of that day. The over-hauling of yachts and steamers contributed further to the prosperity of the village.

Despite its prosperity and importance Port Jefferson lay in an isolated position; it was almost twelve miles distant from the nearest station on the main line of the Long Island R.R., and was sixty miles away from the metropolis of New York. When winter

blocked the harbor and interfered with shipping, access to New York was possible only by a long and tortuous stage journey to Medford.

As soon as the railroad reached Northport in 1868, a committee of solid men of Smithtown called upon Oliver Charlick and urged him to extend his road eastward. These gentlemen engaged the services of Mr. James I. Shipman, the leading railroad surveyor on the island, to lay out a route from somewhere in the vicinity of Northport, eighteen miles eastward through Kings Park, Smithtown, Stony Brook to Port Jefferson. Mr. Shipman began his work on February 13, 1868, and finished it by the end of March. It was reported in April that Oliver Charlick offered to underwrite \$120,000 of the cost of construction to Port Jefferson, if the local inhabitants would subscribe for bonds for the remaining \$80,000 needed. The year 1869 seems to have passed in rallying popular support for the railroad idea. By the beginning of 1870 the people of Port Jefferson and vicinity appeared to be taking hold of the project in earnest. In the first week they subscribed \$9100 toward the extension. On February 26 a large meeting of the inhabitants of Smithtown and parts of Huntington and Brookhaven met at an inn in Smithtown to discuss the best way of securing the extension of the Northport Branch. After lengthy discussion it was voted to propose to the Long Island R.R. a subscription to its stock of \$5000 per mile for the 18-mile distance to Port Jefferson as an inducement to extend the branch.

In mid-April the committee of three appointed to convey this offer to Charlick reported back that in their opinion the best course to pursue would be to organize an independent company. This was accepted by the meeting and a company was organized on the spot. It was to be known as the "Smithtown and Port Jefferson Railroad Company", was to run for ninety-nine years, and the capital stock was to be \$200,000 divided into shares of \$25 each.

On May 20 another railroad meeting was held at Smithtown Branch to perfect the new railroad corporation. Articles of association were drawn up and the company formally organized as of June 3, 1870. The first shares of stock were subscribed by a group of farmers living along the proposed line. By the end of June almost \$20,000 had been subscribed toward the project; it

was estimated that the total cost of the road would be in the neighborhood of \$200,000. It was planned to raise \$100,000 on bonds and mortgages on the road, providing one-half of the stock could be raised. It was further planned, on completion of the road, to lease it to the Long Island R.R., and thus save the expense of equipment. Friends of the movement circulated among the farmers endeavoring to persuade them to donate the right-of-way and so save land acquisition costs.

By the end of July 1870 the legal organization of the Smithtown & Port Jefferson R.R. had been perfected. The minimum 10% of the stock had been sold, officers elected, and a board of directors chosen, and the company registered with the Secretary of State. Efforts continued, meanwhile, to reach the goal of at least \$50,000 in sale of stock. Within a month's time the efforts of the promoters of the road appeared to be crowned with success. The Long Island R.R. agreed to take \$100,000 in bonds of the new company, and the inhabitants along the line consented in open meeting to absorb the other \$100,000 needed to make up the total of \$200,000. In the last days of 1870 the committee negotiating with Oliver Charlick reported back that Charlick had expressed his willingness to begin the road when \$80,000 had been raised, and gave it as their opinion that this was both reasonable and liberal.

The directors of the new road held another meeting on February 11, 1871, at Stony Brook and reported that \$60,000 of the stock had been subscribed and subscriptions for \$20,000 more were promised. A further meeting was held in Port Jefferson on February 15 to stir up public interest in the railroad. The promoters gave a history of the previous efforts to secure a railroad outlet, its necessity to end the isolation of the village, and urged everyone to come forward and subscribe for stock. A month later it became the pleasant duty of the directors to announce that the contract and necessary bonds between the Long Island R.R. and the Smithtown & Port Jefferson R.R. had all been signed, and all the money raised for the building of the road. The contract specified that the road was to be completed and trains run by March 1, 1872. Beginning in March the people of the Town of Smithtown began a movement to bond the Town itself to the amount of \$50,000 for three months for the construction of the railroad. Early in April judges were assigned to take proof

of the number of petitions and of the amount of taxable property owned by each petitioner.

Bonding of a township was a rather novel method of raising money for a railroad, one which had hitherto been attempted on Long Island on only one previous occasion:—in 1869 when the Town of Southampton bonded itself to pay for the Sag Harbor Branch. The method, however, was a perfectly legal one to raise funds for a public improvement, and state laws closely prescribe the methods and limits of such bonding. Once the petitions were collected and certified, a Federal judge formally authorized the bonding, and the Long Island R.R., now certain of the construction money, began to act. The Long Island formally leased the new road for 20 years, paying to the directors an annual rental. The formal contract between the Long Island R.R. and the Smithtown & Port Jefferson R.R. specified that the capital stock of the new road should be \$200,000, divided into 8000 shares at \$25 each. The Town of Smithtown would subscribe to \$50,000 of the stock, and issue bonds to that amount. The Smithtown & Port Jefferson R.R. would raise \$80,000 and issue bonds to the amount of \$200,000, dated September 1, 1871, and payable in thirty years. The bonds were to be guaranteed by the Long Island R.R., and interest of 7% paid annually by the Long Island R.R.

Shortly after the contract was signed, Oliver Charlick himself visited Port Jefferson and Smithtown to look over the ground. On May 18 the Board of Directors again met at Smithtown to agree upon the line of the road and to make the necessary arrangements for putting the work under contract. By the 1st of June the route was decided upon and the work of grading scheduled to commence in July. At this juncture, Alexander T. Stewart of Garden City, the guiding spirit behind the Central Railroad of Long Island, made a proposition to the Smithtown & Port Jefferson people to extend the Central Railroad from Bethpage north through the hills to Smithtown and Port Jefferson, if the directors would extend to him the same offer they had made Charlick. The directors refused his offer on the grounds that it was tendered too late, and because they were already pledged to the Long Island R.R.

A hitch developed in the first week of July 1871 on the occasion of the formal signing of the contract. The executive commit-

tee went to New York and at the signing, Mr. Charlick stated that if the Long Island R.R. were to endorse the bonds of the new railroad, he must hold the money arising from the sale of these bonds. The committee could not accede to his demands and returned to Smithtown still deadlocked. We are not informed how this difficulty was resolved, but the fact that the work went on would indicate that an accord was reached.

Webster Snyder of Jamaica was chosen as the contractor for the eighteen mile extension, and his contract was signed early in July. He agreed to build the road at the rate of two miles per month, the whole to be completed on or before April 30, 1872. The road was to be first-class in every respect; there were to be two large iron bridges, one of 60-foot span over the Smithtown River, and one of 40-foot span over the road near Smithtown River. It was planned to set gangs to work at each end simultaneously.

During mid-August the final survey of the route for the proposed railroad was made. The terminal depot at Port Jefferson was tentatively fixed on the high ground about a mile up from the harbor in an area called "Comsewogue". Here on Main Street, on a cleared lot on the property of Mr. C. L. Bayles the depot location was fixed. The engineer busied himself in straightening the line and putting down center stakes preparatory to commencing the work of grading.

In the first week of October the final route of the Smithtown & Port Jefferson R.R. was approved by the Long Island R.R. and the map sent to the office of the County Clerk at Riverhead. A dispute unfortunately arose at this point as to where the new road should connect with the Long Island R.R. Branch at Northport. The people of Northport assumed that the new road would continue eastward from the existing station, but the directors of the Smithtown & Port Jefferson were opposed to this plan because it would involve an immense amount of heavy grading and considerable curvature in the right-of-way. Their idea was to tap the Northport Branch near Greenlawn about at the point where the branch turned northward toward Northport. This would continue the straight eastward alignment of the railroad and avoid the deep cuts and fills necessary to the northward. The Northport inhabitants immediately felt themselves slighted and did not hesitate to air their grievance publicly. The alteration of

the original plan to the easier grade touched off another dispute with Charlick as to which road would build a depot at the point of junction. Charlick predictably refused to accept this new item of expense because it was not covered in the original contract, and to avoid further loss of time, the Smithtown & Port Jefferson directors agreed to assume the cost themselves. The dispute over the change of route at Northport and the new depot had already prevented Contractor Snyder from commencing operations for a three-week period, an unfortunate delay since it was already late in the year and winter not far off.

During the following year (May 7-14) ground was at last broken. Houses were erected for the laborers near Northport, and a large force began grading operations. The junction depot was fixed at Larkfield Road in an area long known as Clay Pitts, but which had been changed the previous year (March 1870) to Genola.

To handle the formidable grading problem, it was decided to sub-let the whole road with the exception of a three-mile stretch at St. James which Contractor Snyder reserved for himself. The eastern group got to work at East Setauket on November 1, but made slow progress because of the initial scarcity of laborers. Gradually, as the harvest season waned, additional men and teams hired themselves out to the contractors. The section between the Nissequogue River and St. James employed some fifteen teams with drivers composed of laborers recruited in the neighborhood. The work had the merit of furnishing employment to many farmers at good prices at a season of the year when they would otherwise have been unemployed. The St. James section on which Samuel Carman, Joel J. G. Smith and William H. Powell were the contractors hired all the local men they could find and worked all through November. The Stony Brook section also had a large number of men at work. The newspapers noted that the coming of the railroad was having a stimulating effect on the north side villages and that real estate had taken a notable rise. In the last days of December the weather became unfavorable and slowed down the work.

Over New Years of 1872 one of the contractors on the railroad named Duane cut the wages of the laborers from \$1.75 to \$1.50 a day, and nearly every man in his area quit work immediately. However, new hands appeared ready to work at the reduced

wage, there being no better source of income in the depth of winter, and the work gradually resumed its old-time pace. By the end of January the grading had been completed from Genola (East Northport) station to the Smithtown Town line.

During the bleak winter months the Land Condemnation Commissioners proceeded with their work of making awards, a few of which have come down to us:

Mrs. Seabury: Route 25A and Gould Road, Stony Brook, 3¼ acres	\$1160
L. W. Lawrence: West side of 25A between San Remo and Smithtown	130
T. S. Mount: Stony Brook	600
Miner Tuthill: South side of Sheep Pasture Road., three-fifths acre	300

Another brief strike broke out among the railroad gangs on March 1 over reduced wages. Forty strikers drove twenty new laborers from their work, using stones and clubs. Nevertheless, progress on the road continued. Early in March the stone foundation for the bridge over the Nissequogue River was being laid, many teams being employed to haul the heavy stones. Snows and freezing weather greatly slowed down progress during February and March, but fully six hundred men were kept busy nevertheless.

As spring weather approached, the grading effort was resumed with renewed vigor. Mr. Samskie was at work on the western or Northport section and had a force of some 150 men at work. Mr. Churchill had two hundred employed on the central section, and Captain Scully worked the eastern or Port Jefferson section with a force of two hundred men. All three sub-contractors used numerous end-dumper cars plus many horses and carts.

As the railroad approached closer to Port Jefferson there began to be talk of extending the road eastward to Riverhead and so joining up all the north shore villages into one continuous line. Attractive though this idea looked on paper, the Long Island R.R. hesitated to risk the survival of its own main line by deliberately building a competing road, an attitude of caution that persisted even at the time of the building of the Wading River Branch twenty years later.

The grading of the eighteen-mile road, which had engaged the

labors of so many men for so many months, was finally brought to completion at the end of June 1872. The bonds of the new road also were all disposed of to Oliver Charlick, but that wily individual exacted an agreement in return that he should be free to extend the road from Port Jefferson to Manor station and carry all through passengers over the Smithtown & Port Jefferson road free. It would appear that Charlick had in the back of his mind a scheme to run his Sag Harbor trains over the north side line, and leave the main line free for Greenport Expresses making the Boston run.

During August and September the rails on the new road were being laid rapidly, while other gangs put the finishing touches on the grading. A construction train moved along with the men who laid and spiked the good quality steel rails with practiced skill. By the first week of October the railhead reached the Bread and Cheese Hollow Road in Ft. Salonga, and the Nissequogue River by mid-month. It was reported as of November 1, that every bit of grading had been done, that the bridges were all in place, and eleven miles of track laid. Optimists hoped to see the road open by December 1.

On October 17 a surveying party sent out by the Long Island R.R. commenced making a survey from the Port Jefferson terminus southeastward to Manor station with a view of extending either to here or to Riverhead. Again there was much speculation about Charlick's ultimate intentions.

So fast did the rail laying proceed on the right-of-way that by November 15 the railhead was less than three miles from the terminus at Port Jefferson. Construction trains were running regularly between St. James and Stony Brook unloading ballast and stocks of rails. On November 18 the track gang rolled triumphantly into the Port Jefferson terminal area and spiked down the last rails. Large gangs of men were still kept busy ballasting and levelling the new road bed, tamping down ties, installing sidings, etc. The editor of the Port Jefferson paper was given a ride to Smithtown and back in one of the construction trains and pronounced the road very crooked, but affording some splendid views of the hills and Long Island Sound. He reported that there were six bridges between Smithtown and Port Jefferson other than the large span over the Nissequogue River. The train, consisting of a heavy engine and tender, drew four flat cars loaded

with about 60 tons of iron and lumber, but the bridges showed no weakness under this heavy test load.

On Sunday, November 24, a special train, consisting of an engine and the president's car, made an inspection tour of the Port Jefferson Branch. Making up the party were Oliver Charlick himself, Superintendent Mulford, and several of the directors, Engineer Snyder, Mr. Charles Hallett, builder of several of the stations, and other notables. After a short tour of the village, they returned to the city in the evening.

Even before the branch opened through to Port Jefferson, proposals were made to abandon the mile-long spur to old Northport station, and make Genola (East Northport) the depot for Northport patrons, but this proposal was stoutly resisted by the people of Northport. During December the contractors were at work on the turnouts at the stations, and train service was scheduled to begin as soon as Contractor Snyder delivered the road over to the directors. By Christmas day the ballasting had been completed, and the switches and turntables in the yard area at Port Jefferson completed. The depot building was well on its way to completion, the platforms all in place, and the engine house scheduled for opening within a week.

The village of Port Jefferson was in a flutter of expectation and excitement on Saturday, January 4, 1873, on receipt of news that trains would commence running over the new road beginning Monday morning, the 6th. Timetables were issued and many persons began to make plans to ride the first train. On Sunday, the 5th, President Charlick visited the village and dourly announced himself as being dissatisfied with the depot arrangements, commenting that service would be postponed till the following Monday, the 13th.

The week seemed to go very slowly to residents along the north shore, largely because heavy snow lay over the fields and roads, and the harbors were ice-bound and still, cutting off all communication with the city. Those who had to travel had to endure the unpleasant journey of twelve miles through the lonely pine barrens to Medford station on the main line.

However, Oliver Charlick remained true to his word, and on Monday, January 13, 1873, regular passenger service began over the whole line. The first train departed at 6 A.M. with 24 passengers. The number would probably have been much higher

had it been generally known—and believed—that trains would run. The depot building at Port Jefferson was pronounced as “very nice”, “Finished in very good style”, and a freight house, turntable and platform completed the depot area. Two trains a day each way provided the initial service, leaving Port Jefferson at 6 A.M. and 2:40 P.M., and James Slip at 10:30 A.M. and 4 P.M. The running time varied from three hours and ten minutes to three hours and fifty minutes.

The stations on the entire line were as follows:

	<i>Miles from L. I. City</i>	<i>Fare</i>
Syosset	29	90¢
Woodbury	32	95¢
Huntington	35	95¢
Centreport	38	\$1.05
Northport	40	1.15
St. Johnland	44	\$.35
Smithtown	48	1.50
St. James	51	1.70
Stony Brook	54	1.80
Setauket	56	1.85
Port Jefferson	58	1.90

The Smithtown and Port Jefferson R.R. as completed was 18.98 miles long, running from Northport Junction in a comparatively straight line east to Kings Park (then St. Johnland), then curving sharply southeast to tap the village of Smithtown, then again sweeping northeastward in a broad arc to Stony Brook, and winding eastward with many twistings and turnings, emerging on level high ground above Port Jefferson harbor. The road was single-tracked throughout, but there were sidings at almost every station to permit passing and the storing of freight cars. The uneven nature of the terrain required the use of seven small truss bridges, and one large one over the Nissequogue River at Smithtown. This latter was, in its day, the largest bridge on Long Island, being 490 feet long and from 35 to 45 feet high, built entirely of iron, and fashioned by the Kellogg Bridge Co. of Buffalo. Besides these bridges there were an unusually large number of cuts and fills, especially east of Smithtown. During the first year of operation depot conditions were

very primitive, but after 1874 substantial buildings were erected at all the stations on the road.

With the opening of the branch through to Port Jefferson, it became necessary to provide service to both the old and new terminals, Northport and Port Jefferson. From 1873 and continuing down to 1899 it became customary to terminate two or three trains a day each way at Old Northport station, and to run the other three or four through to Port Jefferson.

The Long Island R.R. appears to have considered extending the Smithtown and Port Jefferson road for some months to come after the opening of the line. Another survey was made in March 1873 on another line, this time eastward through Mt. Sinai, Miller's Place, Wading River and thence in a straight line to Riverhead. The inhabitants of Wading River were somewhat opposed to extending the road through their hamlet on the ground that the locomotives would burn over their woodlands and end their quiet. Others, of course, favored the road because it would raise property values and offer conveniences to travel.

Port Jefferson, the terminus of the new road, became something of a transit hub at this time. In addition to the prestige of serving as a railroad terminal, a steamer service across Long Island Sound to Bridgeport, Conn. was inaugurated in 1872 and continued for many years. The steamer *Brookhaven* was built expressly for this traffic and made her maiden trip March 30, 1872. She was described as "of light draft, easily handled, and of a fair rate of speed." The maiden trip took one and a half hours; beginning April 1 she made two trips daily. Patronage picked up very well because of her regular schedule, which connected with the New Haven R.R. and steamboat to New York.

In addition to the ferry a stage coach service was operated cross-island from Port Jefferson to Medford and Patchogue by Mr. C. E. Rose, who arranged to meet the passenger and freight trains from east and west at Medford and convey passengers north or south as desired. One trip a day was made in each direction. Of course when winter came and snow and ice clogged the roads and harbors, stage coaches and ferries alike were forced to discontinue and the railroad came into its own as the most reliable form of transportation.

As the years passed, the Smithtown & Port Jefferson R.R. became wholly absorbed into the Long Island R.R. organiza-

tion, yet the legal existence of the original company continued during the lifetime of the lease which was for twenty years from September 1, 1871. In 1891, as the lease was about to expire, the Long Island R.R. brought suit against the Smithtown & Port Jefferson R.R. officers for \$1,070,000 based upon alleged disbursements for interest and taxes and other items expended over the years. The president and board of directors met on October 10, 1891, at Smithtown, and the executive committee voted to defend the suit. The stockholders of the company met in January 1892 in Smithtown, and after lengthy discussion, decided to accept the proposition of the Long Island R.R. to take 10¢ on the dollar for the stock of their road. Meanwhile, the suit went to trial. The directors claimed correctly that Oliver Charlick had kept all the road's bonds in his possession and never rendered any account of the proceeds to the directors. It was believed that Charlick sold the bonds at about 80%, and used the proceeds as far as necessary to construct the road. Between \$400,000 and \$500,000 had been expended. The directors conceded that since the lease of 1871, the Long Island R.R. had paid all running expenses and repairs, and received and kept all the earnings, but it was charged that the Long Island had declined to render an annual account to the directors, and for all practical purposes, had virtually absorbed the road. In June the court rendered a decision in favor of the Long Island R.R., giving judgment for \$1,179,439.71. The directors of the Smithtown & Port Jefferson had no choice but to yield their road over to the Long Island R.R. On September 23, 1892, the Long Island formally transferred ownership of the older company to a newly formed subsidiary, "The Long Island Railroad Company, North Shore Branch", and the old road thereafter became, in name as well as in fact, a part of the Long Island Rail Road system.

CHAPTER 6

The Rockaway Branch of the Long Island Rail Road

BEFORE the advent of the South Side R.R. on the scene, the Long Island R.R. remained completely unaware of the beaches as a potential source of traffic. Oliver Charlick and his generation, born at the beginning of the 19th century, belonged to an America that had not yet discovered the vast sandy coastline of Long Island as a source of recreation. Not that these pioneers were unaware of the existence of the beaches and marshes forming the shoreline; for decades farmers drove their wagons to the shore in late summer and fall and harvested the luxuriant growth of marsh grass for cattle bedding. These same men might and generally did take advantage of the occasion to swim and stroll for miles along the high water mark, scanning the drift wood and visiting the Life Guard stations scattered all along the coast from Brooklyn to Montauk. But, aside from these infrequent and chance visitors, the beach remained empty and open, a vast and lonely world of its own, the stillness broken only by the screech of gulls and the age-old roar of the surf.

The post-Civil War period wrought a change in this primeval wilderness so close to the metropolis. The beginnings of an awareness of the sea as a playground began, like so many American fads, among the upper classes, and then after a generation, filtered down to become part of the mores of the common people. Long Branch, New Jersey and Far Rockaway, Long Island, had been, in the years just before the Civil War, fashionable haunts for the haute-monde who took to renting suites in one or two shore hotels, and beguiled the time with fashionable promenades during the day and sparkling balls in the evening. The charms of the surf and sun were not only untried, but their recreational use entirely unsuspected. There were excellent reasons for this curious obtuseness on the part of our ancestors. The decorous

attire of the Victorian Age hardly lent itself to the virtually unavoidable exposure demanded by sea bathing; there was furthermore a sense of delicacy in mixed bathing conducted even under the most irreproachable standards; fashion and the literary fancy of the age dictated that ladies had to appear pale and preferably fragile, and the robust, sun-bronzed female of our day would have inspired horror and near-universal swooning in the genteel ranks of Victorian maidens.

Timid attempts at bathing began shortly before the Civil War with the use of rolling bath houses, where ladies changed into a voluminous garment and then signaled an attendant to draw both occupant and bath house together into the surf. After a private bath the bather was drawn back to the land and changed again in complete privacy to normal clothing. The American male, raised in the rougher tradition of a frontier land, generally disdained these imported delicacies of the fairer sex, and either bathed nude in the remote stretches of the surf, a liberty officially permitted at the Rockaways until the late 80's, or donned a pioneer swim suit modeled on gentlemen's underwear, and comparatively form-fitting in contrast to its feminine counterpart. Within two decades the timid attempts at sea bathing set by the aristocracy became the eagerly adopted recreation of the masses.

Perhaps the most potent factor in the sudden popularity of the beaches was the vast growth in the population of the metropolitan area. The high tide of immigration in the 1840's, 50's and 60's dumped into a small area of Manhattan and Brooklyn an unprecedented influx of people. New housing lagged far behind the demand for living quarters, and the slender means of the new immigrants forced many of them into cramped inadequate tenements where life was grim and barely endurable. The parks and the rivers became the first safety valves of the poor. The women took to the streets and green areas to escape the oppressive atmosphere at home, while their menfolk took refuge in the saloons and beer gardens, and bathed along the river front.

There were millions to be made by the first person who could bring the pleasures of the seaside within the slender means of the masses, yearning to escape in summer from the stifling heat of the tenements. Coney Island was the first seaside area to be discovered by the masses. The Coney Island and Brooklyn R.R.

was the pioneer road to Coney Island, reaching there on July 4, 1863. It offered a long horse car ride to the shore for 20¢. The Brooklyn, Bath & Coney Island R.R. was the first steam line to reach Coney Island in 1863 and offered a day's excursion to the shore for the modest sum of 10¢. Rockaway became available to the people for the first time in October 1865 when the Brooklyn & Rockaway Beach R.R. began steam service from East New York to Canarsie, and a boat from there to the beach.

It took almost a decade for the idea of a one-day beach excursion to become established in the consciousness of the city dwellers of that day. Beginning about 1874, however, Coney Island began to develop rapidly into a complex of hotels, boarding houses and amusements of all sorts. Rockaway, because of its separation from Brooklyn and New York by the expanse of Jamaica Bay, was more inaccessible and therefore slower to develop. It remained to the South Side R.R. to show farsightedness and business acumen in realizing the potential of Rockaway with its miles of open beaches. On July 29, 1869, the South Side R.R. opened its road to Mott Avenue, Far Rockaway, and then, because this was several blocks from the water line, the railroad extended the road to the beach itself on September 2, terminating in a large building containing restaurant, bath houses, and picnic area, and appropriately named "South Side Pavilion".

The South Side R.R. had already seriously cut into the revenues of the Long Island R.R. by building its main line all along the south shore villages from Valley Stream to Patchogue in 1867. The older Long Island R.R. wholly dependent on the earnings of a main line poorly located in the barren center of the island, could ill afford to lose any more potential revenue sources to a rival. To make matters worse, the Long Island R.R. was faced with the loss of the whole north side traffic as well in 1868, when the Flushing & North Side R.R. organized to build an independent road from Long Island City to Roslyn. It was obvious to Charlick and everyone else on the island that if the Long Island R.R. continued to lie back supinely and let aggressive new rivals run off with all the prizes that there would soon be nothing left. It was time for the older road to fight back or go out of business.

The first counter-blow on the part of Charlick was a decision in late 1869 to tap the developing seaside traffic to Rockaway by building a spur from Jamaica southeastward to Far Rockaway

beach. Charlick kept his own counsel but it was observed by the residents of Jamaica and southward that surveyors were in the field mapping out a route. In the spring of 1870 Charlick became more open about his plans, and dispatched a second surveying team, who pin-pointed a route from 93rd Avenue and 172nd Street, Jamaica, running in an almost straight line to Far Rockaway.

For legal reasons, all railroads when contemplating extensions, customarily set up subsidiary corporations, the capital stock of which is wholly or partially owned to insure control. For the purposes of the Rockaway Branch, Charlick on December 30, 1870, incorporated at Albany the "New York and Rockaway Railroad Company". The route was conveniently vague: "From Jamaica to Rockaway." The capital stock was set at \$250,000 and the corporate life 100 years. Plans were formulated meanwhile to build the line as soon as possible and to open by the following June 1871.

During the week of March 13, 1871, parties of surveyors began detailed work on the new branch. When, some days later, the advanced parties, working their way down towards Rockaway, trespassed on the land of Benjamin Mott at Far Rockaway, the latter secured their prompt arrest. Oliver Charlick paid a fine of \$20 for each man in a court session on March 25, but when the surveyors resumed work on Monday the 27th, they were arrested again and sent to the County jail. These minor harassments were not of the sort to deter a man like Charlick. He went ahead and awarded the contract for the engineering on the road in the last days of March to the George F. Harris Co. of New York. The contractor undertook to have the road ready for operation by mid-June. Much of the right-of-way had already been secured. The road was to branch off from the main line about a mile east of Jamaica station and then run with light grades and curves through Springfield over the meadows to Cedarhurst station where it would meet the South Side track, where it would then curve sharply and parallel the rival road to Far Rockaway, then cross the South Side tracks, and end about 300 yards above Lockwood's Grove, a depot site donated by Benjamin C. Lockwood, the owner, and presently corresponding to the north side of Brookhaven Avenue between 22nd and 21st Streets.

On April 5 the actual grading was begun on the roadbed by

the grading contractors, Wright & Hawthorn of Jamaica. In May the work on the new railroad came to a halt for some reason; there were those in Jamaica who considered the whole idea a bluff, but it is more probable that Oliver Charlick was busy with arrangements on the Smithtown & Port Jefferson extension at this time. All doubts were dispelled by the completion of the first section of the new branch to Linden Boulevard, Springfield, on June 21, 1871. The iron and ties were already distributed all along the right-of-way, and a construction train, hauled by the locomotive *Fred*, ran on the completed portion.

Because of Charlick's inability to purchase certain needed segments of the right-of-way, it became necessary to appoint a Board of Commissioners to appraise and condemn land; the newly appointed commissioners met on June 29th and walked the line to familiarize themselves with the parcels concerned.

By the end of August the carpenters had nearly completed the new depot at Springfield, and the village seemed to gain a new lease of life from the advent of the railroad.

Charlick surprised everyone in August 1871 by allowing it to become known that he intended to extend his road along the Rockaway peninsula as far as the Sea Side House, presently Beach 103rd Street, the most prominent resort on the sands at that date. Before Charlick could embark on any dreams of extension, trouble developed at Rockaway in regard to the location of the depot. The Honorable Horace F. Clark, a New York judge residing in 22nd Street, Manhattan, maintained a luxurious summer home overlooking the water at the present site of Beach 23rd Street. When he learned that Charlick proposed to build his railroad to the water line within a few feet of the rear of his mansion, he informed Charlick that he "would make every opposition that money can accomplish." A further opposition arose from Mr. O'Donahue who strongly remonstrated against having his farm cut in half. Oliver Charlick declined to negotiate with Mr. O'Donahue, and instead waited for a day when the farmer drove away from home. At a signal the contractors then assembled their entire forces and laid the track across the farm. No such attempt was made on the Clark property.

The rival South Side R.R. profited from all these delays in the path of the Long Island R.R.'s beach branch by stealing a march on Charlick in the matter of a Rockaway peninsula railroad.

They set up a subsidiary company in September 1871 called "The Rockaway Railway Company", and made preparations to reach the Sea Side House before Oliver Charlick got the chance. Oliver Charlick had, of course, surveyed the whole route himself earlier, and it became a race to see who could build first.

Further trouble hobbled the progress of the new road on October 26th when the track laborers went on strike because their wages were overdue. The situation was caused by the great difficulty the contractor was experiencing in realizing cash on the bonds of the road which he had agreed to accept in payment. It is possible that Horace Clark and other influential men at Rockaway were effectually discrediting the securities of the company in financial circles; in any case, the contractors were compelled to stop work altogether until more money was forthcoming. Some of the laborers were willing to continue, but these were prevented by the majority who were clamorous for legal redress. Despite these setbacks the branch was completed across the meadows to Cedarhurst by the end of the year.

Early in February 1872 the contractor again commenced work on the Rockaway Branch with a gang of 40 men. Very soon the Long Island and South Side Railroads came into conflict over crossings. To reach the beach at Far Rockaway it would be necessary for the Long Island's tracks to cross the South Side R.R. just west of Far Rockaway station at Mott Avenue. The South Side was disinclined to permit its rival to cross, and the wealthy Horace F. Clark added his influence to preventing the Long Island R.R. from reaching the beach. Besides the conflict inside Far Rockaway village, the roads clashed with reference to their rival efforts at reaching the Sea Side House. The South Side road had had its line surveyed and located early in 1871, and had duly filed a map in the County Clerk's office. A commission had also been applied for to assess damages for a small piece of land that the owner refused to sell. After these legal preliminary requirements were complied with, the Long Island R.R. claimed to have purchased the property in question and immediately placed their workmen upon it to lay a track. The South Side considered this a mere delaying tactic, and left it to the commission to adjudicate.

In April 1872 the commission rendered its decision. The Long

Island R.R. was ordered to terminate its road for the present in Rockaway Village above Lockwood's Grove, and to give up the idea of building through to the beach front. This involved crossing the South Side track once at Mott Avenue. A second planned crossing of the South Side near Sea Side Pavilion was prohibited.

The Long Island, realizing that the summer season was close at hand, and that further litigation could only delay the opening of the road, accepted the commission's decision resignedly, and opened the Rockaway Branch to public travel on Tuesday, May 14, 1872. A train was made up at Hunter's Point at 10 A.M. and was greeted at Rockaway by a large crowd. In the pleasant days of June greater numbers of persons discovered the new branch and patronized it.

For these first few weeks of service, trains appear to have been operated only as far as the Mott Avenue crossing of the South Side R.R., and not south to the terminus at Lockwood's Grove. Although the installation of the frogs was made on June 1-2, and one car ran over the length of rail, some delay occurred in building the remaining half-mile to the grove. Probably the uncertainty about the location of the ultimate terminus because of the Clark lawsuits caused considerable delay in the installation of the permanent fixtures appropriate to a terminus—turntable, side tracks and engine shed.

Oliver Charlick's defeat at Rockaway gave the rival South Side R.R. the chance it needed to complete its race to the Sea Side House. In April and May the track was rapidly laid along the highest ridge along the beach and on July 4 the line was opened for travel.

The new New York & Rockaway Railroad, as completed in 1872, branched off at the present Hillside station, and now forms the very busy and important Montauk Division through St. Albans as far as Springfield Gardens. The roadbed from this point is today abandoned and partly obliterated, but at that day continued straight onward on a low embankment over the marsh and meadowland of upper Jamaica Bay to solid ground at Cedarhurst station, where it rejoined the present Rockaway Branch roadbed to Far Rockaway. At that time the branch road was listed as nine miles in length, and in summer time had nine trains a day each way on weekdays and seven on Sundays. The stations on the new branch were as follows:

	<i>Miles from L. I. City</i>	<i>Fare</i>	<i>After '73</i>
Springfield	12	35¢	40¢
Ocean Point	16	50¢	50¢
Lawrence	17	50¢	55¢
Far Rockaway	19	50¢	55¢

On the June 1875 timetable the station of Rockaway Junction (present Hillside) appears for the first time, distance 11 miles and fare 35¢.

The subsequent history of the Long Island's Rockaway Branch is a most interesting one. In June 1876 when all the railroads on the island were united under one management, the Rockaway Branch and South Side line were joined at Springfield Gardens where they intersected, and the Rockaway Branch was abandoned as of Friday, June 2, 1876. The Long Island R.R.'s Rockaway Branch was thus one of the most short-lived of all the road's operations, lasting only four years. Thereafter, all Rockaway traffic was routed over the double track South Side line to Valley Stream and then over the South Side's Rockaway line to the beach. The terminus at Rockaway in Lockwood's Grove was closed, and the depot building moved in September 1877 to Syosset. There was great excitement at Far Rockaway among the hotel and saloon keepers because of the change of station. The removal of the depot was the death-blow to twenty-five or more drinking places. The South Side R.R. carried its excursion crowds farther down the beach to the present Hammel's, Holland's and Seaside areas, but the Long Island's branch terminated in Far Rockaway village and unloaded all its excursionists into that quiet watering place. The cottagers and regular boarders in the big hotels despised the noisy, lower-class, one-day excursionists who overran the streets and the beach, and vanished as suddenly as they had come on the evening train. The saloon keepers, however, concentrated in the depot area, thrived on the excursion trade, and were forced to close when the trains abruptly stopped running.

For almost thirty years the "Cedarhurst Cut-off", as the old branch now came to be called, lay almost unused. It is possible that freight trains were routed over the cut-off from time to time,

but this is difficult to determine after the passage of so many years.

The old cut-off again came to the notice of the operating officials of the railroad by chance. In 1904, a trolley line, the New York & Long Island Traction Co., which had been building westward along the south side from Freeport, reached the vicinity of Springfield Gardens and requested permission to cross the tracks at grade. The Long Island R.R., long opposed to grade crossings because of numerous expensive accidents over the years, refused permission. To prevent a surprise crossing, the railroad suddenly decided to utilize the old cut-off as a barrier, and moved strings of gondolas and flat cars to the threatened point. In order to lend an air of plausibility to the pretext of concentrating so many work cars suddenly at so rural a point as Springfield Gardens, the railroad informed the Public Service Commission that it had decided to rehabilitate the old roadbed and actually went ahead with the project. Thus by the merest chance, the old Rockaway Branch was re-graded, ballasted and re-railed, and what is even more incredible, fitted with a third rail for electric operation.

In less than a year afterward a compromise was reached with the trolley company, resulting in the construction of a bridge. Interest in the rebuilt cut-off waned once again; it is said that President Peters of the Long Island R.R. favored using the road, but the general superintendent did not share this view.

A dozen more years passed and World War I suddenly overwhelmed the railroads of the country with a heavy volume of passengers and freight and a simultaneous shortage of equipment. Someone remembered the unused 80- and 100-lb. rail on the Cedarhurst Cut-off, and in 1918 the rails were torn up and used to double track the Floral Park-Garden City segment, and for team tracks inside Camp Mills.

The cut-off remained bare for another ten years. Then in 1928 it was rebuilt for the last time. Queens County was booming at the time, and it was considered prudent by the legal department of the road to protect the title to the right-of-way and to establish the railroad as existing when certain important streets and highways were projected to cross the right-of-way. This would have an important bearing on the cost of future grade crossing eliminations. In 1933, the railroad, probably as a result of the depression

and a general inclination towards retrenchment, abandoned the cut-off altogether; the tracks were removed in 1934. In the thirty years that have passed since then large areas of housing have grown up south of Rosedale and obliterated the right-of-way. Today only a sharp eye and a careful consultation of old maps can reveal the roadbed where crowds of excursionists once passed. The right-of-way within Far Rockaway village, running from the present Mott Avenue station midway between Beach 21st St. and Beach 22nd St. remained intact for many years; freight was moved in and out of the spur down to at least the mid-1920's and perhaps later. Today even this small reminder of an earlier age has vanished.

CHAPTER 7

The White Line

THE White Line is unique in the annals of the Long Island R.R. as being the shortest lived of all the roads' branches, a brief 2½ years—and the only line completely unnecessary from the day it opened. How could a railroad undertake the expense of construction and difficulty of land acquisition when the entire facility was superfluous from the very beginning? The answer is to be found in the peculiarly competitive railroad situation in the Flushing area of Queens County in the late 60's and 70's of the last century.

The very first competition for the Long Island R.R. was the Flushing R.R., a small six-mile road between Flushing and Long Island City. After a bankruptcy experience in 1858, the road emerged as the New York & Flushing R.R. and had, as one of its temporary managers, Oliver Charlick, at that time an operator of horse cars in New York, but soon to be president of the Long Island R.R. In the next few years the Flushing road expanded its operations eastward along the north shore to Great Neck, and it became obvious to Oliver Charlick that it would be well to put an end to the ambitions of a potential rival. In July 1867 Charlick purchased the New York & Flushing R.R. and

thought by doing so that he had effectively eliminated all threats to his own Long Island R.R.

Two wealthy men of College Point and Whitestone, respectively, thought otherwise. Conrad Poppenhusen and John Locke both desired railroad facilities for their own communities and were determined to secure them despite Charlick. Taking the initiative into their own hands, both men financed and directed the building of the Flushing & North Side R.R., to run from Long Island City through Flushing to Whitestone.

Charlick was too astute a business man not to realize what would happen to his own recently-purchased New York & Flushing R.R. once the rival road opened. Rather than retain possession of a losing investment, Charlick, in August 1868, sold out his interest in the New York & Flushing R.R. to Poppenhusen and Locke and by that act yielded the whole Flushing area to rival interests.

Matters would probably have remained stabilized with each railroad dominant within its own sphere of influence had not the status quo been suddenly upset by the announcement of an agreement between the Flushing & North Side R.R. and the Central R.R. of L.I. on December 31, 1870. This latter road was the personal creation of Alexander T. Stewart, founder of Garden City, and was originally intended to give the residents of that model community an outlet to New York. Stewart did not wish to become involved in the operation of his railroad, and had called on Oliver Charlick in December 1869 to discuss the possibility of a lease of his road, the Long Island R.R. to furnish rolling stock and operate trains. Charlick had declined, and Stewart turned to Mr. Poppenhusen of the Flushing & North Side R.R. with a similar offer in April 1870. Negotiations went on quietly during the summer months, culminating in the December agreement.

In the light of subsequent events Charlick's failure to reach an accord with Stewart was a miscalculation on his part, for he could have controlled the rival Central R.R. and insured that no damage should result to the Long Island R.R. Once the agreement between Poppenhusen and Stewart had been signed, Charlick at once realized his error. The Flushing & North Side R.R., instead of remaining a small local road, became at one

leap a major system rivalling the Long Island R.R. and competing for business at Hunter's Point, Farmingdale and Hempstead. Worse still, the main line of the Long Island R.R. was closely paralleled from Farmingdale to Floral Park and from Woodside to Hunter's Point.

With the very survival of the Long Island R.R. at stake, Charlick reacted to a new threat as he had done in 1867 at Glen Cove, in 1868 at Huntington and Northport, and in 1869 at Rockaway. He resolved to launch a mortal thrust at the very heart of the Poppenhusen-Locke system, the large and prosperous village of Flushing. Flushing in 1870 was a large village by the standards of that day, numbering 6000 souls. It was the commercial center for many rural communities for miles around and contained a large number of stores and manufactories of all kinds. In addition, Flushing was the home of a fairly large community of wealthy New Yorkers, whose elegant and pretentious Mansard-roofed houses lent distinction to the residential streets with tasteful plantings of magnificent shade trees and flowering shrubs. It was this wealthy class that set the tone of the village and lent an air of gentility and cultivation to the place.

In the spring of 1871 after sardonically studying the strategy and timing of his counter move, and the precise points where a blow would prove most lethal, Charlick made public his plans: he casually announced his intention of building a small branch from the Long Island R.R.'s main line in Winfield through to Flushing, paralleling the Flushing & North Side R.R. the whole way. The irony of this was not lost on the Poppenhusens. The tracks of the two roads were already less than 20 feet apart for the four mile stretch between Hunter's Point and Winfield; now less than a mile would separate them for the remaining four miles to Flushing.

On March 1, 1871, articles of association were signed at the Long Island R.R. offices at Hunter's Point; on March 8, the new road, entitled the "Newtown and Flushing Rail Road Company" was incorporated at Albany with a capital stock of \$250,000. Within the week Oliver Charlick applied to the trustees of the Village of Flushing for permission to enter Flushing at DeLong Street and to cross Lawrence Street and run through 41st Avenue to a depot site on Main Street. The trustees very slightly modified

the route to pass between 41st Road and 41st Avenue and gave their permission for the road. On March 6, 1871, two hundred workmen were placed on the right-of-way of the new branch.

A controversy next arose as to the exact right-of-way of the White Line at the point where it entered Flushing Village. The Central R.R. of L.I. after coming to an agreement with the Flushing & North Side, had decided to link up with the latter road at a point immediately east of the Flushing Creek draw-bridge. At the junction it was planned to erect a station called Central Junction and a car shed, turntable and engine house. Stewart and the Poppenhusens resented the intrusion of the Newtown & Flushing Rail Road into their stronghold and resolved on a stratagem to harass Charlick, and, if possible, force a relocation of the White Line depot to some inconvenient part of the village. They therefore incorporated in March 1871 the "Flushing Village Railroad," a very short line that was to begin on the western side of the Village of Flushing and terminate on the eastern edge. The route was to utilize the Central roadbed from Central Junction to Lawrence Street, and then parallel Franklin Avenue for a mile to a point near Northern Boulevard. On its face the project looked innocent enough but the hidden joker in the plan was that the road was to be built atop an eight foot embankment, which, the Poppenhusens smoothly explained, was necessary to avoid numerous grade crossings inside the village. Everyone, including Charlick, perceived at once that the purpose behind the Flushing Village Railroad was to erect a Chinese wall to obstruct the entrance of the Newtown & Flushing Rail Road into Flushing. A board of commissioners was appointed by the Supreme Court to hear the question and fix the final route. A compromise was worked out and ratified by the Flushing Village Board of Trustees on June 6, 1871. Charlick shifted his White Line track southward on the Flushing side to avoid the Central Junction station area, while the Poppenhusen-Locke-Stewart group quietly dropped the whole Flushing Village Railroad scheme.

In order the better to supervise the progress of the Newtown & Flushing road over the summer of 1871, Oliver Charlick spent \$20,000 for a summer residence in Flushing, selecting the John W. Bowne house at the junction of Northern Boulevard and Sanford Avenue.

On July 3 another board of commissioners was appointed to determine compensation to be made to the nineteen property owners whose lands were to be taken for the right-of-way through Elmhurst and Corona. Within two months the first awards were made.

Oliver Charlick lost no time in assembling materials for his Newtown & Flushing Rail Road. This is the more remarkable when we realize that he was at the same time actively constructing the Rockaway Branch, and supplying the contractor for the Smithtown & Port Jefferson Railroad. By November 15, 10,000 railroad ties lay on the docks at Hunter's Point; since a distance of two feet between centers was standard practice for tie laying on the Long Island R.R. of that day, this was enough for almost four miles; good chestnut and pine was used at a cost of 50¢ per tie. In the first week of December 1871, Mr. John Higgins, a very well-known contractor of Flushing, who had had railroad experience in building the Woodside & Flushing, and the Flushing & North Side roads in 1864 and 1869, respectively, began work on the meadow section of the new road.

Winter shut down all construction work on the new road from New Years of 1872 to April, when work was resumed. Oliver Charlick concluded another contract with Mr. Hawthorne of Jamaica, one of the two contractors who had worked on the Rockaway Branch during the 1871 season. The new contract was for the grading of 6000 feet of the new road from the Long Island R.R. junction at Winfield eastward through Newtown. By this time nearly the whole of the right-of-way had been purchased. During May the pile bridge and draw over Flushing Creek was well under way.

Mr. Charlick became embroiled with the trustees of the Baptist Church on the triangular corner of Main Street and Kissena Boulevard in Flushing during May 1872. Charlick wished to extend his road across Main Street and over the church site to the empty lots across Kissena Boulevard, and to build engine houses, round houses and a car storage yard there. The trustees of the church undertook to move their little church at Charlick's expense, but he secured an injunction against them, claiming that in his own time he would demolish the church or remove it when needed with his own men. The quarrel was composed when the Trustees of Flushing Village refused to grant him permission

to cross Main Street at all, on the ground that engines and cars shuttling back and forth at all hours of the day and night would constitute a serious traffic hazard.

In March of 1873 Oliver Charlick released information to the press stating that the road would be completed as soon as possible and that trains would run hourly from 6 A.M. to 9 P.M. and that the fare would be 15¢ or less with no books or tickets required.

During May large numbers of men were at work on the right of way over the salt marshes along Flushing Creek. During July the grading inside Flushing Village was being completed, while the bridge contractor, Zachariah Roe, was giving his principal attention to the pile driving on the bridge over Flushing Creek.

On September 8 the track layers began laying the ties and rails at Winfield; it was expected to complete the road through to Flushing in six weeks. By September 25 the ties were all laid to Newtown Village, and beyond the rails laid a good part of that distance, and a gravel train with a large force of workmen was engaged in delivering gravel from the main line for ballast. The first engine and car over the road made the initial trip on September 27 and returned thereafter daily with supplies. Oliver Charlick himself visited Newtown Village October 18 to check on the work and look over the tentative depot site on the west side of Broadway. He took the occasion to reveal to the press that he had ordered twenty new coaches for the new road, to be painted white.

In mid-October it was announced that the timetable was about to be issued and the trains were due to begin running about November 1. The fare was to be 15¢ for a through ride and less for way travelers. The Flushing press was enthusiastic about the new road and looked forward to competitive rates between the two roads. Others saw in the advent of the new road a stimulus to a real estate boom in the southern end of Flushing.

By October 25 the ties and rails had been distributed along the whole line of the road; and on the 26th the frog at the crossing of the Central R.R. was placed in position. During the week of November 3 last minute installations were put in around the depot area at Flushing. A heavy turntable went in some distance below the depot and directly in front of the frame engine house, so small as to accommodate only a single locomotive. The first construction train came up the road on Tuesday, the 4th, run-

ning into the depot. In passing under the Lawrence Street bridge, the smoke stack was broken off, requiring the track to be sunk several inches.

On Monday, November 10, 1873, the new railroad opened for business. The first day was a "free day", and though the trains carried conductors, no tickets were required and hundreds availed themselves of the opportunity to ride to Hunter's Point and back. This was a shrewd move on the part of Charlick to familiarize the largest possible number of potential patrons with his new line. The road began with 15 trains a day each way between 6 A.M. and 9 P.M., amounting to hourly service. The Flushing & North Side was then running 19 trains daily each way into Bridge Street station and 7 into Main Street depot on a 20¢ fare.

In the first few weeks after opening, the railroad erected a new depot at Newtown on the north side of the track and on the west side of Broadway. It was completed on December 13, 1873, and had a wooden platform alongside it. It was decided to make Newtown station the source of all the water used for locomotives on the White Line and to effect this, Charlick built immediately two large water tanks with a combined capacity of 40,000 gallons and a wind mill to fill them. These structures were set up at the west end of the station platform and were in use by the last days of 1873. When the Long Island City Water Works opened later in August 1875, the tanks and wind mill were both razed.

The White Line as completed was a short but well-constructed spur. The track left the main line immediately west of Maurice Avenue, crossed that avenue diagonally at grade, crossed Queens Boulevard midway between Goldsmith and Van Alst Streets, and reached the Newtown station at Broadway, within a few feet of the present stairs into the subway. The track crossed Broadway at grade and then paralleled Court Street. Here was located the only siding on the branch. The track then cut across the farms and intersected Corona Avenue at 111th Street. Here on the south side of the avenue and track was located the second station "Corona Park", a small real estate development boomed in 1872. The track then curved northeastward across the salt marshes and meadowland, crossed Flushing Creek on a pile bridge, and on the Flushing side, crossed the Central R.R. at grade. At this point the White Line track dropped into a shallow cut, passed

under Lawrence Street, and emerged midway between 41st Avenue and 41st Road, terminating in the depot area at Main Street, then called at this point Jaggar Avenue.

The rolling stock on the White Line was of the best. Charlick bought twenty new coaches for the branch, and for some unexplained reason, painted them white in defiance of all practical considerations. From this circumstance the branch became popularly known as the "White Line". No new locomotives were purchased to operate the road, but the best engines were usually assigned to make the run. The running time between Hunter's Point and Flushing was 23 minutes including stops at Woodside, Winfield, Newtown, Corona Park and Flushing. A ride on the White Line offered not only transportation, but often also adventure because of the competitive spirit between locomotive engineers on the closely paralleling roadbeds. For long stretches—perhaps half the run to Hunter's Point—the Long Island and North Shore tracks were either alongside or in sight of each other and each road took pride in coaxing the greatest possible speed out of its heaving engines.

Oliver Charlick lost no time in using his Newtown & Flushing Rail Road as a weapon to undermine the Poppenhusens and their Flushing & North Side R.R. in their own stronghold. Beginning in December, Charlick sold books of 100 tickets good from Flushing to Hunter's Point for \$8, making the single fare only 8¢. Single tickets on both roads were at first 25¢, but Charlick's were useable at any time by anyone, whereas Poppenhusen's were not transferable and were good only for one month. The immediate result during November and December 1873 was that the bulk of the people gave their patronage to the White Line, roughly 1000 passengers a day. Charlick further reduced the fare to New York by dropping the price of ferry tickets to 4½¢ for White Line riders. Many of the merchants in Flushing Village bought the 8¢ package tickets in large quantities and resold them to their customers at 10¢. In this way they profited 2¢ each themselves and saved their customers 5¢, even though the normal price of a single ticket had fallen by this time to 15¢. Ticket purchasing became even easier as of January 21 when Charlick himself sold 10¢ single-trip tickets to Hunter's Point. So much commuter and occasional traffic came to the White Line depot that even the

business firms at the south end of town began to feel an increase in sales.

By March 1874—four months after opening—riding had become stabilized; four cars were now the rule on morning and evening trains. A rumor began to circulate in Flushing that Charlick had made a secret offer to the Flushing & North Side officers to discontinue the White Line if that line would allow him 5¢ for each and every Flushing passenger they carried in the future. The royalty of 5¢ a head on 1000 passengers a day would net \$50 or \$350 a week, a sum that the White Line did not and could not earn on an 8¢ fare, considering the daily expenses, interest on costs, equipment, wages, etc.

The Flushing & North Side R.R. was slow to respond to the challenge of the White Line. The fare from Hunter's Point to Flushing remained at 20¢ the single ticket, but then the price of package tickets was suddenly and dramatically reduced to \$7.50 per 100 as against the White Line's \$8. In addition the North Side management opened the Woodside Branch of their road in April 1874, so that they now had two tracks to Long Island City. Express service was offered between Bridge Street depot and Hunter's Point on a 14-minute running time, as against 23 minutes on the White Line.

Charlick aggravated his riders in August 1874 by adopting the coupon system of tickets, requiring personal identification, and in November a further order required the passengers to show their tickets at the door of the waiting room before being allowed on the platform. In May 1875 the effect of these nuisances was mitigated by a reduction of the package ticket price to meet the North Side's rates. The immediate effect of this was to draw back to the White Line the mass of riders who had deserted to the rival road.

The most fateful moment in the destiny of the White Line came in April 1875 when the ailing but indomitable Charlick died at Flushing after a long and painful illness. Everyone knew that Oliver Charlick had always been irreconcilably opposed to any meeting of minds with the Poppenhusens and their system, and would go to any lengths to oppose them. It was a question, however, whether his successors and a succeeding board of directors would continue to support a policy of militant opposition with

his strong personality gone. The White Line had seriously hurt the North Side system, but it was also true that the branch was operated at a heavy loss. Rumors flew thick and fast but no one in authority could be drawn into a comment. It was estimated that in the calendar year of 1874 the White Line had a deficit of about \$5000, while the Flushing & North Side ran \$200,000 behind in losses from passengers and freight.

The year 1875 passed quietly with no relaxation in the rate war. The new president of the Long Island R.R., Henry Havemeyer, continued subsidizing the White Line. The depot at Flushing was improved with the introduction of running water and a ladies' room. The hated doorman who inspected tickets at the door of the waiting room was also dispensed with in deference to public opinion. The volume of passengers and freight continued to be very satisfactory.

As a further accommodation to the public the Long Island management opened two new stations to the public in Long Island City, one at 35th Street near the Sunnyside Hotel in Dutch Kills, named Sunnyside, and one at Skillman Avenue (39th Avenue), called Schwalenberg's Park (today Queens Plaza), as of July 19, 1875. This was a special accommodation to the people living along Jackson Avenue and northward in Astoria because the horse car line serving these areas had gone bankrupt and ceased service.

To accommodate the public still further, the management offered excursion tickets to Rockaway for 90¢ and quite a number of people took advantage of the bargain. A final gesture was the improvement of all the White Line cars. All were fitted with the Miller patent platform to avoid telescoping and the side seats in the smoking cars were removed and replaced with handsomely cushioned seats.

The idyllic era of numerous trains operating at frequent intervals and at the cheapest rates was abruptly terminated in February 1876 by the sudden announcement of a doubling of the fares. What had happened to cause this disaster? The constantly increasing financial squeeze on both railroad systems was gradually but inexorably driving them together. In January 1875 the New York newspapers began to print rumors of an understanding between Henry Havemeyer and Herman Poppenhusen. It appears that Poppenhusen made the first cautious overtures, and

these exploratory contacts led to further and closer discussions. Finally, on February 1, 1876, it was publicly announced that an accord had been reached. The Havemeyer family sold to the Poppenhusens a controlling interest in the stock of the Long Island R.R. and the Poppenhusens were now free to unite the roads and dictate their own policies.

The hated White Line, now in the hands of its enemies, was the first to feel the winds of change. On February 1 a new schedule of rates was posted restoring the old tariff of 1873 before the advent of the White Line. The packages of 100 tickets, which had been selling for \$7.50, rose overnight to \$16.60. Freight rates went up 66 $\frac{2}{3}$ %. Personnel on the road dreaded the future; conductors, depot agents, flagmen and switchmen all feared dismissal. Two weeks later the management confirmed the worst: the White Line was to be abandoned.

Early in April notices were posted in the White Line cars:

"On and after Monday, April 17th, all trains on the Flushing Branch of the Long Island Rail Road will be discontinued."

Several vocal citizens of Flushing blustered noisily about bringing suit against the Long Island R.R. for non-operation but on examination of the lease of the Newtown & Flushing to the Long Island R.R., it was discovered that nothing was said about operation. One week after the shutdown, twenty displaced employees of the road and several commuters gathered in the depot at Hunter's Point and united in singing the hymn *We Need Thee Every Hour* and repeated the performance at the Flushing White Line depot. The appositeness of the words was unmistakable but no hardened hearts were melted!

The new management of the Long Island R.R. decided to use the White Line temporarily to move the large number of Rifle Match trains from Creedmore to Long Island City without blocking the Main Line. For this purpose a switch was installed connecting the Central R.R. tracks with the White Line tracks at Central Junction in Flushing. At the same time the track between Flushing depot and Central Junction was torn up.

In the liquidation of the White Line there was one nagging problem that had remained to haunt the Long Island management since the inception of the branch. This was the grading contract with Mr. John Higgins for the Flushing Meadow embankment. Charlick had agreed to pay Higgins \$5958 for the

job, and had actually made over to him cash payments of \$3000, but he refused to pay the remainder on the ground that the roadway was not built according to contract. The whole controversy was strikingly similar to the experience of contractor James Mulrey with Charlick in the building of the Sag Harbor line. Higgins took the matter to court and won a verdict for the \$2958 still unpaid. Charlick appealed the verdict and took the case to the General Term of the Supreme Court in Brooklyn, which again affirmed the judgment of the lower court. Charlick doggedly insisted in his refusal to pay and carried on the fight by taking the case to the Court of Appeals. In April 1876 the court rendered its decision, affirming the judgment and directing the company to pay Mr. Higgins his entire judgment with the accrued interest and the cost of the whole litigation, which after three years had become considerable. Ironically, by the time the suit was settled, Charlick was a year in his grave and the White Line lay abandoned.

In the 1877 rifle season at Creedmore during September, the old White Line track was again briefly pressed into service and workmen were sent out to clear the weeds from the track. In the spring of 1878 some rails were taken up only to be replaced again. The first serious dismantling of the line occurred in November 1878 when the track was taken up from the meadows through Corona Park. In June 1879 an engine and two flat cars were seen to steam through Newtown Village towards Corona on an unknown mission. Late in September of the same year the trestle work for the track across the meadows was pulled up. Probably in the spring of 1880 the remaining track on the White Line was pulled up, for the rails embedded in the Broadway and Queens Boulevard (Thompson Avenue) crossings in Newtown were ripped out in August and December, respectively, and were at that time the sole remnants. During December 1880 the ties all along the line that had not been stolen for firewood were taken up. In the week of December 20-24, 1880 the old White Line trestle across the creek was pulled up, fishermen and others having long complained of it as interfering with their business.

In 1882 and 1883 the abutting property owners reclaimed the portions of the right-of-way taken from them a decade before; others segments were foreclosed. So far as is known, the last intact piece of right-of-way in Flushing between Lawrence and Main

Streets was foreclosed in 1913 by the heirs of the Prince family and bought in by them. The small frame Flushing depot was probably the last relic of the White Line to survive. It was photographed in 1923 as a quaint relic of the past, and stood its ground until leveled to make room for the Loew's theatre about 1930.

CHAPTER 8

Operations, 1863-1875

WE HAVE spoken in each of the preceding chapters of the extensive building program carried out by Charlick in the eight-year period 1865-73. It is appropriate to pause at this point and to present in some detail a rounded picture of the railroad as it was under Oliver Charlick, and the policies and practices during his regime.

The Long Island R.R. in the post-Civil War period was an all single-track road from Hunter's Point to Greenport. At many, if not most of the stations, it was the policy to have a passing track or a stub siding. As the time tables changed over the years, the "meets" were scheduled to occur at different stations along the main line. On the branches there were generally no passing points because a single train provided all the service and shuttled back and forth from the branch terminal to a main line station. The Hempstead, Locust Valley and Sag Harbor Branches were operated in this manner.

The single-track operation of the Long Island R.R. was a hardship and an ever-present danger to passengers and personnel. In earlier years when there were few trains and no branches, one track sufficed very well, but by 1870, when traffic had considerably increased and with branches feeding in additional traffic, single track operation became intolerable. A rule of that day required that a train could not leave Hunter's Point until a west-bound train, scheduled to come in, arrived in the yard area. As a safety rule this regulation was excellent, but if the inbound train lost time for any reason, passengers in the outbound train were compelled to wait interminably. Newspapers of this era contain

frequent complaints about delays of this sort and only the eventual double-tracking of the Hunter's Point-Jamaica section eliminated the trouble.

The station buildings themselves were largely of one type: a single-story wooden frame building with peaked roof, the eaves of which were decorated with brackets shaped to various scroll-saw designs. The exteriors were vertical siding with battens, plainly painted in dark colors. Inside was a large waiting room with a pot-belly stove and oil lamps for illumination and a ticket agent's office and baggage room. Every station had a boarded platform the length of three or four cars and a short stretch of high-level platform to empty heavy objects of freight and baggage. A few of the stations had windmills and water tanks to service the locomotives; all had emergency supplies of cordwood.

The typical rail on the Long Island R.R. of this day was of English manufacture weighing between 50 and 58 lbs. to the yard. Such rail was of wrought iron and lacked the fish-plates universally common today; the practice of using fish-plate joints did, however, begin in 1872. Ties were usually of local hard woods, chestnut, oak and maple being favored. These were contracted for by the lot at about 50¢ per tie, the length, width and thickness specified in the contract. It was Long Island R.R. practice to lay ties on two-foot centers or about 2640 ties to the mile.

Switch work and special work was extremely crude by the standards of today. Guard rail was sparingly used and only the low speeds of operation prevented frequent derailment. The present-day switch point and trailing point was then unknown, and when the switch was thrown, the whole main-line rail was thrown over to line up with the side track rail. This crude type of switch, commonly known as the "stub switch," lingered on well into the 80's. The Long Island R.R. roadbed, because of its age and varying maintenance over the years, was far below the standard set by the new and superbly built bed of the Flushing, North Side & Central R.R. However, track maintenance was not neglected, and though regular trains traveled slowly—15 to 20 mph.—special trains could and did make good speeds for that time. In May 1874 Superintendent Morford ran a train from Hunter's Point to Sag Harbor, 103 miles, in 143 minutes, stop-

ping at Mineola six minutes and Manor five minutes. This averages out to 48 mph. with stops or 50 mph. without.

In the age of Charlick, Hunter's Point and Jamaica were the chief stations on the system with numerous side tracks and shop facilities. Here were located the machine shops, the engine houses, car houses, water tanks, and operating headquarters. At these two stations and at the termini of the various branches were located turntables for the engines.

The route mileage of the Long Island R.R. grew considerably during the Charlick regime. The main line from Hunter's Point to Greenport was 94 miles in length and was always the backbone of the system. In the succeeding eight years Charlick added further mileage as follows:

Mineola-Locust Valley	10.5 m.
Hicksville-Northport	14.7 m.
Northport-Port Jefferson	18.0 m.
Manorville-Sag Harbor	35.5 m.
Jamaica Junction-Rockaway	9.0 m.
White Line (Winfield-Flushing)	<u>4.0 m.</u>
	91.7 m.

From this table it can be seen that Charlick virtually doubled the route miles of the railroad in eight short years. Being the shrewd administrator that he was, Charlick realized many of the shortcomings of the railroad, and embarked upon a number of improvements. The most pressing need was for a renewal of the roadbed, and if possible, double-tracking of the main line on the west end. Charlick in an interview with the press in September 1867 declared his intention of double tracking the road to Mineola, but roadbed renewal was more pressing. In May 1868 Charlick purchased \$200,000 worth of new rails and 600 tons were distributed along the east end for renewal of older iron. In response to inquiries about maintenance, Charlick in May 1869 revealed that he had spent \$160,000 for iron and ties in the 1868-9 season and \$62,000 in labor. All of this rail came from England and was unloaded at Hunter's Point.

The first gesture toward a possible double-tracking of the main line between Hunter's Point and Jamaica was begun in July 1870 with a bit of grading in the Hunter's point area. Work went very

slowly because of the demands on the road's resources made by the Sag Harbor extension. In December 1871, grading work was resumed between Hunter's Point and Winfield, and iron and ties allocated for the stretch; a month later in January 1872, grading was continued toward Jamaica. Nothing further is mentioned in the records of any actual track laying, and we must conclude that pressing obligations on the extensions absorbed all the material stockpiled for double tracking. In January 1872, new and improved steel 60-lb. rails, the best on the road, were laid as far as Winfield. These were the first on the Long Island R.R. to use fished joints. Finally, in the spring of 1874 the remaining mileage to Jamaica was completely replaced with all new steel rails.

Terminal facilities at Long Island City were also improved during this time. In August 1867 Charlick bought all the meadowland (20 acres) below Calvary Cemetery and fronting on Newtown Creek for side tracks and docks from the Roman Catholic Archdiocese. In 1846 when this land had been purchased for cemetery purposes, 60 acres of upland and 20 of meadow had been bought for \$18,000. The meadowland, which at the time of the purchase was considered valueless, cost Charlick \$20,000, an indication of how Queens County farmland had appreciated in value over twenty-one years. In June 1867 Charlick also secured a 300-ft. frontage on Newtown Creek for a manure dock. The dock was erected the following year and in March 1870 additional tracks were laid from the Hunter's Point yard to the manure dock. Another 50 ft. section of land was secured on the dock front and the whole manure handling was then transferred to this point from the passenger terminal area. Zachariah Roe, contractor for the Flushing R.R., did the work. As completed, the dockage extended 550 ft. along the creek and about 500 ft. into the water.

Considerable effort was made in 1870-71 to improve the terminus of the road at Hunter's Point. In October 1870 it was planned to erect a new passenger depot 700 feet long and 100 feet wide extending the entire length of the dock. In April a broad plank walk was laid in the ferry yard leading from the James Slip boats to the covered passenger entrance of the railroad. In February 1875 oil lamps replaced the gas jets previously used by the road at Hunter's Point.

Additional engine houses and turntables for them were added

during this era. When Charlick appeared on the road in 1863, the known engine houses were located at Hunter's Point, Jamaica, Hempstead, Hicksville, Farmingdale, Yaphank, Riverhead, Greenport and Syosset. New engine houses are known to have been built at Huntington in 1869, Mineola in 1870, Locust Valley in 1869, Sag Harbor in 1870 and Port Jefferson in 1873. The large new Mineola turntable rotated on two tracks, the outer 50 feet in diameter and the inner 13 feet and could turn the largest engines on the road. In the spring of 1875 the old machine shops of the Long Island R.R. near the depot at Jamaica were closed and the buildings repaired and offered for rent to private parties for manufacturing purposes. When no one turned up with an attractive offer, the road resolved to repair the old machine shops and the old engine house facing on Sutphin Boulevard (Rockaway Road), and to use the latter to store engines at night, and the former for a paint shop.

Passenger service on the main line during the Charlick regime was fairly consistent and varied little. Immediately after the Civil War, three trains ran on the main line, one through to Greenport, one terminating at Riverhead, and one short run to Farmingdale. During 1869 and 1870 one train continued through to Greenport, the other turning back at North Islip (Suffolk Station), and the third at either Yaphank, Manor or Riverhead. After 1870 and continuing down to 1875, two trains ran through to Greenport both summer and winter. In the winter of 1870-71 and 1872-3 a second train turned back at Riverhead, but this run was discontinued thereafter. It should be emphasized that the above schedule was for through main line service to the east end; points from Hicksville west enjoyed a much fuller service after 1868 because of the Northport runs. During the first two years of operation on the Northport Branch (1868-69) four trains a day each way terminated at Northport station. This service was increased to five daily each way in 1870-71, and dropped to three in 1872. After January 1873 when the Port Jefferson extension opened, the railroad generally ran two or three trains each way daily through to Port Jefferson depot and one or two (depending on the season) into Old Northport depot. The Locust Valley Branch had both a shuttle service and through trains. Between 1865 and 1875 the daily service fluctuated between four and six trains depending on the season. The short mile-long

Hempstead Branch was operated entirely by shuttle service; one small locomotive the *Fred*, drawing one ancient coach sufficed to carry the Hempstead traffic to and from the main line at Mineola; during the period 1865-75, five to seven runs were made each way daily.

Such was the frequency of train service over the Long Island R.R. in this post Civil War period. While the service may seem scanty to us today, it was about adequate for the patronage of that day. Contemporary complaints are directed not against the total volume of service given or not given, but rather against the fare structure or the timing of particular trains. When the Flushing & North Side R.R. and the South Side began competing with the Long Island R.R. by offering service in excess of the requirements of patronage, their only reward was financial ruin.

The fare structure like the service remained fairly constant during Charlick's long administration. The stations and the rates for each of the branches have already been given in the appropriate chapters; it remains for us here to cover the main line:

From Hunter's Point to:

	<i>Mi.</i>			<i>Mi.</i>	
Woodside	3	15¢	North Islip		
			(Suffolk Sta.)	42	\$1.30
Winfield	4	15¢	Lakeland	48	1.45
Jamaica	10	20¢	Holbrook	50	1.70
Willow Tree	11	35¢	Waverly	52	1.75
Queens	13	35¢	Medford	54	1.80
Hyde Park	16	50¢	Bellport	56	1.85
Mineola	19	50¢	Yaphank	59	1.90
Hempstead	21	50¢	Manor	65	2.05
Westbury	22	75¢	Riverhead	74	2.30
Hicksville	25	80¢	Jamesport	79	2.40
Jerusalem	28	85¢	Mattituck	83	2.45
Farmingdale	30	85¢	Cutchogue	85	2.50
Deer Park	36	95¢	Hermitage	88	2.55
Thompson's Sta.			Southold	90	2.60
(Brentwood)	40	\$1.20	Greenport	95	2.70

Of the 29 stations listed here, 25 enjoyed relatively stable fares, the above rates differing by not more than 10¢ over the twelve-year period of Charlick's administration. The four exceptions

were Mineola, Hempstead, Thompson's Station (later Brentwood) and North Islip (Suffolk Station), later Central Islip. Up to 1870, Mineola had a fare of 60-65¢ and Hempstead 65-70¢. The opening of the competing New York & Hempstead R.R. service into Hempstead in September 1870 drove down both these fares to 50¢ in 1871-72 and 55¢ in 1873-75. It is more difficult to explain the fluctuations in the fares to Thompson's Station and Suffolk Station. The former had a tariff rate of \$1 in 1865-68, \$1.05 in 1869 and \$1.20 thereafter; the latter had a rate of \$1 in 1865-68, \$1.05 in 1869 and \$1.30 thereafter. The probable explanation lies in the fact that the South Side R.R. was carrying people out as far east as Babylon for \$1.10. Beyond this point the Long Island R.R. monopoly was unbroken and this probably accounts for the steep rise in the tariff for points east of Babylon.

Charlick did not often permit himself to be maneuvered into reducing his rates but the competition of the South Side R.R. between Hunter's Point and Jamaica, and at Hempstead, sometimes offered him no choice. In May 1868 all the commutation rates were reduced, for example, and in August 1868 the New York-Jamaica fare was cut from 30¢ to 25¢. These benefits were somewhat offset by a new regulation authorizing conductors to charge 10¢ extra for the fares of those passengers who failed to purchase a ticket before entering the car.

Although the rates charged in the late 60's and 70's hardly seem exorbitant to us today, persons of that day frequently attacked Charlick for his high fare policy. As a result of some of this dissatisfaction the *Brooklyn Eagle* sent a reporter to interview Charlick on his fare policy. In the exchange Charlick maintained that his rates were not only not higher than those of the South Side R.R. or the Flushing & North Side R.R., but were in fact 25% cheaper. Charlick cited some interesting examples: "The Long Island charges 20¢ to Jamaica for 12 miles, whereas the North Side charges the same to Flushing, only 8 miles from New York. The distance to Hempstead via the Long Island R.R. is 22½ miles and via the Flushing & North Side it is 23¾ miles. Both roads charge 50¢, but when it comes to commutation, the North Side road charges \$40 for three months where the Long Island charges \$30; for six months they charge \$70 as against \$50, and for a year it is \$100 against \$70. The South Side charges

the same rate to Valley Stream, a distance of only 15¾ miles. The distance to Hyde Park by the Long Island R.R. is 17 miles; by the North Side it is 20. The Long Island charges 40¢ a trip, the North Side 45¢. The commutation for three, six and 12 months on the North Side is respectively \$37, \$66 and \$95; on the Long Island R.R. it is \$32, \$45, and \$75."

This anecdote illustrates how keen was the competition between the three railroad systems on the island in the 1865-75 decade, and how sharply aware of the situation Charlick was. Sudden reductions were made by the managers of the South Side, and particularly the Flushing & North Side roads, as a lure to excursionists and holiday travelers, and Charlick had to meet these changes in tariff even when they were ruinous. Each road attempted to recoup its losses by charging a comparatively high rate in the areas served exclusively by its trains. As time passed the rivalry became more intense and the three roads resorted to the device of package tickets to undercut each other. For example, the Central R.R. sold packages of 30 tickets between Hempstead and New York for only \$10.50, being at the rate of 35¢ each; on the "mechanics' trains" five tickets were sold for \$1. The Southern road countered with 50 package tickets at \$15, or 30¢ each. Charlick generally refused to become involved in orgies of rate rigging but he did sell excursion tickets for 75¢. While it was true that the Long Island R.R. lost passengers to the competing roads, it was also true that the Long Island R.R. was financially the strongest of the three systems, and when the roads were all combined at Charlick's death, it was the competing roads that were leased to the Long Island R.R. and not vice versa.

During the Charlick regime the riding statistics for the whole road were as follows:

1864	505,758	1870	924,194
1865	760,920	1871	not reported
1866	763,300	1872	not reported
1867	846,200	1873	not reported
1868	823,300	1874	not reported
1869	840,177	1875	not reported

The Long Island R.R. showed the usual seasonal fluctuations in riding, the low point being the winter season when snow and

ice isolated the villages, and the high point being the Fourth of July weekend. On July 2, 1864, the 3:30 express train on the L.I.R.R. was the largest ever to pass over the line, 18 passenger and 2 baggage cars drawn by two locomotives. We read that the holiday of 1868 developed unprecedented riding with 15-car trains and insufficient cars to meet the load. The 1869 season brought out between 7000 and 8000 persons over the three day period. The Greenport and Sag Harbor Express on July 2, 1870 was the largest train ever run on the road up to that time with 18 cars drawn by two locomotives and netting \$1411.

Oliver Charlick was not an imaginative man when it came to devising attractive charter runs and special excursions to lure traffic. The only reported special runs during this period were the annual excursions trains to the Suffolk County Fair held at Riverhead during the three days in September. In 1869 this train left Mineola at 7 A.M. and took three hours to reach Riverhead. The return train left the Fair Grounds at 5 P.M. and reached Mineola at 8 P.M. In 1870, as a concession to east end residents, a special excursion train was run from Sag Harbor west to Manor and Riverhead, leaving Sag Harbor at 7 A.M. and reaching the Fair Grounds at 9:45 A.M. When the Far Rockaway Branch opened in 1872, Charlick had the foresight to begin Sunday excursions which proved immediately popular. These specials were renewed in the later seasons of 1873, 1874 and 1875 and drew crowds. In 1875 the railroad management added excursion trains to the Queens County Fair at Mineola from all Queens County stations at reduced prices. Small physical improvements appeared for the first time on the Long Island R.R. to add to the comfort of the journey. The water cooler, taken today for granted, was first introduced in 1875 as the result of a law suit. A statute had been added to the State Railroad Law to compel such installations, but the Long Island R.R. had made no effort to comply. A resident of Sag Harbor sued the railroad for \$80,000, this sum being the total number of passenger cars at \$50 a day penalty. The railroad moved to dismiss the complaint but the court refused. In March 1875 the railroad quietly installed "new and handsome" water coolers with cup attached as the law directed. The suit was compromised out of court for \$300 including costs in July 1875.

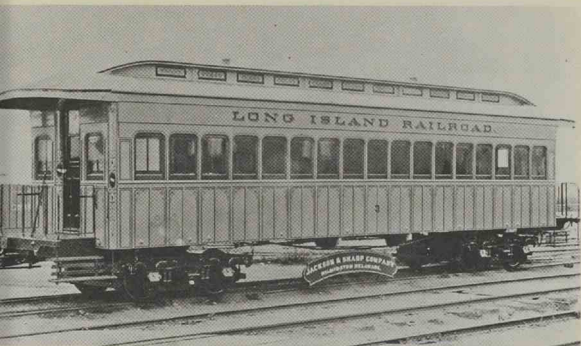
It is worth mentioning in passing that the ticket punch now so

universally used on railroads the world over made its first appearance on the Long Island R.R. in Charlick's day. In September 1874 Charlick furnished all his conductors with patent punches, his object being to oblige conductors, whenever a passenger paid cash for a ride, to punch numbered duplicate tickets, one for the auditor and one for the passenger. Previously there had been no close accounting of cash fares, a source of distress to a hard-headed business man like Charlick.

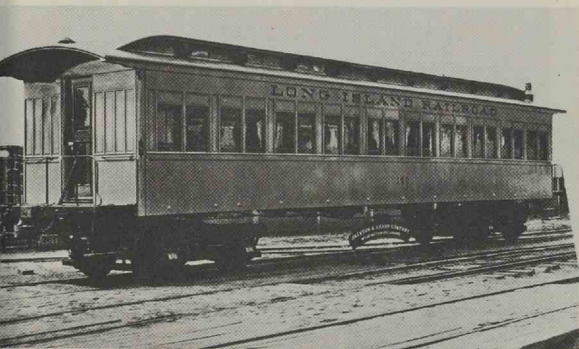
Very little information has come down to us about ticketing arrangements during the period. A railroad ticket might or might not entitle the passenger to a ferry ride from Hunter's Point to New York. A through ride entitled the patron to a very low rate of 4¢ to 6¢ for the ferry ride to East 34th Street or James Slip. In July 1869, Charlick established a freight and ticket office at the foot of East 34th Street in New York, where railroad tickets for all points on the island were sold. These tickets, of course, included the ferry passage.

The railroad, in addition, concluded what we might call interline arrangements with various stagecoach proprietors on the island, so that a passenger might ride from points on the rail line into the "interior." In January 1870, for example, passengers were ticketed through from Hunter's Point to Huntington, including stage fare to the village (3 m.) and ferriage for a flat rate of \$1. One other more interesting example has come down to us; one Chauncey Chichester, who operated the Moriches stage, concluded, in May 1870, an arrangement with Charlick for through-ticketing passengers to East and Center Moriches from either Moriches station (Eastport) on the branch line, or from Thompson's Station on the main line. There may very well have been other examples of this at other points on the island.

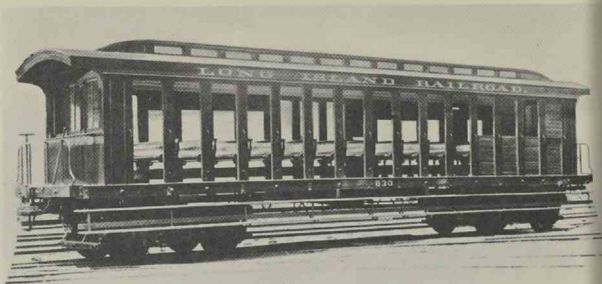
Because of the fact that the real destination of the passengers on the Long Island R.R. lay in New York rather than at the physical terminus of the road in Long Island City, the role of the ferries was an essential one in the passenger business of the railroad. The Flushing Railroad, which was the first to reach Long Island City in 1854, realized this at once, and had to supply its own ferry service. The Long Island R.R., coming a few years later in 1861, was in a better position. Oliver Charlick himself had opened the James Slip ferry service in June 1860,



This delicately decorated coach was worked over at the Jackson and Sharp Plant. This is thought to have been one of 60 old cars rebuilt in 1879.

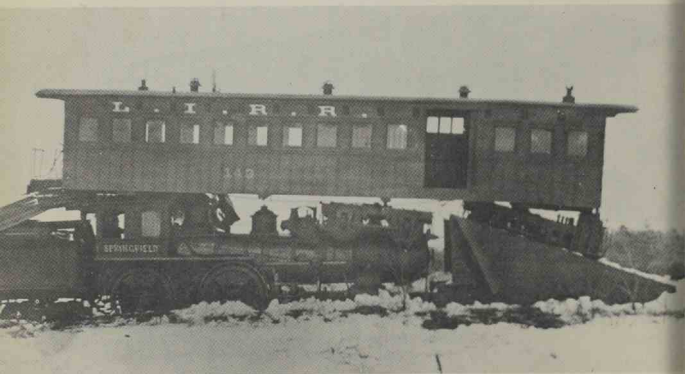


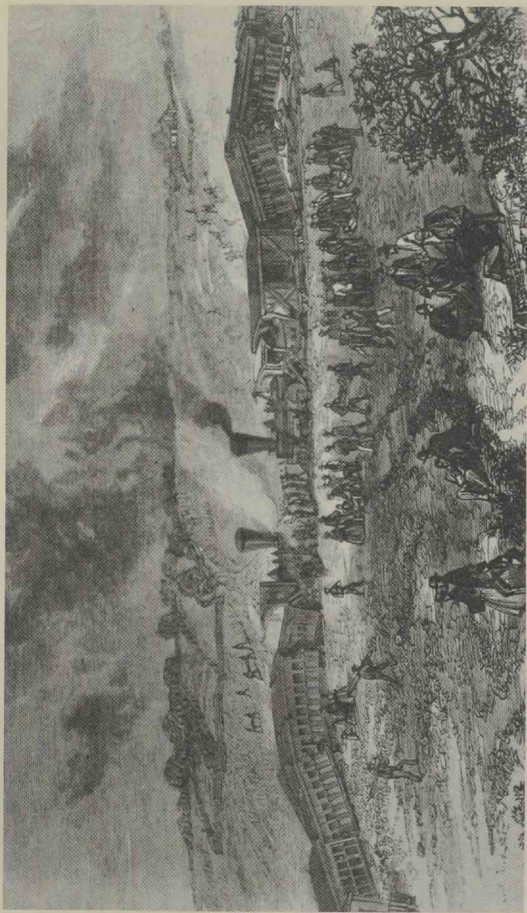
Built in 1879 by Jackson and Sharp, this is a probable standard design of Long Island coach. Note differences compared to No. 3 above.



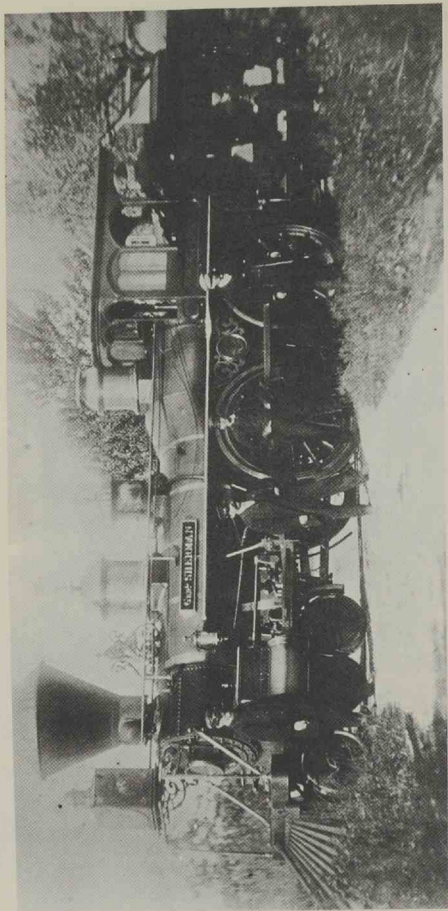
Open bench car ordered for Brighton or Rockaway service in 1879.

One way of digging out snowed-in equipment. This mishap occurred at Waverly on Dec. 21, 1880. It would be interesting to know how the car was removed from its perch.

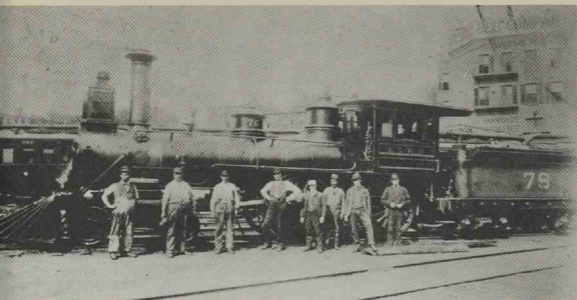




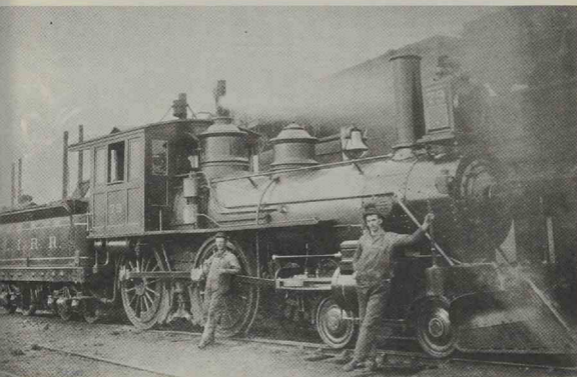
This affair, aptly described as the "Van Wyck Disaster" was pictured in Leslie's illustrated weekly. August 28, 1865 was the date.



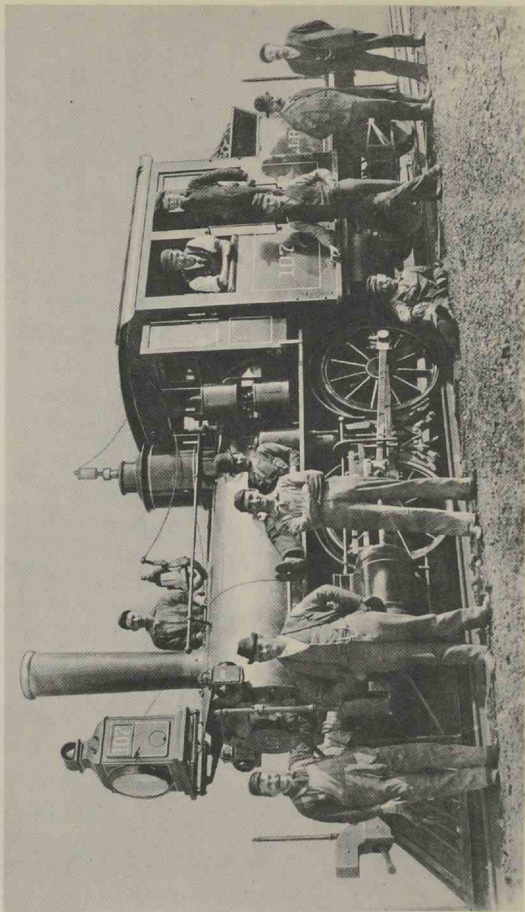
Rogers built, No. 31, "General Sherman" poses with her crew at some unidentified crossing when still quite new.



The "Flying Dutchman" at Flatbush Avenue. Built by Baldwin in 1879, she was successively numbered 21, 521.



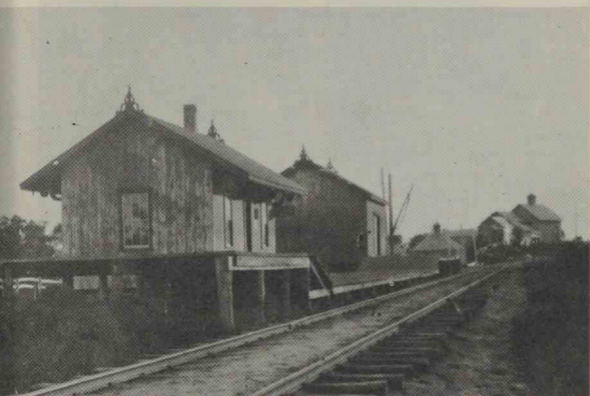
No. 79, the "Douglaston", was a sister to no. 76, above. Here she is at Woodhaven Junction in 1893.



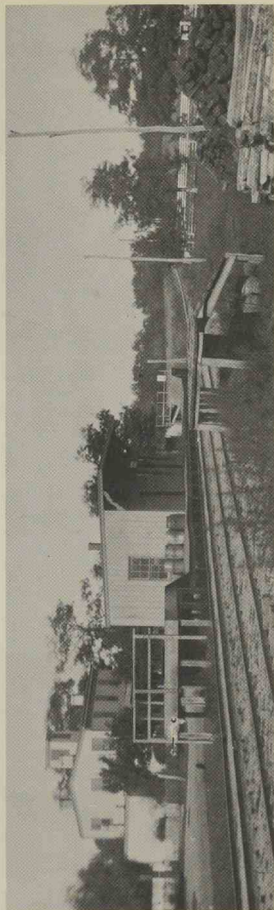
Rapid Transit 0-4-4T No. 107 at Morris Park, October, 1898. Built by Baldwin in 1879.
Later renumbered to 203.



End of the line in 1878. Until 1895, Sag Harbor was the eastern terminus of the Long Island Rail Road.



Another typical Long Island Station. This was Southampton in September 1878.



The top view shows Glen Cove Station and surroundings in 1878. The same year, Centerport looked like the lower photo. Green-Lawn station was built nearby in 1912.

and operated with others the 34th Street ferry during the time he had served as president of the Flushing Railroad. In his capacity as president of the Long Island Rail Road, he continued to renew the ferry franchises or concluded favorable arrangements with the East River Ferry Co. Inasmuch as James M. Waterbury, founder and owner of the ferry company, was also a member of the Long Island R.R.'s board of directors, ferry arrangements proved no problem. On May 7, 1868 Charlick bought the franchise for the James Slip ferry for another ten years. In 1869 two new ferry boats were placed on the James Slip run, the *Long Island City* and the *Southampton*. Both were built in Greenport for the Long Island R.R. service and were notable for their speed. On the 34th Street run the ferryboat *Suffolk County* operated. Traffic had become sufficiently heavy on the 34th Street run to begin all-night service in July 1871. In January 1873 another new iron ferry boat, the *Garden City*, was put in service.

Along with the ferry boats came a complete refurbishing of the ferry houses of the East River Ferry Co. at Hunter's Point between August 1872 and September 1873. A third slip was added plus a large new waiting room and enclosed shelter for carriages and teams.

By far the most interesting experiment in passenger service in Charlick's day was the attempted revival of the rail-ferry service to Boston in 1872-3. The original purpose in building the Long Island R.R. in 1836 had been to open a fast rail-steamer service between New York and Boston, and from 1843 to 1849, passengers and the eastern mail had actually been carried over this route, connecting at Greenport with steamers for Allen's Point and thence by the Worcester road to Boston, the running time being 8 hours for the entire distance. Upon the completion of the New Haven R.R., that railroad took the larger share of the eastern travel, and the Long Island R.R. route was discontinued.

It seems altogether remarkable that so grimly practical, un-sentimental and hard-headed a man as Oliver Charlick should have undertaken so visionary a scheme as the revival of an obsolete dream. This was no spur-of-the-moment impetuous decision on Charlick's part. The plan was first "leaked" to the newspapers in May 1868 when the *Republican Watchman* of Greenport announced on "good authority" that a Boston service would begin

linking Greenport, Groton and Sag Harbor. In the summer of 1869 Oliver Charlick was reported as having given up the use of Sag Harbor in the scheme, and to have resolved on repairing the wharf and depot facilities at Greenport.

In July 1870 work got under way with the building of a new turntable, which was completed in November. In August and September the new wharf was well under way, 200 feet long by 20 feet wide, and with a stone pier 20 feet wide across the outer end, making its total length 220 feet. In October an extension of 70 feet in length was added to the end of the wharf.

In January 1871 the New York papers printed the rumor that the Post Office department had contracted to pay \$75,000 a year to the Long Island R.R. for carrying the Boston mails via Greenport and Stonington to Boston. It was pointed out that there must be some truth to the rumor since the railroad had already expended large sums for a stone wharf and had practically renewed the roadbed over much of the east end.

Whatever the facts may have been, Charlick went ahead with his preparations. A public announcement was finally made that the Boston service would open on Monday, September 2, 1872, leaving New York City at 8 A.M., reaching Greenport at 11:30 A.M. and Boston at 6 P.M. The New York papers announced on August 29 that Oliver Charlick had just completed arrangements with the principal eastern railroad companies connecting with New London. The schedule was arranged to make four intermediate stops at Jamaica, Farmingdale, Manor and Riverhead. As it turned out, the announcement proved premature, for the first train ran a week later on September 9. The train, which was a special one with drawing room cars, left James Slip at 7:30 A.M. It connected at Greenport with the steamer *Magenta* for New London, and reached Boston at 5 P.M. The return trip left Boston at 9 A.M., arriving in New York at 6:30 P.M.

The sail across Long Island Sound was intended to be, and at first proved to be, the highlight of the journey, for it gave the passengers, after a 3½-hour train ride, a chance to smoke and stretch themselves for an hour and a half, and also enjoy dinner. The maiden trip carried only a few passengers, but as the weeks passed, the *Boston Express* proved vastly popular with the residents of the east end, who much preferred it over their

regular slow trains which took five hours to reach New York. In the first week of October the Long Island added to the run an elegant new drawing room car fitted up with all the luxurious appointments of that day. There was an extra charge of 50¢ for riding in this car, or \$1 for a through ride in a similar car on the Connecticut side.

The Boston train was somewhat abruptly discontinued on November 13 because the winter weather on the Sound made the sea passage disagreeable. In retrospect, the experiment had proved a costly failure, for it had received scant patronage. On some days it had proved difficult to maintain the rail schedule, and passengers on regular trains resented being shunted onto sidings to give the right of way to the *Boston Express*. The experiment had been attempted at a rather poor time of the year very late in the season and consequently it is hardly surprising that the trains were not well patronized.

Oliver Charlick was much too obdurate a man to give up an idea easily and the failure of the brief experiment left him more determined than ever to renew the attempt. To woo new traffic to his Boston run, he spent the winter of 1872-73 in preparing elaborate new equipment. The boatbuilders, Lawrence & Foulke of Greenpoint received an order for a sizeable new steamboat, the *Jane Moseley*, capable of making speeds of 20-30 mph. A feature of the boat was the dining room on the main deck, 70 x 30, where passengers could dine pleasantly and enjoy the marine view. It was scheduled for delivery on May 1. In addition, Charlick ordered two new 30 ton locomotives from the Manchester Locomotive Works, the *Peter Cooper* and the *D. R. Martin* (?). These large engines with five-foot drivers, were fashioned with all the emphasis on speed and ruggedness. In addition, twenty new palace cars were delivered especially for the Boston service. Lastly, Charlick had the whole main line rebalanced and relaid for much of its length with steel rails. Since the whole route was remarkably straight east of Jamaica and with few grades, it was hoped to greatly shorten the time for the journey.

The 1873 season of the *Boston Express* began on June 28, preceded by a considerable press coverage in all the island newspapers extolling the new engines, cars, and steamer accommodations. The fare was the same as during the previous season, \$5, but the route was slightly altered, the steamer running from

Greenport to Newport, R.I. The express left James Slip at 12 P.M. and Hunter's Point at 12:30 P.M., stopped only at Jamaica, Mineola and Riverhead, reaching Greenport at 3:38 P.M., Newport at 7 P.M. Returning, the steamer left Newport at 10:00 A.M., reaching Greenport at 2:20 P.M. The train got into Hunter's Point at 5:30 P.M. and James Slip at 5:50 P.M.

The new routing greatly lengthened the water part of the journey but did not affect the overall time. In the second week of operation the new steamer *Jane Moseley* broke her walking beam, but was rushed back into service on July 19. The Newport service came to an abrupt end on September 22 when the *Jane Moseley* was withdrawn from service to undergo alterations at Hunter's Point. The train was taken off the next day, September 23. The true reason, apparently, for the discontinuance of the *Boston Express* was that it did not pay.

In the spring of 1874, it was reported that Charlick proposed to re-establish the Newport-Boston run and both New London and Newport continued to be listed on the timetables through the table of July 1874, but the runs were not re-scheduled after all, and the listings quietly vanished from later timetables. It is possible that one of the factors in Charlick's failure to resume service with the *Jane Moseley* was a lawsuit commenced against him by one John A. Wayman, a joiner, who sued in Superior Court to recover \$7389.93 for services rendered between March 8 and June 28, 1873 in construction of the steamer. He claimed that of a total bill of \$15,389.92, Charlick paid on account \$8000, leaving due the balance for which suit was brought. Charlick introduced a general denial. We are not informed of the outcome of this suit, but it is highly likely that Wayman, like the contractors on the White Line and Sag Harbor Branches, eventually won a judgment. In March, 1875, Charlick sold the *Jane Moseley* to a Washington, D.C. resident, who used the new boat in coastal service.

The available information that has come down to us on the freight service is regrettably scanty. Dissatisfaction was expressed from time to time with the freight rates following increases on staple items like manure, the biggest single item of freight handled by the railroad. Milk was another very large item, followed closely by market garden produce of the less perishable type. The rates on all these products varied seasonally; in gen-

eral, the rates tended to become lower over the years because of competition. The north shore communities could and often did force reductions by shipping their produce on the Sound steamers plying between Huntington, Roslyn, Glen Cove, Great Neck, Flushing and New York. The coming of the South Side R.R. in 1867 and the aggressive Flushing & North Side in 1868 further intensified the competition. A great many farmers in the western half of the island used neither the steamboats nor the railroads, but trucked their own produce over the turnpike roads into downtown Brooklyn, or over the ferries to New York. All these factors tended to hold down the freight rates.

We read in a press notice of 1864 of a revolt of the farmers of Mineola and Westbury against an increase in the milk tariff that nearly doubled the old rate, and in reprisal they trucked their milk to Jamaica and consigned it there to the Brooklyn, Central & Jamaica R.R. for city delivery.

On the other hand, Charlick knew how to ingratiate himself with the farmers when he chose. When the branch railroad to Glen Cove opened, Charlick added a daily freight train at reduced rates in addition to early and late passenger service and won much good will thereby. As a publicity gesture, Charlick often volunteered to carry all articles destined for exhibit at the Queens and Suffolk County annual Fairs free of charge.

In order to speed the movement of freight from the trains at Long Island City to the New York markets, the railroad, in August 1869, purchased a large freight boat, and leased a part of the pier near Peck Slip belonging to the Bridgeport steamers. The barge proved so successful in moving freight that the railroad bought a second barge of 250 tons in December of 1869, which made the daily run between the Hunter's Point dock and James Slip, and enabled the railroad to guarantee that any goods handed over to the freight depot would be delivered the next day to any point on the road. In March 1870 the railroad won favorable press notice for a reduction in the rates on manure, vast quantities of which were gathered in the streets of New York and shipped in tubs to farmers everywhere on the island.

Each successive year after the Civil War witnessed a steady increase in the freight business of the road until the competition of the Flushing, North Shore & Central R.R. cut into the receipts:

1864	\$164,593.94		1870	\$280,056.29	377,831
1865	200,150.80		1871	333,079.48	
1866	221,601.19	160,915 tons	1872	363,912.29	
1867	285,575.28		1873	348,125.06	
1868	279,723.73	286,320 tons	1874	316,411.20	
1869	278,369.10	314,950 tons	1875	296,856.09	

The early 1870's witnessed a marked increase in the amount of produce shipped from the east end. For example, in March 1873, there was shipped from Mattituck on one day about 270 barrels of cauliflowers, and enough from other stations to make over 400 barrels. The following day another 100 barrels went down and on the next day 185 barrels. During two June days of 1874, upwards of 18,000 bunches of asparagus from Oyster Bay were shipped from the Locust Valley station alone, and almost equally large amounts were sent to the city from other points on the branch. During the same week there were shipped on the Sag Harbor Branch, 120 boxes of iced fish, mostly porgies and weakfish, averaging 250 lbs. per box or 30,000 lbs. in one day.

Severe competition in 1874-75 forced Charlick to lower his charges to meet the rates on the packet boats along the north shore, and on the Central R.R. from Hempstead and from Patchogue. In the 1875 season the railroad made aggressive efforts to win as much freight patronage as possible. As of March 1, the road got a new superintendent, Mr. G. W. N. Custis, who personally visited the various villages and stations along the road and made deals with various shippers as to terms and facilities. So aggressively was this campaign pursued that complaints began to appear in the papers about passenger trains being delayed as much as two hours for the accommodation of manure and freight cars.

In April 1875, the asparagus growers along the Locust Valley Branch contracted with the L.I.R.R. for a special freight train by which their produce could be delivered in New York before 2 o'clock in the morning of each day during the season. The arrangement began on May 4, to continue during the asparagus and berry season, and the rate charged to be $1\frac{1}{8}$ ¢ per bunch. On June 1, 40 tons of asparagus was moved on the special train in one day from the Locust Valley station. As a further induce-

ment to shipping, the freight tariffs on the Port Jefferson Branch were lowered to compete with the steam packets. In May another important change was made: the running time of freight trains was changed so as to land produce and freight at Pier 43 in New York at 2:30 A.M. in time for the early markets. In June, the farmers of Huntington and vicinity completed arrangements with the Long Island R.R. to fasten their barge alongside the company's dock at Pier 43. The 3:13 P.M. freight train carried down the produce consisting of all sorts of vegetables, live and dressed poultry and general produce, and delivered it to the barge by 2:30 A.M. in time for the early markets.

Custis offered the same Huntington people a haypress and barracks at Huntington Station if the farmers in the vicinity would guarantee the delivery of 1000 tons per annum for transportation over the Long Island R.R. It was claimed that with this press in operation, the company could carry hay at the same rates as the sailing vessels and that it would bring \$2 a ton more than hay pressed loose in bales in the old-fashioned way. There is no evidence that this offer was accepted by the Huntingtonians.

As a notable accommodation to the freight business of the road, the Long Island R.R. in November 1875 began the erection of a two-story building on the corner of Borden and Vernon Avenues in Long Island City for the storage and sale of produce. The Central R.R. had already been landing produce for several months in its own market building on Vernon Avenue and the Long Island R.R. could hardly do less than follow suit. The premises were let to the wholesale market firm of Dykes & Phillips for operation.

The rolling stock of the Long Island R.R. varied considerably over the years. When Oliver Charlick took over control of the Long Island in June 1863, there were only thirteen locomotives in running order and four in various states of disrepair. Most of the engines had five-foot driving wheels and weighed anywhere from twelve to twenty tons; all were wood burners and had seen years of service. He immediately arranged to have a few of the salvageable engines rebuilt such as the *Townsend* in 1865, the *Atlantic* in 1868, and the *Moses Maynard* in 1866. One or two like the *Pacific*, the *Fisk* and the *James Weeks* were sold, while others were scrapped as hopeless (*John A. King, Peconic, Len Crossman*).

As soon as the Civil War was over, and factory production of iron and steel returned to civilian uses, Charlick embarked on an active program of motive power renewal. Between 1865 and 1868 he put on the road no less than nine new, three reconditioned, and three second-hand engines that made possible a restoration of full service on the road:

New

General Grant	June 1865
General Sherman	July 1865
Horace Greeley	May 1866
A. J. Vanderpoel	May 1866
James Waterbury	June 1866
Thurlow Weed	June 1867
Charles R. Lincoln	June 1867
Woodbury	January 1868
Northport	January 1868

Reconditioned

Richard Schell (ex-Townsend)	1865
James G. Bennett (ex-Maynard)	May 1866
Horatio Seymour (ex-Atlantic)	October 1868

Second-hand

George T. Carman	1866
Huntington	1867
Riverhead	1867

There had been numerous complaints about wretched service, frequent breakdowns, etc., much of the criticism being well founded; the fault, however, lay with Charlick's predecessors rather than himself for letting the road deteriorate. It is also true that the Civil War imposed strains on the road and made replacement of worn parts difficult. Once the immediate crisis in motive power renewal had been eased, Charlick was able to make additional leisurely purchases of other locomotives from time to time:

A. B. Stockwell	July 1870
Charles A. Dana	December 1870
Corona	1871
D. R. Martin (?)	1873
Peter Cooper	January 1873

Benjamin J. Hitchcock

May 1874

Robert C. Brown

June 1874

In the very early days of railroading when the roster of locomotives was limited to half a dozen units, it had been the custom to name the individual locomotives rather than number them. By the end of the Civil War most roads had equipped themselves with a sizeable pool of motive power, and the use of names to designate engines became somewhat cumbersome. The obvious remedy was to use simple numbers instead, but for the next decade or so (1865-1880), most railroads went through a transitional period, using numbers for roundhouse record keeping, but retaining the name on the engine cab itself. The Long Island R.R. began to apply numbers to its locomotives probably in 1865. Certainly the number system was in full use by the spring of 1866.

In assigning numbers and names to his new engines, Charlick reflected the patriotic spirit of the day in honoring figures of national importance, e.g., General Sherman, General Grant, Thurlow Weed, but he was also astute enough to realize the political value of cultivating the good will of powerful New York figures. Engines began to appear bearing the name of Horatio Seymour, governor of New York; James Gordon Bennett, Horace Greeley and Charles A. Dana, notable newspaper editors and publishers; Richard Schell, New York politician; Charles R. Lincoln, Flushing journalist; and James M. Waterbury, East River ferry magnate. Another category which continued an earlier tradition, and which was later to become the favorite, was the geographical name. Here belong the *Woodbury*, the *Northport*, the *Huntington* and the *Riverhead*.

The *Peter Cooper*, turned out by the Manchester Works in 1873, may be singled out as representing the peak of motive power development in Charlick's day. Built for the prestige run of the system, the *Boston Express*, it had five-foot drivers and weighed thirty tons, exactly twice the average weight of the engines of the 1850's and early 60's. It was capable of speeds up to 50-60 mph, and strong enough to haul a long train of cars.

We are extremely poorly informed with reference to the passenger coaches of Charlick's day. From the Annual Reports

to the State Engineer we learn that the equipment on hand was as follows:

	<i>Passenger</i>	<i>Baggage Mail & Express</i>
1864	30	2
1865	37	6
1866	40	3
1867	40	8
1868	41	9
1869	41	9
1870	43	9
1871	43	9
1872	43	9
1873	51	9
1874	56	8
1875	61	8

The coaches of the 1860's and early 70's were little better than boxes set on wooden trucks. An open ladder of two steps led the passenger onto the plain open platform fenced in only by iron stanchions and loose chains between them. A narrow door led into the car interior, which was fitted up with wooden slat seats or caning. The cars averaged up to 40 feet in length and had rather narrow high windows of plate glass on each side. The plain wooden floor was strengthened with diagonal cross beams and later with truss rods, but there was no underframe whatever, a feature so familiar today, since vacuum brakes, generators and heating equipment had not yet appeared. The interior was ventilated by 4 to 6 openings in the flat roof, into which oil lamps and later gas lamps were mounted. A stove mounted in the middle of the car or at either end provided the sole heat.

Between August 1867 and October 1869, 11 new passenger cars were bought and 30 rebuilt. The first improved cars came in 1869 when Charlick took delivery of six twelve-wheeled cars, 50 feet in length, and fitted with monitor roof. These were made by the Wason Mfg. Co. of Springfield, Massachusetts and were placed in service in September 1869. The next infusion of new equipment into the Long Island roster was a group of twenty

“palace” cars, specially ordered for the *Boston Express*. These were delivered in April and May 1873. Since the Boston run lasted only two seasons, we can assume that these cars found their way into regular service as parlor cars. Charlick’s final order of passenger equipment appears to have been ten new cars placed in service in June 1875.

The low standard of comfort in passenger equipment on the Long Island R.R. might have gone on for some years had not the Flushing, North Shore & Central R.R. set such a high standard beginning in 1868. The Central’s equipment was designed for special luxury travel, and boasted all the eye-catching detail characteristic of the lush ornamentation of that day: dark woods, silver plating, mirrors, plush upholstery, etc. Charlick, being the plain, austere man that he was, showed little sympathy with this post-war penchant for luxury and opulence, and it remained for his successors to equip the Long Island R.R. with passenger coaches reflecting the technically improved and more sophisticated tastes of the day.

In the twelve-year period that Charlick operated the Long Island R.R. the safety record of the road was remarkably good. This is partly attributable to the slow operating speeds of that day and partly to the constant vigilance and supervision that Charlick exercised over the road. In the twelve-year period there were but two serious accidents, the Van Wyck disaster of 1865 and the Willow Tree disaster of 1869. The great majority were equipment failures due to weaknesses in the iron castings of that day in both locomotives and rails:

1865

February 24 Car on Greenport train breaks axle west of Lakeland, and plunges down embankment.

August 28 Van Wyck disaster. The westbound Greenport train, drawn by the *General Grant*, failed to wait at Jamaica for the eastbound *General Sherman*, and the trains crashed at Van Wyck Boulevard, Jamaica.

December 7 Broken axle on mail train throws two cars from track.

1866

March 1 Yaphank Express derails just east of Jamaica.

March 17 Night freight train strikes several empty cars broken loose.

1867

- January 22 *George F. Carman* derailed by ice at Van Wyck Avenue and upsets.
- January 30 Broken rail at Willow Tree derails two rear cars of *Greenport Express*.
- February 7 Derailment at Hicksville. No injuries.
- February 11 *Riverhead Express* derails at Hicksville on icy rails.
- February 14 Engine derails on switch at Queens.
- February 16 Greenport freight smashed into manure train at Hinsdale.
- February 21 East and westbound freights collide at Thompson's Station in storm.
- March 16 Broken axle throws three cars on Greenport freight off track near Jamesport.
- April 22 Freight train derailed by broken rail at Hyde Park.
- April 23 Engine *Fred* derails on curve at Mineola.
- April 30 Hempstead shuttle, speeding around curve, derails at Mineola.
- June 29 Open switch at Mineola causes *Greenport Express* to plow into Hempstead shuttle.
- August 12 Broken axle derails train at Winfield.
- October 9 Broken rail derails *Greenport Mail* near Medford.
- October 26 Broken wheel on *Greenport Mail* derails rear passenger car near Queens.

1868

- February 11 Axle breaks on rear car of *Greenport Mail* at Yaphank.
- February 15 Rear car of Syosset train derails between Westbury and Hicksville.
- March 11 Broken chair derails train near Woodside. One death.
- March 18 Spread rail derails *Yaphank Express* near Woodside; engine *Vanderpoel* thrown on side.

1869

- April 23 Willow Tree disaster. Three car train, pulled by *Thurlow Weed*, hits broken rail at 187th Street, Hollis. Rail curls into "snakehead" and rips out bottom of rear coach. 6 killed; 14 wounded.

1870

- January 22 Engine hits cow, derailing one baggage and two passenger cars.

1872

- February 12 *Greenport Express* with two engines, *Huntington* and *General Grant* derail on ice-encrusted rails near Southold.
- May 27 *Richard Schell* hits pile of ties placed on track at Medford and rolls over with tender. None hurt.
- August 26 Water pumps on engine give out at Mineola and force passengers to walk.
- October 13 Engine of milk train breaks down at Jamaica.
- October 13 Engine derails near Northport Junction and piles into sand bank.

1873

- January 4 Engines *Vanderpoel* and *Phoenix* derail on snow-encrusted rails near Greenvale station.
- April 30 *A. B. Stockwell* drawing a manure train derails and overturns at Floral Park.

1874

- February 3 Track gang take up rail and send out flagman to stop oncoming train. Engineer of *Queens County* sees flagman too late and plows into excavation.
- July 16 *Huntington*, trying to make Winfield siding, crashes into *Horatio Seymour* near Winfield. Several injured.
- October 12 *Suffolk County* breaks driving wheel at Bridgehampton.
- December 11 Misplaced switch throws coal train in Hempstead yard.

1875

- March 20 *Richard Schell* bursts flues and limps to Hunter's Point.
- February 10 Open switch at Mineola causes express to run into Hempstead shuttle.
- November 8-12 Axle of driving wheel on the *Vanderpoel* breaks, derailing engine near Roslyn.

It will be noted from the above list that there was comparatively little loss of life or even injury in twelve years of operation on the Long Island R.R. The fact is that the L.I.R.R. had almost the best record in this respect of all roads operating in the metropolitan area; only one life was lost for every 299,598 riders, and only one injury occurred in every 143,286. Only the New Haven R.R. was safer in respect to fatalities, but its injury rate was higher than the Long Island's.

From the list of accidents it can be readily seen that a portion

of the known derailments was attributable to severe weather conditions on the island. In the Charlick period by far the severest winter was that of 1866-67. On January 17, 1867, a severe snow storm completely buried the Long Island R.R. and it was not until six days later on January 23 that the first train reached Hunter's Point from Syosset; Jamaica was nearly a week without mail. On January 20 another severe snow storm started and continued all night, blanketing the road under six more inches of snow. On the afternoon of the 22nd, Engine #27, the *George F. Carman*, was sent out from Hunter's Point with a gang of men to clean the snow off the track. As the engine was crossing Van Wyck Avenue, it was thrown from the track by the ice and upset, killing one man and wounding several others.

The extreme low temperatures caused the East River to be completely bridged over by ice gorges on January 23 and many hardy persons undertook to cross on foot. With the ebb tide the mass commenced moving and persons on the ice had to be picked up by passing steamers. Immense crowds ranged along the piers and bulkheads on both sides of the river to see the novel spectacle.

Three years later in 1870, a severe snow storm interrupted railroad service on the east end. On January 28, snow fell heavily in the afternoon and then stopped; the weather turned much colder and the snow resumed the following day, continuing till dusk. By nightfall the two-day accumulation came to eight inches on level areas, and the thermometer reached 14 above. The freight and passenger train on the Sag Harbor Branch which left Sag Harbor at 10 a.m. on January 29 became snow-bound in a heavy drift in a deep cut in the Shinnecock Hills. Here, after running out of food and water, it became necessary to abandon the train. The crew telegraphed to Hunter's Point and the superintendent came down a day later with two engines and a snow plow to extricate the storm-bound train.

While snow and ice did their fair share of damage to the railroad, interruptions of service due to severe rains and washouts were even more frequent and often far more damaging. The heaviest snowfall melted away sooner or later leaving the road-bed intact, but a heavy rainstorm could and often did sweep away embankments, ballast and occasionally the rails themselves. On July 24, 1868, a heavy rainstorm covered the tracks

in spots with sand and water delaying travel. A heavy rain in March 1872 washed out the ballast in several places preventing passage of trains, and passengers were forced to walk around flooded areas to a second train to continue their journey; at Bethpage a culvert caved in under the volume of water. Another summer rainstorm on August 8, 1874 washed sand on the track at Smithtown to a depth of three feet in the cut between the bridge and the depot. Men worked all night shoveling off the sand in order to let through the *Port Jefferson Express*, the hundred-odd passengers of which had to spend the night in the cars before continuing their journey. Even then the engine *Suffolk County* and a train of five flat cars and a crew of 50 men worked all week to clean up the damage.

The months of February and March 1875 were the worst in many years in respect to flooding and washouts. The week of February 1 opened dark and stormy over Long Island; for several days wind-driven rain pounded down intermittently and swelled what were normally small rivulets into swollen streams. At the first intimation of a wash, Superintendent Morford issued a general order to all conductors to hold their trains wherever they happened to be and to proceed only by telegraph order from him. He then equipped a repair train and took two passenger cars for lodging room for his men. A telegraph operator and lineman accompanied the train and at every point where a stop was made to repair the track, one of the two wires was taken from the pole and attached to the instruments in the car, thus enabling him to run all the trains safely and be aware of everything transpiring along the main line and its branches. From Wednesday, March 3, to March 8 this repair train toured the road working night and day. Another repair train went over the branch lines.

The damage done to the roadbed and culverts amounted to thousands of dollars; the track was in many places submerged under water and sand up to two feet deep. Especially was this the case between Mineola and Hicksville. The trains had to halt at Mineola station and passengers were compelled to find shelter for the night at hotels and in the cars. Just as a Greenport bound train passed a culvert one mile west of Hicksville, the latter was carried away, leaving an open space 60 feet long and a foot deep. Between Deer Park and Brentwood 600 feet

of track and two large brick bridges were washed out. On the Port Jefferson Branch near St. Johnland the track was silted with sand to a depth of two feet for about 500 yards, and on the Rockaway Branch about 70 feet of the track was swept away near Springfield. A Sag Harbor train, intending to meet the main line express at Manor, found no train there, and after waiting until 2 A.M. the next morning, steamed back up the Branch to Sag Harbor again, reaching there at 4 P.M. To add to the general misery, the passengers had to pay their fare both ways, the conductor not daring to do otherwise.

A month later, on March 16, a heavy rain washed out a large break in the track at Broad Hollow, a mile and a half east of Farmingdale. A wrecking train came up with timber and a gang of men and worked all night to reopen the line. Exactly one week later, the track was again washed out at Brentwood, stopping all trains for half a day.

The third, and much rarer natural hazard, was damage done by high tides. Only the track on the Rockaway Branch was subject to such hazard. Strong winds on March 29 and 30th, 1873, piled up such high tides in the Rockaways that the meadows were flooded; the track was washed away in several places and submerged for a considerable distance between the Rockaway Road and Ocean Point (Cedarhurst). On Monday the 31st, as the first train out of Rockaway approached the bridge near Ocean Point on its way to Jamaica, the engineer discovered that the track was overflowed just beyond the bridge, but, believing the bridge to be safe, decided to venture across but with more than ordinary care. As the engineer reached the west end of the bridge, he felt it giving way under him, but by putting on a full head of steam, he succeeded in getting the engine over. The middle of the bridge settled so that the rear of the smoking car which followed the engine sank partly through, and the remaining passenger car pitched down against it, breaking the bumpers of both cars, but fortunately not the couplings. The engineer still kept a full head of steam, and succeeded in pulling both cars out of the chasm just as the structure gave way entirely and floated off with the tide. The train finally reached Jamaica, the passengers duly thankful for their narrow escape.

The transportation of the United States Mails on the Long Island R.R. had been going on since the 40's and when the

rival roads opened their routes, similar contracts were made with the federal government. In the 1870's when three railroad systems carried the island mails, one might expect that postal service approached the ideal, yet such was not the case. Letters traveled east and west with considerable ease, but a letter mailed on one of the systems addressed to a point on another road had to travel all the way to New York for resorting and back again. Similarly, mail posted on the north shore might take several days to reach the south shore. The Postmaster General of Long Island made an effort to correct this situation by arranging a new mail route between the South Side terminus at Patchogue and the Long Island R.R. station at Medford, the mails to be transferred via Rose's Express. Another route was set up in February 1871, the mail being taken from Yaphank through Middle Island and Miller's Place to Mt. Sinai on Tuesdays, Thursdays and Saturdays. In July 1873 the Port Jefferson mail route was changed from Waverly to Medford station and by Rose's stage direct to Port Jefferson.

Occasionally the Long Island R.R. would get into little squabbles with the Post Office over contracts and refuse to carry the mails. In May 1874, both the Long Island R.R. and the South Side refused to permit the U.S. Mails inside their cars between Jamaica and Rockaway and between Jamaica and Woodhaven because of the lack of a contract. No doubt a favorable termination resulted.

To speed the mails from Brooklyn, the postmaster general changed the departure time of mail from 4 A.M. to 6:30 A.M. so that letters from the substations might be collected first on the way to the postal car on the railroad. The recommendation was accepted and went into effect immediately.

One of the longest lasting quarrels with the Post Office was composed in July 1875 when the Long Island R.R. finally agreed to carry mails over the Sag Harbor Branch. Since 1870, the company had balked at the government rates, and the mails had to be routed to Greenport and across the bay to Sag Harbor for distribution. On the north side, the government mail contract extended only to Northport, the villages beyond having to get their mail by stage from Medford or Yaphank. A later contract settled this inequity also.

The particulars that we have given here on the railroad postal

service are far from a complete picture; they represent all that has come down to us of the conditions of a hundred years ago. No doubt the routings changed frequently, and many existed of which no record has been preserved.

We are similarly poorly informed on the express service in Charlick's day. The Long Island Express Company had the franchise to operate over the road, and paid fixed fees to the railroad in exchange for the privilege. In 1870, for example, the company contracted with Charlick to pay \$1500 a year for the privilege of handling express on the Sag Harbor Branch. Judging from the number of complaints, it would seem that the express company recouped its outlay by charging high rates for its services. The Port Jefferson *Leader* estimated that there was a difference of 25-50% between the Long Island Express Company's charges and the packet and steamboat rates. The result was that the boats got the lion's share of the business along the north shore until the company matched the packet rates. This they could well afford to do, for they could rely on the main line business to recover the loss.

We have discussed at some length some of the operating features of the Long Island R.R. during the Charlick regime; let us review, briefly, the men who directed these operations and had the responsibility for the day-to-day running of the railroad. Charlick's first superintendent was Andrew Reasoner, who served from May 1, 1863 to May 1, 1865; his successor was Robert White, whose term of office ran from May 1, 1865 to October 1, 1867. Much of the success that Charlick enjoyed in rehabilitating and modernizing the road is attributable to his able lieutenant, Isaac D. Barton, who for twenty-five years and more was closely associated in one capacity or another with the Long Island R.R. (1867-1892). In 1850 Barton was clerking in a store in Albany, but soon connected himself with the New York & Harlem R.R. where his services soon elevated him to the position of Assistant Superintendent. His ability attracted the attention of railroad magnates, among them Oliver Charlick, who invited Barton to assume the superintendency of the road in October 1867. The Long Island R.R. at that time was in sad need of brains and executive ability; Barton gave the road an efficient management and made real efforts to accommodate the public in the way of repairing the rolling stock and equip-

ment. It is almost certainly due to Barton that Charlick and the Board of Directors were induced to authorize mass purchases of a dozen or more new engines, great quantities of new rails and ties, and a general rehabilitation of roadbed, stations and bridges.

Barton gave five years of his best efforts to the improvement of the Long Island R.R., but resigned his post as of March 1, 1872, to take over the superintendency of the American Rolling Stock Co. in New York City, at the then very high salary of \$5000 a year. His withdrawal from the road was marked by the entire press of the island, which with one accord paid high tribute to his work on the railroad and his energetic winning personality. Although no one could foresee the many changes and upsets that the road was fated to pass through in the next few years, Barton was destined to return to the Long Island R.R. in 1881 and to stay with it until 1892.

Barton's successor in the superintendency of the road was John B. Morford. In 1851, Morford began on the New York & Erie R.R. as a newsboy. Active, intelligent and determined to succeed, he soon displayed qualities that earned him the notice of the officers of the road and he was made Dispatch Manager between New York and Buffalo. He afterwards became a brakeman and worked his way up to conductor, occupying that position for thirteen years. After leaving the Erie, Mr. Morford became connected with the Morris & Essex road, where he held the position of train dispatcher for three years, leaving it to accept a similar position on the Hudson River road. On the completion of the Grand Central Depot, Mr. Morford was appointed as the General Depot Agent which position he occupied till engaged by Charlick.

Morford continued to guide the Long Island R.R. for three years, and then resigned as of February 20, 1875. No reason was given for the change, but we can assume that he experienced the usual difficulties with Oliver Charlick. During the time that Mr. Morford occupied the position of superintendent, he gained the favor and esteem of all the patrons of the road and his removal was sincerely regretted. He had just recently received a medal from the commuters on the road as a memento of their appreciation of his efforts in preserving life and limb during the heavy washouts of February 1875.

Morford's successor rejoiced in the name of George Washing-

ton Napoleon Custis. When Custis took over the road, Oliver Charlick lay dying in his Flushing home, and it is probable that Custis enjoyed greater freedom to carry out his ideas than any previous incumbent in that office. This seems very evident when Custis took upon himself the authority to visit important shippers along the whole line of the road and its branches and made special rates and arrangements with them unhindered. Custis' hand must have been further strengthened when Charlick was ousted by the directors of the road on April 13, 1875, and news of his death followed three weeks later on April 30. Custis achieved for himself the reputation of a live wire and had the good fortune to work with a board of directors and a president far more liberal in their expenditures than Charlick. On the expiration of his first year of service, Custis was himself replaced by Webster G. Snyder, former general superintendent of the Canada Southern and of the Union Pacific, a resident of Flushing and general manager of the road, in January 1876.

Such were the personalities at the throttle of the railroad during Oliver Charlick's long administration of the road. In closing this long study of Charlick's management, one final contribution ranks worthy of notice: the introduction of uniforms on Long Island personnel. The Legislature of the State of New York enacted a statute in the spring of 1867, providing that on and after October 1, all conductors in the state would be required to wear a uniform. How Charlick decked out his conductors, we do not know, but eight years later he himself issued orders requiring all employees as of February 1, 1875, to don uniforms. Regulations called for a Navy blue coat, vest, trousers and cap. The conductors were honored with gold lace and gilt buttons on the hat, brass buttons and gold lace on the coat, and more gilt bands on the coat cuffs. Lower officials like brakemen and station agents wore the same basic uniform but with silver lace trimmings and buttons substituted for the gilt.

CHAPTER 9

The Poppenhusen Regime

WITH the beginning of the year 1875, it was becoming apparent that the long reign of Oliver Charlick as president of the Long Island R.R. was coming to a close. Once before in 1870, he had been confined to bed for a serious illness; with the spring of 1874 it had become increasingly apparent that his indomitable grip on the Long Island R.R. was weakening under the assaults of illness. He resigned from his police commissionership in New York and took to bed at his Flushing mansion. In the winter months he was observed to ride about the local streets at intervals, but was reported greatly altered in appearance. By February 1875 it was an open secret that Charlick's illness, Bright's disease complicated with dropsy, would prove fatal and the directors of the Long Island R.R. began to consider how his death would affect the road.

For twelve years stock control of the Long Island R.R. had been monopolized by three families, the Waterburys, the Havemeyers and the Charlicks, and death had changed the situation in the case of each of the three. James M. Waterbury, the East River ferry "king" had died in June 1873, followed by his brother Nelson J. Waterbury. Lawrence Waterbury, the surviving brother, was understood to be opposed to any renomination of Charlick. William F. Havemeyer, mayor of New York City three times, and life-long friend of Charlick, died suddenly of apoplexy on November 30, 1874. The whole western portion of the Long Island R.R. was mortgaged to the late mayor's estate for \$1,500,000. The Waterburys were interested in the road for some hundreds of thousands, and Commodore Vanderbilt reputedly had a half-million dollar interest. With the strong personal support of James Waterbury and Mayor Havemeyer,

Charlick had always been able to retain the presidency of the Long Island road; henceforth, with new heirs in possession of the majority stock control, and his own disabling illness, it was obvious that Charlick would not be a successful candidate for re-election, and speculation was rife.

While Charlick lay dying at Flushing, the directors conferred quietly in an effort to reach an agreement on a slate of officers to be submitted at the April annual meeting. On April 13 the election resulted in an entire new management being chosen, a clean sweep being made of every officer on the old board; the Charlick faction was decisively defeated, and Henry Havemeyer, son of the late mayor, was elected president of the road. There were solid reasons behind the desire for change; one was Charlick's unpopularity with the people because of his brusque and disobliging ways, resulting in a loss of patronage; a second source of dissatisfaction was that the old board had been composed largely of men who were not stockholders; these men had voted the earnings of the road into many new branches instead of declaring dividends. Finally, Charlick's secretiveness had tended to conceal the true condition of the road; Charlick refused to render annual accounts and his management had been too personal, and within the past year the road had been neglected.

A month after taking office, President Havemeyer was interviewed by reporters. He declared his intention of maintaining the good condition of the road, putting on extra trains for summer travel and keeping the passenger rates at their present level. To familiarize himself with the road, Havemeyer and the whole board of directors made a formal tour of inspection over the road from Hunter's Point to Greenport and over the Sag Harbor Branch.

The key question which was uppermost in many minds at this time was: would the Long Island R.R. sell out to the Poppenhusen system? Conrad Poppenhusen, the founder of College Point, was a wealthy manufacturer of hard rubber goods, and had become interested in railroading in an effort to secure an extension to his own village. From his efforts had sprung the Flushing & North Side R.R. in 1868. This road had rapidly absorbed the older New York & Flushing R.R. between Long Island City and Great Neck, and had expanded to a major system with the take-over of the Central Railroad of Long Island,

and the purchase of the South Side R.R. The Poppenhusen roads were largely new and well-equipped and easily outclassed the rather dowdy and unprogressive Long Island road. The two systems competed at many points, yet the plain, conservative management of Oliver Charlick had kept the older road a paying concern, while the Poppenhusen system labored under high fixed costs.

From the point of view of Conrad Poppenhusen, acquisition of the Long Island R.R. would eliminate a troublesome competitor, and permit the centralization of all the Long Island roads into one. The elimination of duplicate facilities and the savings from unified operations would surely, it was felt, benefit everyone, both owners and public alike. So long as Oliver Charlick lived, there was no possibility of merging the roads, for he had fought the construction of each of the rival roads with every legal and political weapon at his command, and his implacable hostility towards them increased when they were built over his opposition, and began to compete for passenger and freight revenues.

Within two weeks of the election of Havemeyer, Oliver Charlick died on April 30, 1875, and with his passing, the old personal hostility that had marked Long Island R.R. policy toward the other roads died with him. Rumors arose from time to time that a consolidation was under discussion but Havemeyer denied the rumors, and Poppenhusen refrained from revealing his hand by ridiculing the reports. The *Brooklyn Eagle* on January 12, had published an article stating that Charlick had visited Brooklyn with a lawyer to effect the sale, but a subsequent check proved that the trip was motivated by medical reasons.

While the important question of consolidation remained unresolved for the time being, Havemeyer devoted himself to continuing the good management of Charlick, but without the latter's eccentricities. He added express trains to the passenger service for the 1875 summer season, and bought ten new passenger cars from Jackson & Sharp in Wilmington, Delaware, and ordered 500 tons of steel rails for replacement. Havemeyer also created a new post for the first time on the Long Island R.R., that of general manager, to which he appointed Mr. Webster G. Snyder of Flushing, former general superintendent of the Canada Southern and of the Union Pacific. After two

months Snyder replaced the superintendent G. W. N. Custis, and took over the post himself.

With the beginning of the year 1876, rumors of the purchase of the Long Island R.R. by the Poppenhusen interests again began to be bruited about, this time more insistently. The rumors received unexpected corroboration at the end of January when one of the stockholders instituted a lawsuit to restrain Henry Havemeyer and his brother John from selling 35,000 shares of their stock to the Poppenhusens, and to prevent some of the directors from resigning in favor of others to be appointed by the new owners. The court held that the Havemeyers had a right to sell to whom they pleased and denied an injunction. It was revealed that the Poppenhusens had paid \$37.50 per share for 35,000 of the existing 66,000 shares of the Long Island, the price being at 75% of par.

It was shortly announced by the Havemeyers and the Poppenhusens that an agreement had been worked out by which the Long Island R.R. would come under the control of the Flushing, North Shore & Central Railroad, but would retain its own identity; thus the arrangement was neither a sale nor transfer of the stock, but a consolidation of the companies so that they might work together, and not in competition as heretofore.

On January 26, the formal transfer of stock took place; on April 11, at the annual meeting of the road, Conrad Poppenhusen was elected president of the Long Island R.R. and formally took possession of the road. In May 1876, the final step was taken: the Flushing, North Shore & Central R.R. and the Southern R.R. were leased to the Long Island R.R. This step was agreed to by all the directors of the several roads and it was hoped that \$150,000 a year would be saved through unified operation. By the terms of the leases the Southern R.R. was to receive \$173,250 the first year, \$183,750 the second year, \$193,300 for the third, \$206,850 for the fourth, \$219,450 for the fifth, and \$233,450 for the sixth and succeeding years. A portion of the gross earnings of the road was also to be paid to the stockholders of the company. A similar lease was made with the Flushing, North Shore & Central, the amount of the rental beginning at \$229,250 for the first year and increasing in the 6th and subsequent years to \$351,050

One of the stockholders with keener foresight than anyone

else, brought suit to set aside the leases on the ground that they would be a detriment to the Long Island R.R. and would probably involve it in bankruptcy, but a temporary injunction was as far as the court was prepared to go, and that was vacated after amendment.

The Poppenhusen management with its usual energy lost no time in effecting extensive changes over the whole system. Five interesting track connections were made in the next two months to permit interchange of service and rolling stock:

1. *Garden City* (June 1876)—The L.I.R.R. and the Central were connected at what later was to be known as the Garden City "wye." A switch was laid in the northeast quadrant so that L.I.R.R. trains from Mineola could run into the Central's Hempstead depot.
2. *Bethpage Junction* (June 1876)—The L.I.R.R. and the Central were connected with two switches so that L.I.R.R. trains could run to Babylon over the Central Extension, and Central trains from Long Island City could continue to Greenport over the L.I.R.R. rails.
3. *Flushing Junction* (April 1876)—The Central R.R. and the White Line were connected so that Creedmore specials could return over the White Line track.
4. *Long Island City* (February 1876)—L.I.R.R. and Central R.R. connected so that Central trains might use same depot.
5. *Springfield Junction* (June 1876)—L.I.R.R. and Southern R.R. connected so that L.I.R.R. might run on to Patchogue and to Rockaway over Southern track.

These imaginative new connections made it possible to attempt new routings and to achieve the effect of a double track during peak loads. Along with these changes some significant abandonments took place:

1. *White Line*—The White Line had cut into the Poppenhusen revenues and they abandoned service at the first opportunity on April 17, 1876. Rails were actually taken up in 1878.
2. *Hempstead Branch*—After the Garden City connection was completed in June, the old L.I.R.R. track south of the Central track was abandoned.
3. *Rockaway Branch of the L.I.R.R.*—Abandoned June 2, 1876,

between Springfield Junction and Cedarhurst, and between Far Rockaway depot and Lockwood's Grove.

4. *Old Southern*—The name familiarly given to that segment of the Southern between Jamaica and Springfield Junction. Passenger service was discontinued as of June 1876, but lawsuits instituted by farmers forced the resumption of limited train service.

To improve service and to provide for more trains and fewer delays, the Poppenhusen management began to double track some of the most important parts of the system. New Bessemer steel rails were used in place of the older English iron. Between Hunter's Point and Winfield, an additional track was laid in May 1876, making with that of the Long Island R.R., four tracks between these points. With the branches to Flushing, the double track was in effect as far east as Flushing Village. In June, a double track was completed from Jamaica to Rockaway Junction and south to Springfield Junction, linking up with the Southern Railroad's double track. This completed the double track through from Hunter's Point to Rockaway, and greatly lessened the danger of collisions during peak summer movements. New steel rails were also laid at this time on the branch between College Point and Whitestone to replace the old worn lengths.

In addition to track changes, other improvements were undertaken in the physical plant. Several station consolidations were planned and eventually carried out: union stations at Winfield (done August 1876), at Jamaica (May–July 1877) and Long Island City (May 1878). The consolidations of the roads also made the Southern R.R. dock at Hunter's Point and the Gooderson Dock of the Flushing, North Shore & Central on Flushing Bay superfluous, and both were abandoned in May 1876.

The shops of the Long Island R.R., located in Jamaica since 1836, and the College Point shops of the Flushing, North Shore & Central R.R. were also consolidated. President Havemeyer, in May 1875, had marked the old Jamaica shops for demolition, and had bundled off the machinery and personnel to Long Island City. In April 1876, the Poppenhusen management announced that the College Point shops were also to be removed to Hunter's Point. A month later a second announcement followed stating that the machine shops were to be removed to

Garden City, and in June workmen were reported to be dismantling the shop facilities preparatory to their removal to Garden City. In August, all the College Point machinery and tools were currently being moved to Hunter's Point, but the transfer of these facilities to Garden City was uncertain. It is most probable that Alexander Stewart, the founder and owner of Garden City, refused to allow his carefully planned model village to be desecrated by unsightly machine shops and their grimy personnel.

Besides new steel rails for the many miles of road, some urgent attention was bestowed on the bridges. On August 27, 1875, the embankments of the bridge over Remsen's Lane, midway between Queens and Hyde Park, collapsed and had it not been detected in time to flag down the Greenport mail train, disaster would certainly have resulted. A week later the railroad prudently undertook a general overhauling of the culverts and bridges on the road to detect any other hidden weaknesses. In November 1876, the heavily used iron bridge over Grand Avenue, Maspeth, on the Southern road proved too weak for the traffic and timber uprights and girders had to be set in to keep it from collapsing.

During both the Havemeyer and the Poppenhusen administrations, extensive efforts were made to win back the favor of the travelling public, which had been repelled and alienated by Charlick's policies. The following editorial comment is typical of many that appeared in the island press of that day:

"Since the Long Island R.R. has passed into the hands of the present directors with Mr. Havemeyer as president, the discovery has been made that the public have some rights and privileges that even railroad managers are bound to respect. The unmitigated selfishness and boorish indifference to the comfort and convenience of travellers which were prominent traits in the Charlick regime, have been changed to care and attention and special efforts to run the road for the mutual interests of both the public and the company."

Train service on each of the routes of the Long Island R.R. showed an increase during the three years of the Havemeyer and Poppenhusen regimes (1875-1878). On the main line to Greenport there had been previously only two through trains, but this was increased to three in 1875-6 and four in 1877.

Short line service was also provided to Hicksville, one train each way in the 1875 season, five during the 1876 season, and 2 to 4 in the 1877 season. In addition, there was a further short line run each way to Riverhead during 1876, but this run was changed to terminate at Manor in the 1877 season. It is interesting to note that the Poppenhusens were the first to operate the *Scoot*, the east end local that began at Sag Harbor, ran inland to Manor and then out again to Greenport. This service started in May 1877 with one round trip a day and continued for many years thereafter. Considering the increase in through trains plus the generous short line service and the institution of the *Scoot* besides, we can see that the Main Line enjoyed excellent train service.

The Port Jefferson Branch apparently did not warrant additional service in the 1875-77 period, for the same three through trains and two to three short runs to Northport continued operation. The steamboat service was in active competition for passengers, and drained off much of the patronage, especially in summer. The Locust Valley Branch, formerly served by 4 to 6 trains in Charlick's day, now supported 5 to 8 trains during 1875-77. The Sag Harbor Branch remained unchanged with two round trips a day providing the service.

The village of Hempstead enjoyed a veritable golden age of railroad service in these years. In Charlick's day 5 to 7 runs each way carried the traffic, but in 1876-77 a three-way service was offered: 9 to 10 trains each way via the Central Branch, 2 to 4 trains via the Long Island R.R., and 4 to 5 over the old New York & Hempstead track, making, in all, 17 or 18 trains each way daily. Consolidation was certainly providing better service than before, certainly more than was warranted by the traffic. For public consumption the company insisted that the new order had brought economy with efficiency; as an instance the company claimed that in Charlick's last year, the winter timetable of the separate roads required 43 locomotives, while the present one under consolidation employed only 29, with a payroll saving of \$16,000. The Poppenhusens introduced on the Long Island R.R. their custom of attaching parlor cars to the long distance runs, and ordered additional equipment.

The most effective move on the part of the new management to court public favor was the enormous increase in low-cost

excursions both summer and winter. Oliver Charlick had made a timid beginning in the excursion business with Sunday runs to Rockaway, and to the Queens and Suffolk County Fairs, but these occasional concessions to public demand were greatly eclipsed by Poppenhusen. Rockaway was easily the most popular attraction of all. In 1876, the managers of the road reopened the New York & Hempstead Branch so that persons from Hempstead and points north could ride to Rockaway. The beach traffic grew enormously. On July 15, 1877, eighty-one carloads of passengers left Long Island City for Rockaway. On July 22, seventy cars were filled. The papers estimated a crowd of 30,000 on the beach at the time. Wednesday excursions, beginning August 1, were also undertaken by the company in "fair weather only". This latter condition was bound to involve the railroad in trouble, for inevitably, there came a day that began with clouds and became fair and sunny. On August 1, the road ventured to cancel its Rockaway excursion because of threatening weather, with the result that 100 persons at Flushing, 25 at Whitestone and similar numbers at other stations were left stranded. The resultant outcry was loud enough to reach the ears of Poppenhusen himself and the railroad humbly issued an apologetic notice stating that henceforth advertised excursions would run "regardless of weather." We hear of similar Rockaway excursions run on the Southern Division from as far out as Patchogue on August 16 and 23, 1877. These trains left Patchogue at 8:08 A.M. and made all stops to Valley Stream. The same trains departed from Sea Side station at Rockaway at 5:20 P.M. and the round trip fare was but 75¢.

It is a source of wonderment to us today that people could be drawn to Rockaway from such distant points. These weekly excursion runs to Rockaway ran from Patchogue, from Locust Valley, and even from Port Jefferson, and enjoyed sufficient patronage to justify their continuance. For example, on August 18, 1877, a 16-car train was filled on the Port Jefferson branch alone, with excursionists for Rockaway, a sixty-mile train journey one way! It is estimated that between June 15 and September 15, in 1877, the Long Island R.R. had carried 200,000 passengers to the beach, a daily average of 2500. Since the cheapest possible trip cost about 50¢, the revenue from Rockaway was obviously substantial.

Shelter Island was another popular excursion spot, though hardly to be compared with Rockaway. In May 1875, a special express from Hunter's Point to Greenport was started to enable business men to leave work and arrive in Greenport in time for supper. The train left Hunter's Point at 4 P.M. and made the run in $3\frac{1}{2}$ hours with minimal stops. Beginning July 14, 1877, three excursion trains a week left for the east end at 8 A.M., returning to Flatbush Avenue at 9 P.M. The fare was only \$2 round trip including ferriage, and the train made no stops except to take on water.

The Queens and Suffolk County Fairs, held in September, continued to draw sufficient crowds to justify the running of special excursion trains at greatly reduced prices. Traffic on the entire consolidated Long Island R.R. was most satisfactory. On the July 4th weekend over 20,000 were carried and all this traffic moved free of delays and accident. One train from Port Jefferson steamed into Hunter's Point with a load of 2500 passengers and on August 19 a reporter counted 119 carloads of people passing through Jamaica, and another 109 to Far Rockaway and Rockaway Beach. With such record turnouts crowding the platforms and steps, and packing the aisles, there was every reason to take pride in the prosperity of the road.

The fare structure that prevailed on the Long Island routes in Charlick's day was left intact during the years 1875-76. On December 18, 1876, a general reduction of passenger rates took place for nearly every station on the Long Island and many other stations on the leased lines. Excursion tickets from Hunter's Point, Bushwick and East New York to all stations were also largely reduced. A new feature was the issuance of a book of tickets for 100 rides. For distances under 20 miles, these were good for three months; for distances between 20 and 60 miles, six months' time was given. These 100 trip books, it was soon discovered, were not wholly advantageous if used by riders. They were dated from the first of the month; if used each day, 60 would be used up, and but 40 would be left over for the first 20 days of the following month. Since no new book could be purchased till the first of the next month, the rider would be compelled to purchase regular tickets on each of the remaining 11 days. To this criticism the railroad replied that few men worked on Sundays; with these nine Sundays eliminated, the

ticket would then last two months. Also, it would issue the 100 trip books, hereafter, on any day.

The good impression made by these reductions was somewhat offset by an announcement on November 1 that commutation tickets for a period less than one year would henceforth no longer be issued. Since this forced commuters to pay out a large lump sum in cash at one time for a ticket (often from \$50 to \$100), there were strong protests made by commuters with small incomes and large families. When we reflect that the average weekly wage at this date was but \$8 to \$10, the complaint was quite understandable. On May 1, 1877, the railroad, after much adverse criticism, decided to permit its commutation riders to make partial payments. Half was to be paid at the time of issuance, and the balance three months and six months, respectively; however, a carrying charge of eight dollars was levied for this privilege. Even with this surcharge, the total cost of a commutation ticket was still less than the cost of buying 100 trip tickets throughout the year.

The Poppenhusens generally proved reasonable on fare questions. For example, when it was pointed out to them that their fare structure on the Locust Valley Branch placed them at a severe competitive disadvantage with respect to the steamboat service, they listened to reason and lowered their rates to sensible levels.

The most forward-looking step taken by the Poppenhusens to advertise the Long Island R.R. was the preparation and publication of the road's first handbook in April 1877, a publication that was to be the forerunner of many later brochures down through the years. The handbill entitled *Long Island and Where to Go*, was 4½" x 7" in size and contained 262 pages. Every community served by the railroad was listed in alphabetical order, and complete information was given about hotels, accommodations, and recreation facilities. Numerous woodcuts and engravings of Long Island scenes and points of interest enhanced the text. The cost of printing was defrayed by advertising matter in the booklet, and distribution was free to all on application to the General Passenger Agent.

The freight business of the island received the same scrupulous attention as the passenger department, for the revenues were scarcely less vital to the road. President Havemeyer had erected

a two-story freight depot in Long Island City in November 1875; in August 1876 two barges were just completed to transport loaded freight cars across the East River, thus saving rehandling and ferrying charges. The barges picked up the cars at midnight and dropped them off in the vicinity of Rutgers Street at 1 A.M.

As a further stimulation to shipping, the Long Island R.R. reduced the freight on manure to all points within 20 miles of Long Island City to 20¢ per tub, and ashes to 25¢ per tub. Since manure was by far the freight item most heavily in demand, this reduction was welcomed by Long Island farmers. As of March 1, 1877, the railroad made further cuts; the price on vehicles generally which would go in box cars was reduced 25-50%; on livestock there was a reduction of 25% on one animal and more on two. Unboxed furniture was sent at one-third off the former rate. The special asparagus trains, first tried out in the 1875 season, were continued by the Poppenhusens at a rate of one cent per bunch, a rock-bottom tariff that pleased the Locust Valley and Glen Cove growers. The cauliflower business of the east end was stimulated by tying in with the new barge service. Cars were barged to Pier 43 East River, and cauliflower carted directly to Washington Market at a cost of 40¢ per barrel from point of shipment, all empties to be returned free, and the movements handled by waybills and receipts to prevent loss enroute.

Finally, in June 1877, freight business had increased so materially that the road decided to expend \$10,000 in leasing Pier 35½ on the East River, not far from James Slip ferry, and building thereon a covered iron building with a 120-foot frontage on South Street as a supplement to the overtaxed facilities at Pier 43. This accommodation could handle four times the business of the Pier 43 facility and was nearer the center of business. The new freight depot opened in June 1877.

One of the more interesting innovations at this period was the introduction of special newspaper trains. The Union News Company, in July 1876, began the practice of chartering a special train Sunday mornings to deliver the Sunday papers, leaving Hunter's Point at 5 A.M., and touching at Hempstead, Valley Stream, Rockaway, Babylon and Patchogue as well as intermediate stations. In June 1877, the Union News Company attempted a more expanded service. Every Sunday a special

train left Hunter's Point at 4:40 A.M. It consisted of the locomotive *Phoenix*, one passenger coach, and a smoking and baggage car filled to the ceiling with newspapers. The passenger coach was filled with newsboys who were dropped off in twos and threes at each of the stops. The first was Jamaica; then Mineola, where wagons left for Roslyn, Sea Cliff and Glen Cove; then West Deer Park, where other boys left for Islip, Bayshore, Babylon and Fire Island; then Lakeland, then Medford, where other boys dashed off for Patchogue. Next came Yaphank, where wagons departed for Brookhaven. At Manor, bundles of papers were transferred to the waiting Sag Harbor train for distribution in the Hamptons. Final stops were made at Riverhead, Jamesport, Mattituck, Southold and Greenport. By this time it was early morning, and groups of people met the train to buy the New York papers. The final contingent of boys crossed in sail and row boats to Shelter Island, where the big hotels quickly absorbed their newspaper stocks. The train started back from Greenport at 7 P.M. and reached Long Island City three hours and forty minutes later. On this first Sunday about 2500 papers were sold; a month later the number had increased to about 5000.

Few additions were made to the rolling stock during the Havemeyer and Poppenhusen regimes. Two new locomotives were added to the engine roster, the *St. Johnland* #50 and the *Lakeland* #51, both bought from the Schenectady Locomotive Works, and placed in service September 8, 1875. Since the separate railroads had been simply consolidated and not merged, no wholesale renumbering or repainting of equipment occurred, although trains began to appear for the first time made up of coaches from all three systems; the engines were fully intermingled and operated anywhere. President Havemeyer visited the Wilmington plant of the Jackson & Sharp Company in May 1875 and contracted for ten new passenger coaches for the main line. These were delivered by July 1, 1875.

The Long Island R.R., during the regimes of Presidents Havemeyer and Poppenhusen, suffered remarkably few accidents: 1875, November—Engine *Vanderpoel* breaks axle at Roslyn and derails.
1876, June 19—Engines *Horace Greeley* and *Peter Cooper* collide lightly at Mineola station, where latter's brake chain snaps.

December 2—Engine and three-car train derailed at Fresh Pond due to open switch. No injuries.

1877, May 31—Misplaced switch at College Point shunts train into standing freight cars, causing slight damage.

July 26—Manure train with too many cars to fit onto siding at Winfield finds itself unable to clear the main line track. Through train smashes three rear flats and caboose.

August 30—Engine *Bushwick* rolls down embankment outside Bushwick station after striking cow.

On one memorable occasion a head-on collision was narrowly averted. The timetable of the Southern road provided for a meet at Amityville at 6:29 P.M. On June 30, the westbound train arrived in time and the conductor was handed a dispatch stating that he would meet the eastbound train at Baldwins. He jumped to the conclusion that the dispatch had reference to the train that he should have met at Amityville at 6:29, instead of the train he regularly met at Baldwins and he immediately started westward. In the meantime the eastbound train arrived at Massapequa eight minutes late, but, as she had the right-of-way for fifteen minutes, she started from Massapequa at speed. At a point halfway between the two stations on the long straight single track, the engineers of the two trains caught sight of each other's belching smoke stacks. Both frantically whistled "down brakes" and managed, providentially, to stop within a few feet of each other. It would be some years yet before near accidents of this sort would become impossible.

Heavy weather imposed only one interruption to normal operation during this three-year period. A New Years Day snowstorm, in 1877, deposited 13 inches of snow on level ground, but drifts of up to six feet developed in the deep cuts along the railroad. The Central road stopped running for two days. On the west end of the Island trains ran one to three hours late, and the ferryboats consumed an hour crushing their way through the ice fields of the East River. On the east end the high winds drifted the track completely and an epic struggle began to open the beleaguered road. On Tuesday morning, the 2nd, when the snow finally stopped, the eastbound express did not attempt to leave Greenport, and its engine and the freight engine were coupled and proceeded to attack the deep banks between Green-

port and Southold, but unfortunately the plow got off the track and remained so until the next evening. On the same day the mail train from New York succeeded in pushing its way through to Riverhead with the help of two engines, one of which went back, while the other, along with a spare from the branch, started to plow eastward from Riverhead. The engines battled fiercely with the elements for possession of the track, but got stuck near Mattituck and had to return to Riverhead overnight to avoid freezing up. The wind on Tuesday, the 2nd, and Wednesday, the 3rd, blew freshly most of the time and drifted the light snow badly, packing it harder than when it first fell, and making more difficult the task of forcing a passage.

On Thursday, the 4th, a large gang of men and engines made a renewed assault on the packed snow in the cuts beyond Peconic, and after a determined struggle, the plow, thrust forward by the massive combined tractive effort of the engines *Lakeland*, *Greenport*, *Glendale*, *Phoenix*, *Deer Park*, and *Patchogue*, all coupled together. The engines triumphantly steamed into Greenport at 11 P.M. that night. This was a taste of Western railroading rarely experienced on Long Island!

In the area of personnel there were few changes on the Long Island R.R. in the 1875-77 period. When Poppenhusen took over the united roads, he inherited Mr. Webster G. Snyder, who had been superintendent of the Long Island R.R., and made him general manager of the consolidated roads. However, within two months he was replaced by Mr. Alfred G. Fiske, who was appointed in April to the superintendency of the united roads. His previous experience had been with the Pennsylvania R.R. In July the newspapers printed rumors that the Poppenhusens were dissatisfied with the performance of Mr. Fiske, and that overtures were being made to Mr. W. C. Douglas, ex-superintendent of the Southern R.R., but these rumors proved to be without substance. Mr. Fiske's most lasting mark on the road proved to be his imposition of a standard uniform on all employees of the united railroads, each of whom, up to this time, had observed the dress regulations of one of the three underlying roads. As of June 20, 1876, the conductors were to dress in blue, ornamented with gilt buttons; the baggage masters in blue coats and vest with gray pants; the brakemen in blue coats, gray pants and vest; the engineers and firemen in dark blue cover-

alls and shirt; the station agents in a gray coat, and the freight train conductors the same as the baggage masters. All depot and train employees had to wear caps with a yellow band an inch and a quarter wide, some with gilt buttons and some without, and all buttons had to bear the legend "L.I.R.R."

Conrad Poppenhusen, because of his manifold business interests and his frequent visits to Germany, felt himself unable to devote adequate attention to the duties of president of the Long Island R.R., and in December 1876, the board of directors deferred to his request to name a successor. The new incumbent proved to be David L. Ropes, vice-president of the rubber works owned by the Poppenhusens who had earlier made cutlery in Meriden, Connecticut, and who was then a resident of New Jersey. The real management of the railroad was entrusted to Herman L. Poppenhusen, son of Conrad, and another director of the road.

As the year 1877 wore on into the fall, the facade of seeming prosperity of the united Long Island railroads began to show signs of strain. For the first time there began to appear evidences of a policy of retrenchment in the management of the road. In July, conductors and engineers were notified that, as of August 1, anyone with a salary of \$100 or more monthly, would suffer a cut of 10%. While the reduction hardly met with much enthusiasm on the part of the employees, the more serious complaint was the delay of pay envelopes for anywhere from two weeks to a month at a time, in addition to the lack of any fixed pay day. At that time the engineers and conductors were receiving \$90 a month, the firemen \$45, and the brakemen \$40. At Long Island City, there were rumors of a strike, but a delegation met with the board of directors, and after a long consultation, the reduction was rescinded, even though no threat of a strike had been made. The fact was that the company was finding it increasingly difficult to raise cash for daily operation but this was not revealed to the men.

Further belt-tightening occurred in the non-operating departments. Many employees were discharged, an unusual move in mid-summer; salaries of many of the officials were cut, the cashier of the road receiving \$1000 less; even the ticket agents, who formerly earned \$70 a month, were now cut to \$45. In its extremity, the management, for the first time, even risked the

safety of the railroad by discharging half the track walkers and requiring the remainder to patrol double the former distance—ten miles instead of five. There were excellent reasons for this policy of retrenchment on the part of the Poppenhusen management, but the reasons were as yet hidden from the public.

The first misstep that the Poppenhusens had made was their assumption of the lease of the Central Railroad of Long Island in 1871. This lavishly built road traversed an almost empty stretch of country that gave it no support whatever; the sole towns of consequence on its road were Hempstead and Babylon, and these were already well served by the rival Long Island and Southern roads. Since the Central dead-ended on the west at the New Hyde Park road, Poppenhusen had even been put to the considerable expense of constructing a branch from Flushing across Queens County to link up with the Central track.

In 1874, Poppenhusen, in order to avoid the risk of the Southern R.R. falling into his rival Charlick's hands, bought the road, and thereby incurred immediate heavy expenses for rehabilitation of track and rolling stock. Although the resources of Conrad Poppenhusen were considerable, they could not indefinitely withstand the repeated demands for many thousands of dollars month after month. In March 1875, Poppenhusen had seen fit to declare a general wage reduction on the Central and Southern systems. In his alarm at the enormous drain on his personal fortune, Poppenhusen made repeated trips to Germany to interest German bankers in investing in his railroad system, but these efforts proved unavailing, and he was obliged to turn to his sons and his wealthy College Point neighbors for support. Conrad Poppenhusen's immense prestige and personal integrity, his absolute honesty and fair dealing, made his mere word an unquestioned form of security.

By the summer of 1877, Poppenhusen began to realize that his railroad empire could not be saved and that the day of reckoning had to come. In September 1877, he began the dissolution of his own system by filing judgments against the Southern R.R. for \$374,307 and against the North Side for \$410,000, representing money loaned to both these roads with accrued interest. This step forced a reorganization of the two roads.

In the court hearings it developed that Poppenhusen had spent all of his personal fortune in a proud effort to keep his

railroad empire intact, but the sad fact was that neither the Central nor the Southern had been able to earn their bare running expenses much less turn a profit. The original North Side road paid very well, but, once saddled with the Central operation, it had fallen \$150,000 to \$200,000 behind each year since 1873. The Southern R.R. similarly failed to earn expenses; in fact, the costs of dismantling the South 8th Street terminus in 1876, and the building of a substitute route to Long Island City, had forced an additional heavy outlay. Only the Long Island R.R. earned its expenses.

One of Poppenhusen's worst slips in running his roads was his failure, after the consolidation of 1876, to lop off duplicate trackage and stations, and to run only such trains as were justified by the traffic. In his inexperience and perhaps pride, he kept all the roads intact, and proceeded greatly to increase the service on each of the roads, even when such service competed with similar trains on another system. The excessive service was, of course, hailed in the press of the day and gave Poppenhusen a feeling that his customary open-handed benevolence was appreciated, but it put no money in his pocket. Hardly less damaging had been Poppenhusen's policy of reducing passenger and freight rates below the cost of service in December 1876 and March 1877.

The court put its finger at once on the underlying cause of the disaster: the leases of the Central, North Side, and Southern systems to the Long Island R.R. With no earnings coming in from its subsidiary roads, the financially solid Long Island R.R. could not meet the fixed charges payable to the bondholders of the subsidiary roads as specified in the leases, and as a result, the Long Island road was dragged down into bankruptcy. In October 1877, the court, on petition of the creditors, placed the Long Island R.R. in receivership. Inasmuch as Poppenhusen had signed over the mortgages of the different roads and much of his personal holdings to the great Philadelphia banking firm of Drexel, Morgan & Co., this house was named by the court as preferential creditor. On October 23, 1877, at the suggestion of Drexel, Morgan & Co. and with the approval of the court, Col. Thomas R. Sharp was appointed receiver of the Long Island R.R. and took possession October 26. A new chapter in the history of the road was about to unfold.

CHAPTER 10

The Re-Entry Into Brooklyn

THE pioneer railroad on Long Island and the nucleus of the Long Island R.R. was the modest enterprise chartered in April 1832 as the Brooklyn & Jamaica R.R. There was some uncertainty at first as to the route the fledgling railroad was to take through Brooklyn, but in September 1834, the city gave the company permission to occupy Atlantic Street, later Avenue. At that remote period, the edge of city settlement was at the corner of Flatbush and Atlantic Avenues and beyond lay fields and farms. The Long Island R.R. was chartered on April 24, 1834, to continue the pioneer railroad beyond Jamaica to the end of the island at Greenport. In order that the two companies' trains might run on the same track from Brooklyn to Jamaica, the Brooklyn and Jamaica R.R. leased the use of their rails as of December 1, 1836, to the Long Island R.R.

Over the years the Long Island R.R. rendered great service not only to the people living on Atlantic Avenue in the form of trade and traffic but to the City of Brooklyn generally. To eliminate the steep grade at Columbia Street, which was too much for the engines to climb, the Long Island R.R. and the city, in 1844, cooperated in the building of a tunnel five blocks long from Columbia Street to Boerum Street. From the very beginning there were growlers who objected to the use of steam on Atlantic Avenue, but the commercial benefits of the railroad terminal far outweighed any inconvenience.

Over the years, Atlantic Avenue was gradually extended eastward, and the railroad occupied a thirty-foot strip in the middle of the newly opened road all the way to the city line at about Stone Avenue, East New York. Beyond that point was the Town of New Lots, an area of farms containing one small settlement called East New York.

The first open opposition to the use of steam on Atlantic Avenue came in 1852 when certain owners of property south of the avenue succeeded in making an attack through the Common

Council. That body allowed itself to be swayed, at first, by their arguments, but public opinion at the last minute caused them to reconsider. The opponents of steam did not rest but worked unceasingly to gain adherents. Because of their propaganda, the advocates of steam sent a memorial to the Legislature in 1854, signed by Mayor George Hall, urging the advantages of steam over horses.

In 1855, on the occasion of an agreement between the Long Island R.R. and the city over the transfer of a certain strip of land on Atlantic Avenue, the opponents of steam again criticized the railroad for endangering carriage and omnibus traffic near the ferry, which had grown incredibly over twenty years. The railroad, to counteract this criticism, took the Common Council, leading citizens and public officials on a free excursion to Greenport and back. Many of these influential men were impressed with the role of the railroad and its importance to Brooklyn. All the produce of the island was carried to South Ferry rather than Connecticut as before; the railroad was credited with causing at least a 20% growth in the population and a similar increase in the taxable value of real estate. South Ferry itself was a benefit brought into being by the railroad; years of agitation had produced nothing for the Brooklynites, but the moment the railroad opened to Brooklyn in April 1836, the ferry promptly opened.

In 1859, the opponents of steam transferred their campaign to Albany and this time won a victory. By Chapter 484, Laws of 1859, steam was excluded from the City of Brooklyn, and the Brooklyn & Jamaica R.R. and the Long Island R.R. ordered to make preparations to carry out this mandate. The Long Island R.R., for its part, made a fateful decision, namely, to transfer its East River terminus permanently to Hunter's Point, the nucleus of what later became Long Island City. Surveys were made for a new route between Jamaica and Long Island City, and in 1860 land was acquired for a depot and terminal yards. At last, on Thursday, May 9, 1861, the new Hunter's Point terminal was opened.

On the same day all Long Island R.R. service to Brooklyn ceased and the Brooklyn & Jamaica R.R. regained its road. A wealthy Brooklyn business man, Electus B. Litchfield, observing the drift of affairs in Brooklyn, resolved to secure control of the

Brooklyn & Jamaica R.R. as an investment and on June 22, 1859, offered \$55 a share to the board of directors, an offer promptly accepted.

Electus B. Litchfield was one of the most enterprising railroad men of his day. He was born in Delhi, Onandaga County, in 1813, and was a son of Elisha Litchfield, member of Congress and Speaker of the session of 1845. He was educated in Cazenovia, and then moved to New York City in 1844, and opened a wholesale grocery business on Water Street, afterwards removing to Pearl Street. He came to Brooklyn in 1846, continued in the grocery business, and in 1851, served a term as alderman of the Sixth Ward (South Brooklyn). He then retired, and with his brother, Edwin C. Litchfield, plunged into railroad schemes. Besides buying into the Brooklyn & Jamaica R.R., he operated the Flushing R.R. company in Queens between February and December 1860.

Litchfield lost money constantly on the Brooklyn and Jamaica R.R. over the next decade and had to mortgage the road often to keep it going. The panic of 1857 had caused him severe losses, and he was ruined again for the second time by the panic of 1873. In the fall of 1868 he acquired all the land which now forms Valley Stream in Nassau County and laid it out in lots for development, and in April 1871, acquired control of the Hempstead and Valley Stream railroad. In 1870, he bought a magnificent estate in Babylon called "Blythebourne," but had to sell this property and his Valley Stream holdings to recoup his financial position.

In his later years he was president of the Kings County Central R.R., also director and builder of the Michigan Southern and Northern Indiana roads. He was also interested in the Terre Haute & Alton, the Lake Shore, and the Cleveland and Toledo railroads. He never lost interest in Brooklyn, and in 1885 obtained a charter to build an elevated road on Fifth Avenue. He failed to construct the road, but professed himself perfectly satisfied when the Brooklyn Union Elevated R.R. did so later. Among his last efforts was the purchase, with Philadelphia interests, of the Brooklyn, Bath and Coney Island line which he reorganized as the Brooklyn, Bath & West End. He died in Brooklyn on May 12, 1889, at his mansion at 188 Congress Street. His earlier magnificent home inside the present Prospect

Park grounds was taken over by the city as part of the park in March 1869, and still stands today as the Brooklyn headquarters of the Department of Parks.

Such, in outline, is the interesting career of the man at the head of the Brooklyn & Jamaica R.R. Litchfield decided for legal reasons to set up a subsidiary under the name of the "Brooklyn Central Rail Road Company," incorporated on August 31, 1859, and then merged the original company and the subsidiary into a new organization called the "Brooklyn Central and Jamaica Railroad" as of August 8, 1860.

After the Long Island R.R. removed its turntables at South Ferry, and its wood sheds and water tanks at Bedford, the Brooklyn Central road inherited the roadbed from South Ferry to Jamaica. In a detailed report of the directors to the stockholders for 1863, the company's property was listed as follows:

1. Double track from South Ferry to the City Line (Stone Avenue) and from thence to Van Sicken Avenue in East New York.
2. Single track from Van Sicken Avenue to Jamaica on a 50-foot roadbed.
3. Sixteen lots in Jamaica Village with brick engine house, turntable, etc.
4. Ten acres of woodland called "Morris Grove," a picnic grove.
5. Rolling Stock:

44	two-horse passenger cars (horse cars)
3	one-horse passenger cars (horse cars)
10	steam passenger cars (8-wheel)
3	steam excursion cars (8-wheel)
7	freight cars (house)
15	flat cars
2	new 20-ton locomotives
367	horses

One of the Brooklyn Central & Jamaica Company's first obligations was to close up the old tunnel between Columbia and Boerum Streets and restore the grade to what it was before. The tunnel was walled up at either end, and the grade restored in the fall of 1861. The tunnel still exists under Atlantic Avenue to this day, a subject for mystery and dark speculation; it has been broken into from time to time by the City authorities to investigate rumors that it was being used by counterfeiters,

illegal distillers, etc., but no practical use has been found for it in a century. Litchfield laid over the tunnel a lighter grooved rail, but from Boerum Street to East New York the heavier T-rail abandoned by the Long Island R.R. was left in place.

With steam forbidden inside the city limits, it became necessary to buy horses in considerable quantities to haul the heavy coaches from East New York to South Ferry at the foot of Atlantic Avenue. The line from East New York to Jamaica was beyond the jurisdiction of the City of Brooklyn, and being entirely rural, Litchfield bought two 4-4-0 steam engines, the *William B. Hunter*, the *Jacob Frost*, and a smaller tank engine, the *E. K. Scranton*, and several steam coaches for suburban use. The trip from Jamaica to Brooklyn was much slower than before, because $5\frac{1}{2}$ miles of the 11-mile journey had to be made with horses, averaging barely 6 M.P.H. Operation was expensive as well, for the hauling of the heavy steam coaches west of East New York required two horses. The company maintained a depot and stables at Atlantic and Flatbush Avenues, built in 1864, and stables in leased quarters at Bedford where 230 horses were kept.

The great improvements that were supposed to follow the abolition of steam on Atlantic Avenue failed to materialize, and within a very few years, the loudest opponents of steam operation began to have sober second thoughts. All the enterprise and business which used to animate the lower portion of Atlantic Street died out at once. At least three hotels near the terminus shut their doors when the traffic dried up, and the guests who were in the habit of doing considerable trade in the city disappeared. A large market at the corner of Atlantic and Columbia Streets built to absorb the farm produce brought in fresh daily by the trains withered away. Terrible and irreparable damage was done to the large commercial firms along Atlantic Avenue; many merchants ruefully admitted that millions of dollars of trade was driven away from Brooklyn, when the city was cut off from communication with the island. These firms used to sell goods all over the island but their customers now rode to Hunter's Point and bought in New York instead. A very few took the ferry to Brooklyn to renew old acquaintance, but were in a hurry always because of the need to get back to Hunter's Point on time. In order to survive, many of the firms had to

solicit their trade on Long Island through agents, adding to the expense of business. The ferry company, which before 1861 ran six extra boats every day, withdrew them all when the traffic dried up. The banks and insurance companies that formerly had their offices on Atlantic Avenue moved away, and but few first-class stores, and only such as supplied local wants, remained. Below Flatbush Avenue the street began to deteriorate. Tenement houses, lager beer saloons, and second-hand suppliers of all kinds sprang up.

The easterly end of Atlantic Avenue beyond Flatbush Avenue, which was to have been developed into a magnificent carriage boulevard with a double row of trees and stately mansions, also failed to improve. From East New York to Franklin Avenue the street in 1868 was described as a desolate waste with no buildings, but plenty of dust, because the Park Commission laid a bed of gravel over the stone pavement to make a drive, and this soon became ground to a choking dust. The hazards of trying to cross the T-rail, which jutted up three or four inches above the road, further discouraged carriage traffic, for the axles were frequently wrenched, or the carriage upset altogether.

The decline of Atlantic Avenue appears to have affected the railroad traffic, for the Brooklyn Central and Jamaica R.R. constantly lost money. Conditions on the road deteriorated month by month. At Jamaica the BC & J company and the Long Island R.R. had been using each others' cars respectively, checking baggage and ticketing passengers over both roads by an agreement existing since 1860; however, when the time came for renewal of the agreement, Charlick characteristically made objections and the interline arrangement was broken. Thereafter, Charlick arranged his schedules to suit himself, and the Brooklyn Central passengers could no longer depend on through passage.

By the fall of 1864, the operation of the Brooklyn Central trains had become undependable and uncomfortable. Too often, there were insufficient cars to accommodate the public, many being obliged to stand up on the dangerous platforms and passage ways for the whole distance. Too often, the trains failed to start at the advertised time. Worst of all, the company, in September, was no longer running through cars to South Ferry, but stopped the big cars at the Flatbush Avenue depot, and compelled the passengers to finish the journey by horse car, with no

provision made to carry baggage. For this inconvenience, the company presumed to raise the fares from the former 25¢ for a through ride, to 30¢ for a ride to Flatbush Avenue only, and an additional 5¢ on the horse cars to South Ferry. The people of Jamaica were particularly incensed at conditions on the road, and the local editor fulminated:

“The irregularity of the trains on this road has been the subject of complaint for a long time, and nobody who pretends to manage the concern seems to care. There must be a reform in the management of this road and that very soon, or the public will give such an uncertain and inconvenient mode of conveyance a wide berth and let it alone.”

By the beginning of 1865 things had not improved:

“We sometimes wonder whether the road has an efficient head, or whether it has a head at all. It seems to be managed with the least possible regard for the convenience of travelers, sometimes starting from the South Ferry, sometimes from Flatbush Avenue, and sometimes from East New York. It starts from Jamaica sometimes on time, but often from ten to twenty minutes late, and conductors are indifferent to the most urgent calls to proceed. If there is not a thorough change in the management of this road soon, there will be a general departure of all business men from it.”

In February 1865, the Brooklyn Central was so deeply in debt that the Jamaica Village tax collector levied on one of the cars to satisfy a \$300 default, and the company somehow managed to raise the money. On February 18, the sheriff again levied on the locomotive, cars and machinery in Jamaica on an execution for about \$10,000. On August 7, 1865, the road was sold at auction under a sheriff's execution to satisfy a judgment for \$107,000. Litchfield bought in the road, rolling stock and real estate for \$106,000, subject to a mortgage of \$300,000. The property had been mortgaged in 1855, 1861 and 1862, but this sale at least preserved the company's assets and kept it running.

It seems probable that the chief cause of the company's bad financial condition was the horse car operation west of East New York. The company was getting only 5¢ per adult passenger and 3¢ per child for the long 5½-mile haul from South Ferry to East New York. The heavy steam cars required a two-horse team to haul, and this forced the company to maintain a large

stable; in 1864, over one-third of the company's income went to buy hay, grain and feed.

Service improved slightly on the Brooklyn Central in 1866. As of February, the large steam cars again started from South Ferry instead of from East New York, and consequently avoided the long, tiring ride in horse cars to the ferry. On June 30, 1866, the 7 A.M. coach from Jamaica, while descending the steep grade from Columbia Street to the ferry, lost its brakes, and plummeted down the hill unchecked. In front of the car at the bottom stood one of the Fifth Avenue horse cars, and although the driver of the latter made every effort to get out of the way, he was too slow. The heavy steam coach struck the horse car and crushed its rear platform and end. The horse car, jarred into motion, dragged brokenly across the pavement, and so slowed the steam coach to a standstill. Incredibly, no one was killed.

In November the Brooklyn Central management again decided to cut back the operation of through steam coaches to South Ferry and to terminate them at East New York. Even though this was a major inconvenience to passengers, the saving in money was considerable. This action brought to a permanent end the operation of steam railroad equipment to South Ferry after thirty years; henceforth, South Ferry became just one of many horse car terminals in Brooklyn.

On January 18, 1867, Litchfield, having been unable to make a solvent operation of his road himself, found two persons willing to lease it. Oliver Charlick, president of the Long Island R.R., agreed to accept a lease of the steam section of the line from Jamaica to Classon Avenue, and took control as of February 1, 1867. It is not clear why Classon Avenue should have been chosen as the western boundary of the lease, since this was well inside the City of Brooklyn, and hence closed to steam operation. Charlick began operation of the line under the name "Brooklyn Central Branch" and maintained the former stations at Van Wyck Avenue, Lefferts Avenue, Clarenceville (111th Street), Woodhaven (87th Street), Union Course (Rockaway Boulevard), Cypress Avenue (Crescent Street), and East New York (northwest corner of Vermont Avenue). To service the new line, Charlick bought land on the south side of Atlantic Avenue between Hendrix and Schenck Avenues for a depot, car house and turntable. The eventual building erected was 200 feet in

length by fifty feet in width. It is uncertain just how long the Long Island R.R. continued to use this building, but in September 1881, the heavy gravel roof proved too much for the old timbers and it collapsed completely, crushing many stored horse cars and snow plows.

The western end of the Brooklyn Central and Jamaica road between Classon Avenue and South Ferry was leased for 40 years to William Richardson, formerly president of the Dry Dock, East Broadway & Battery R.R. in New York, and a street car manager of great success and long experience. When one of the original mortgages underlying the Brooklyn & Jamaica R.R. was foreclosed in 1872, Richardson got his chance to secure ownership of the whole road including the Long Island R.R. lease, and on May 1, 1872, he reorganized the road as the Atlantic Avenue R.R. Company. By allowing Richardson to acquire the property, Oliver Charlick lost a valuable opportunity to acquire ownership of the whole road to South Ferry, and it became necessary later for the Long Island R.R. to re-enter Brooklyn by lease rather than by right. To this day the Atlantic Branch is the sole part of the Long Island R.R. which is not owned outright by the company, but operated only under long-term lease.

The long decline of Atlantic Avenue consequent upon the expulsion of the Long Island R.R. had the effect of creating a favorable climate of opinion in many quarters towards steam. As early as 1862, proposals began to be heard to substitute dummy operation for horse cars. In January 1863, Senator Smith of Brooklyn introduced a bill at Albany to authorize the Brooklyn Central and Jamaica to haul its large cars from Bedford to the city line at Stone Avenue by steam power in the shape of a dummy engine. Several business men, meanwhile, wrote to the president of the Hudson River R.R. about that road's dummy engine experience, and received a reply stating that such engines were ideal for utility and safety. The railroad, to insure favorable passage of the steam bill at Albany, gathered affidavits from property owners along the line of the Hudson River R.R. certifying that the operation of the dummy past their doors was unobjectionable and safe. As a further inducement to the property owners and the commercial community to allow the return of steam, the Brooklyn Central early in the

same month of January, opened a freight depot to build up the wholesale and retail sale of produce, and to revive the former through freight traffic. The Long Island R.R. contributed a portion of its depot land at Bedford, and the Central company provided the building.

The opponents of steam ridiculed the freight depot of the Central road as simply bait to deceive the unwary into thinking they were getting a great new general market. A delegation visiting the new market called it a "large hay barn" easily blown down by a good gale; also that the use of steam for two additional miles into Bedford could not reduce the cost of freight enough to benefit the sender. The legislators at Albany, assaulted by both sides, sent a committee to visit the Jersey City & Bergen R.R., where they rode a car over that line to study the operation. The cars were stopped several times during the two-mile ride to show the absolute control of the engineer. Then the committee passed over the Brooklyn Central road from South Ferry to Jamaica to learn from personal observation whether the public interest would be promoted by the use of steam.

In April the dummy bill passed the Assembly by a vote of 66 to 37, but Governor Seymour vetoed the bill on the ground that it failed to provide for the appointment of a commission to determine damages. The *Brooklyn Eagle* approved the governor's action but the citizens of Jamaica reacted by circulating a petition requesting Governor Seymour to reconsider his veto. In 1864, another bill was introduced at Albany designed to correct the faults of the first one in regard to paying damages, and also to extend the area of dummy operation down to Flatbush & Atlantic Avenues instead of Bedford. However, the bill this time ran into the active opposition of President Charlick of the Long Island R.R., whose influence with the Legislature and the governor served to defeat the measure.

Five years later, in May 1868, steam did return in a modest way to Atlantic Avenue. On May 18 William Richardson appeared before the Common Council of Brooklyn and requested their approval for the experimental operation of a newly-invented steam car of Mr. Woodbury, which was then being experimentally run in Boston. It was claimed that it emitted neither smoke, sparks nor steam, and made no more noise than an ordinary street car. The council and the mayor gave their permission.

Mr. Woodbury asked for and received \$600 to transport the dummy from Boston and to run it for three months on Atlantic Avenue between East New York and Flatbush Avenue. Mr. Richardson expressed his willingness to contribute free the fuel, the oil, and conductor's wages, and the expenses of relaying certain tracks and adding more switches so that the steam car could pass the slower horse cars.

The steam car ran on its own wheels from Boston to Harlem via the New Haven R.R. at 30 M.P.H. and was then transhipped to Hamilton Ferry in Brooklyn, arriving on July 18, 1868. The car had been built at the Atlantic Works in Boston and cost \$6000. It was double trucked with four wheels each, and ran in one direction only. It had seats for 40 passengers and was eight feet wide. It burned hard coal and would run 100 miles a day at a cost for fuel, oil, conductor and engineer of \$8.00. On July 19, it started on its first trip from the car house and stables at Atlantic & Flatbush Avenues, and ran rapidly and without a hitch to East New York.

To everyone's surprise Oliver Charlick on July 24 notified Mr. Richardson to suspend the running of the Woodbury steam motor. Since a large proportion of the track used by the dummy belonged to the Long Island R.R., Mr. Richardson had no choice but to obey. The prohibition caused an outcry against Charlick in the press which attacked him for his intolerance. It is difficult to see what Charlick's motives were in this halt of the experiment. He himself was using steam to East New York, and a faster steam service to the ferry must inevitably have increased the Long Island's business. Steam operation in Brooklyn must have been a sensitive point for Charlick and the directors of the Long Island R.R., and it must be supposed that they were determined that no one else should enjoy a privilege denied to them, the removal of which had been painfully recent and the occasion of great expense. There was a legal reason, possibly, as well, behind Charlick's move. When steam was taken off Atlantic Avenue in 1861, the railroad had been financially compensated, the money being levied by assessment. If the Long Island R.R. should now acquiesce to the return of steam, the property owners so levied upon might sue for recovery, since disuse of steam was the very condition upon which the assessment was levied and collected.

Rather than remove the steam car from East New York where it had been so successful, the owner concluded an agreement with Philip Reid, owner of the Brooklyn & Rockaway Beach R.R. (popularly called the Canarsie Road) to run the steam car on that line. All during August and September 1868, the Woodbury car plied back and forth between East New York and Canarsie at an average speed of 12 M.P.H., demonstrating that, though it might not be perfect, yet it could give dependable service.

An attempt was again made in the Legislature in March 1869 to empower the Brooklyn and Jamaica R.R. to use steam between Flatbush Avenue and East New York, but it failed once again because of the bitter opposition of the property owners. In May 1874, another attempt was made to circumvent the objections of the property owners to steam. This time three locomotives operated by compressed steam were placed on the tracks. The plan of their operation was to charge the boiler with steam at either end of the route at any pressure required, and the engineer then carefully doled out his stored steam until he arrived at the end of the track. The three locomotives were unloaded at the foot of Atlantic Avenue on May 19th, and dragged by horses to East New York. Even though the engines were even more innocuous than the Woodbury steam dummy, certain property owners on the street were excited to opposition.

Because of the necessity of adapting the track to the flanges of these new cars, considerable delay ensued. By the end of July 1874, Atlantic Avenue was largely rerailed for the dummy. As a precaution the dummies were tried out on the Canarsie road, where one was wrecked. The new engines were the invention of Dr. Emile Lamm of New Orleans. They were made at the Grant Locomotive Works in Paterson and weighed $4\frac{1}{2}$ tons and cost \$3500 each. The dimensions were 12 feet long, 6 feet wide, and 8 feet high. The steam cylinders in the car were 7 inches in diameter and had a twelve-inch stroke. At the depot a charge of 200 lbs. of steam was run into the steam chest, the amount of a full charge; the engine continued to run until the steam got down to as low as 25 lbs. The exterior of the engine closely resembled a dummy; the sides and ends were paneled with ash and black walnut, and a curtain of the same material served to hide the motion of the wheels from view.

All of these dummy experiments simply proved the obvious—that street car operation with steam power was a practical means of locomotion infinitely superior to horse power and that prejudice and politics were the sole obstacles standing in the way of immediate adoption. Some of the opposition to steam evaporated with the death of Oliver Charlick in April 1875. The tentative gestures of the municipal authorities towards permitting the experimental resumption of steam operation into Brooklyn was indicative of the gradual change of heart in high places, and gave promise that full resumption would not be long in the offing. After all, there would have been no point in encouraging such experimentation without the implicit understanding that there was a good possibility of revoking the old ban.

In March 1876, the Common Council granted permission to use steam motors on Atlantic Avenue east of Flatbush Avenue to the city line, and a bill to the same effect was introduced into the Legislature. The Board of Aldermen added their support and the mayor signed it. At Albany, the assembly committee on railroads reported adversely, but by a 5-4 vote. The attitude of the State Senators was uncertain. To the great pleasure of the steam advocates, Governor Tilden, on April 28, 1876, signed the bill authorizing the use of steam on Atlantic Avenue. The act gave the Common Council full power of regulation, so that the street remained under municipal control. It was hoped that this would settle the question, for the constant controversy discouraged real estate activity on the avenue and destroyed any market for commercial properties. However, an amendment to the bill reserved the right of the Legislature to revoke, whenever it pleased, the privilege granted. With this understanding, no company seemed willing to expend any money in a steam operation.

Over the summer of 1876, the Long Island R.R.'s chief counsel, Mr. Hinsdale, conferred with President Poppenhusen as to the possibilities of a re-entry into Brooklyn, and as to terms with the Atlantic Avenue R.R. Co. of Mr. Richardson. Representatives of the two companies conferred for six months all during the winter months and at last on March 26, 1877, reached an agreement. The agreement provided that the Atlantic Avenue R.R. Co. should receive a percentage of the Long Island R.R.'s earnings; that the Atlantic Avenue R.R. should lease the road

from Fort Greene Place to Jamaica for a term of 99 years dating from June 1, 1877; that the Atlantic Avenue R.R. Co. should vacate its stables at the corner of Atlantic and Flatbush Avenues and turn over the property to the Long Island R.R. for a terminal depot; that the Long Island R.R. would run at least 30 trains daily each way for local traffic during the summer and at least 26 during the winter; that the fare on such trains should be 5¢ to the city line and at no greater fare for points beyond the city line than the Long Island charged for a comparable distance on its own lines; that the new line be opened and in operation by July 1, 1877. Both companies applied to the Common Council to implement this agreement, which body at once granted the petition.

The Long Island R.R. was fully prepared to lay a double track the whole distance immediately, and had gathered 1500 tons of 60-lb. steel rail. It was said that new engines and cars had been built and others on order. To protect the route, a fence would be erected on both sides of the rails and openings made at every street intersecting Atlantic Avenue protected with gates. The important streets would, in addition, have flagmen. All the land in the triangle formed by Atlantic and Flatbush Avenues and Fort Greene Place had already been acquired, except the site of the 13th Regiment Armory facing Flatbush Avenue. The project moved forward with extraordinary rapidity. By March 30, large numbers of laborers had been engaged and materials assembled. On the evening of the 29th, the first shipment of the new steel rails was made at the manufactory in Albany. On the 30th, a large gang of laborers from the Atlantic Avenue R.R. were at work tearing up the cobblestone pavement between the tracks near the city line and carting them to dumps on vacant lots.

In an interview with the press Mr. Hinsdale promised to run frequent, cheap excursions to Rockaway and to maintain a true rapid transit on Atlantic Avenue. Trains would stop not at every street but at stations only, and the fence would permit speedy movement without carriage interference.

On April 2, 1877, physical work was begun by the Long Island R.R. Because of the non-arrival of the rails, only about 40 laborers were put to work near Alabama Avenue plowing up the roadway. All the rails were the product of the Pennsylvania

Steel Co. and had arrived in Jersey City that morning. All the ties, of oak and chestnut, were secured on Long Island and in the state; it was estimated that 15,000 were needed.

On Thursday, April 12, to the horror and dismay of the Long Island R.R., several property owners started an anti-steam meeting where speeches were made against the railroad project, and a war chest of \$1200 was collected. It was voted to apply for an injunction to prevent the laying of the rails. The plans of the anti-steam group were kept secret but somehow word reached the railroad people on Saturday, the 14th. A conference of the officers of the company was held immediately, and prompt and decisive measures resolved upon. It was decided that the section where there was opposition—between Flatbush and Classon Avenues—be constructed before any court could step in. Messengers were sent out ordering all construction men to report to Atlantic Avenue immediately. Mr. Godeffroy, the contractor, rushed to take command. All the laborers who could be reached—about 150—went to the depot on Atlantic Avenue where they were hidden in the stables until nightfall. Another gang of 50 men were hidden near Franklin Avenue.

At 11:30 P.M. a line of horse cars was run out of the Flatbush Avenue stables and immediately filled with workmen and their tools; the procession moved to Classon Avenue and alighted. Then came the surprise of the evening: cases of calcium lights (acetylene). These were set in position and the street was illuminated for nearly half a mile. Great flat cars, drawn by ten horses, dragged great heaps of steel rails and chestnut ties. The laborers tore up the pavement on the north side of the railroad track and soon the first rail was laid. The men worked with almost superhuman energy and continued tearing up the pavement and laying rails until 9 A.M. Sunday, when they were withdrawn in a state of complete exhaustion. A half-mile of track had been laid.

In the meantime, however, agents of the railroad had been scouring the Italian quarters of New York and Brooklyn, and by 9 A.M. Sunday, over 300 men had been recruited. They went to work immediately and finished by 11 P.M. The section of the road was completed at that hour from Classon Avenue to the Flatbush Avenue depot, a distance of one mile. The crossings had all been filled in, so that there was no difficulty in

getting over the track. The marathon work was witnessed by thousands of spectators who vigorously discussed the pros and cons of the project. The calcium lights, especially, drew crowds of spectators at windows, doorways and along the sidewalks. Even the horses of the railroad were exhausted by the hard work, and the project was only completed with the help of Richardson's stock of horses. On Monday morning the work was renewed above Classon Avenue. Three-quarters of a mile was already in place near Rockaway Avenue and much of the pavement already torn up near East New York.

On Tuesday, April 16th, the furious anti-steam faction applied for an injunction, but had to be satisfied with a show-cause order returnable on April 23rd. By the 19th, 150 laborers were extending the northerly track east of Classon Avenue; they were divided into two gangs and were working towards each other from the extremities of the line. Thus far, $2\frac{1}{2}$ miles had been constructed, leaving only $1\frac{1}{2}$ yet to build. No work was to be done on the southerly side of Atlantic Avenue until the northern side was finished. The anti-steam faction continued their efforts to raise money by subscription for a showdown in the courts.

On April 22nd, to the surprise of the Long Island R.R. and the people of Brooklyn, Judge Alstyne, county judge of Albany County, without any hearing and sitting 150 miles away, granted an injunction against the further progress of the work on application of the State Attorney General. The following day, April 23rd, at a meeting of the Brooklyn Corporation Counsel, the Long Island R.R., and the anti-steam people in New York, the Attorney General was persuaded to modify the injunction so as to allow the work of construction to continue until the matter was decided by the courts. It was argued that since the matter was already before the courts, the Attorney General had no right to tie matters up by a preliminary injunction. Meanwhile, work went on, about 150 men laying the track near Brooklyn Avenue. Nearly all the northerly track had been laid by now. East of Classon Avenue the eastbound track in use by the horse cars had just been torn up and the horse cars were running on a single track with turnouts. Thirteen carloads of material arrived at East New York the same morning.

When the show-cause order came up on April 28th, both

sides argued at great length their respective positions. The anti-steam people questioned the fairness of at least two of the Brooklyn Justices, and that was why they had moved their case to Albany. Needless to say, this explanation did not find favor with the Justice hearing the case and decision was reserved.

Two more weeks passed quietly, and then, because a man was killed on the track, another injunction was issued restraining the laying of rails between Vanderbilt and Washington Avenues. Despite this limitation the usual number of workmen were busy all day in the unaffected areas. In May 1877, the leader of the anti-steam faction again applied for a temporary injunction. At the hearing, both sides argued their cases learnedly, and on May 14th, the Justice denied the motion for a permanent injunction, citing the various acts permitting such use. On the 15th a hearing was held in the United States Circuit Court for a permanent injunction in the matter of laying rails between Vanderbilt and Washington Avenues, and after hearing the argument of both sides, the Justice reserved decision. Four more days of wearisome reiteration of the same argument resulted in the vacating of the temporary injunction altogether. Undaunted by these defeats in the courts, the anti-steam faction brought up the case of a third defendant, who alleged injury to his property on Atlantic Avenue by the resumption of steam. Again, all the long familiar arguments were rehearsed in the courts, and again the courts reserved decision.

While these legal proceedings were going on in the courts, construction moved on apace. By June 1st, almost the whole northerly track of the new road bed had been laid, and the southerly track laid from East New York to Classon Avenue and a construction train was running on it consisting of an engine and eight flat cars as far as Washington Avenue, where it discharged its cargo of rails and ties. In East New York pavements were still all torn up, but the rails and ties were all on hand, and it was expected to complete the northern track in a few days. The iron railings for the new fence had been delivered at Hunter's Point and were lying on the dock there, ready to be placed in position as soon as the tracks were all laid. The demolition of the old Brooklyn & Jamaica car stables at Flatbush and Atlantic Avenues had already been commenced, and as soon as the neighboring dwelling houses were removed, the company

was prepared to proceed at once with the construction of a brick depot.

By the last week of June the double track had been laid from Fort Greene Place to East New York with the necessary switches and sidings, and a second track had also been laid between East New York and Schenck Avenue. All the new rails installed were of steel and weighed 64 lbs. to the yard and joined with fish plates. Three new turntables were installed, one at Flatbush Avenue, one at East New York, and one at Jamaica, each of them 52 feet in diameter.

The building at the Flatbush Avenue depot, formerly used as a stable, was converted into a temporary depot for the ticket and baggage offices and waiting rooms. In the rear, alongside a large platform, was the turntable. On June 26, 1877, the first test train was run over the whole road, carefully watched by the trackmaster and other road officials.

On Thursday, June 28th, the company dispatched from the depot at Long Island City, a monster train of 40 cars in three sections which filled the new depot. These were to convey the crowds of passengers expected to witness the ceremony of the laying of the cornerstone of the Cathedral of the Incarnation at Garden City. On the morning of the great day, large crowds began to gather in the vicinity of Fort Greene Place. Hundreds had gathered in their desire to attend the cathedral ceremony at Garden City, but hundreds more appeared to have gathered to witness the first trip over the new route. From many buildings between Flatbush Avenue and East New York, flags were displayed in great profusion. At 8:30, a distant rumble and a sharp whistle indicated the approach of the first train which came into sight over the hill at Classon Avenue, consisting of 12 cars drawn by the engine *Lakeland*. The brasswork glittered like burnished gold and the engineer received noisy cheers and salutes at almost every street corner. Arriving at the depot, the train came to a halt in the midst of the vast throng which cheered it to the echo.

In the next fifteen minutes, more trains arrived, drawn, respectively, by the engines *St. Johnland* and *Deer Park*. All the engines were decorated with bunting. The railroad depot at Flatbush Avenue, the adjoining buildings of the company and a number of stores in the vicinity, were all covered with gaily colored bunting. The throng of people between Flatbush and

Washington Avenues discussed the steam question, and in the emotional atmosphere of the moment, many announced their conversion to steam and progress.

Large numbers of Episcopal clergymen, well-known citizens and a number of city officials purchased tickets and crowded into the coaches. Shortly after 9 A.M. the *Lakeland* with its 12 cars loaded with 1400 people, steamed out of the depot, but the steep grade was too much for the locomotive. The engineer opened the throttle wide and huge clouds of black smoke belched from the stack, but, though the engine tugged and strained, it could not budge the cars. After a delay of five minutes the *St. Johnland* was coupled onto the rear, both engines starting simultaneously, and the train moved off. Once past the curves the *Lakeland* made good speed and rolled out of sight.

At 9:15, the *St. Johnland* rolled out with her train, and at 9:30, the *Deer Park* departed. Every car was crowded to capacity, even the platforms and roofs being filled with people. Cheer after cheer went up from the crowds as the cars moved up the avenue. As far as East New York, the trains ran slowly and kept up a constant whistling and ringing of bells for the protection of pedestrians and vehicles. As soon as East New York was passed, the speed was increased.

On Saturday, June 30th, a special train left Flatbush Avenue with the members of the Common Council and the heads of city departments for an excursion to Shelter Island. On July 2, the regular trains began running. The first train came in from Jamaica at 5 A.M., crowded with passengers; the first eastward bound train left at 7:17 for Jamaica. Pending the completion of the fence, the only stopping point at first was at Bedford station near Franklin Avenue. When the cars and small engines were delivered for the local service, then the Rapid Transit timetable was scheduled to go into effect. Thus after a 16-year lapse the Long Island Rail Road again served Brooklyn, the city of its birth.

CHAPTER 11

The Long Island Rail Road in Receivership

THE new manager of the railroad was a man of most unusual background. Before the Civil War, Colonel Thomas R. Sharp had served for many years as superintendent of the Charlotte & South Carolina R.R., a five-foot gauge road between Charlotte, North Carolina and Columbia, South Carolina. When the war broke out, in 1861, Sharp's energy and resourcefulness quickly attracted public attention. Generals Stonewall Jackson and Turner Ashby, aware of the acute locomotive shortage in the Confederacy, made forays on the Baltimore & Ohio R.R. near the Potomac River, and in a well-timed raid on the Martinsburg Shops, captured five engines and \$40,000 worth of machine tools. The problem immediately arose as to how to get these engines onto Confederate rails. Col. Sharp, recently appointed special railroad agent to the Confederate government, rose to the emergency. He commanded multiple teams of horses and laboriously dragged the engines from the railhead at Winchester down the Shenandoah Pike to Strasburg on the line of the Manassas Gap road (September 1861).

A few months later in 1862, Sharp was in charge of the general locomotive shops for the restoration of war-damaged motive power at Raleigh, North Carolina. In 1863, Sharp, then a Captain, stayed on at Raleigh as adviser, associate and Liaison officer to Colonel and Assistant Adjutant General William Morrill Wadley, railroad superintendent of the Confederate government. Sharp drops out of sight in the last chaotic years of the war when Grant, and especially Sherman, ravaged the southern railroad system. After the war, Sharp, although a "rebel," succeeded in securing himself a supervisory post on the Baltimore & Ohio R.R., an ironical turn of events, considering that Sharp

had assisted in the looting of that very road four years before. However, Drexel, Morgan & Co., owners of the Baltimore & Ohio, were aware of Sharp's war-time status as number two man in the Confederate railroad service, and of his broad grasp of railroad affairs on every level, and did not permit political feelings to interfere with their business interests. Sharp again came into prominence on the occasion of the great railroad strikes of 1877. He was the Master of Transportation on the Baltimore & Ohio, and was present at the first bloodshed at Martinsburg, West Virginia on the morning of July 17, 1877. Sharp tried to force the running of freight trains in the face of angry mobs, but even his austere manner and reputation as a stern taskmaster, failed to induce crews to defy the striking mobs. Sharp also clashed with some of the Guard and Militia commanders, sent to protect company property, and this friction at high levels made life difficult for the embattled Baltimore & Ohio. When the general strike petered out in August 1877 and peace slowly returned to the Maryland and West Virginia countryside, Colonel Sharp, as chief trouble-shooter for Drexel, Morgan & Co., was assigned to the latest crisis point, Long Island.

Sharp took over as president of the Long Island R.R. on October 5th and issued his first general order as of October 26th:

"Having this day been appointed by the Supreme Court Receiver of the property of the Long Island Rail Road, all officers, agents and employees are directed to hold the said property in their possession subject to my order. Mr. William H. Seymour, having this day been appointed cashier, all money and revenue of said company must be promptly remitted to him at the general office of the company, Long Island City."

Sharp walked into a difficult situation immediately. The Long Island Rail Road was currently in arrears to all its employees for 2½ months wages. On October 20th, the locomotive engineers held a meeting in the round house and appointed a committee to wait upon President Sharp, and ask that their wages be paid Monday, the 22nd. The committee did so, and reported back that Mr. Sharp received them kindly, and, after listening to their grievances, reminded them that he was not as yet abso-

lute master of the situation, and could make no binding promise. The committee stated that if they were not paid by noon Monday, they would abandon their locomotives. Sharp promised to do all he could and counseled them against any injudicious action. Sharp made an auspicious start by making a good impression on the men and by convincing them of his fairness.

Fortunately for everyone, Sharp was able to meet the Monday deadline and to pay off all the men. At the same time, however, he issued a statement to the press outlining a policy of sweeping retrenchment. Twenty trains were to be taken off for the winter season, 20 engines laid up, and 150 men paid off and discharged. More surprising still, Sharp announced that he was abandoning service on the Central road between Garden City and Babylon, and the Southern track between Jamaica and Springfield.

In the fall days of 1877, Sharp was busy familiarizing himself with the physical plant of the Long Island R.R. while the courts were at work untangling the complicated financial structure of the road. On November 1, Sharp, in an effort to ingratiate himself with the riding public and to create a climate of good will towards himself and the new administration, issued a circular requesting patrons, agents and conductors to report in writing any objections or suggestions that they might have toward the present service. This touch of humility and evident disposition to please created a very favorable impression. Meanwhile, Sharp's bond for \$100,000, as Receiver, was approved by the Supreme Court.

The total liabilities of the road, including bonded and floating debt, loans and judgments, came to \$14,190,000. The bondholders signified their willingness to wait for a future reorganization rather than lose their assets at a forced sale; the current income of the road, on the rise every year, would cover the most immediate pressing claims. On November 30th, a meeting of a majority of the creditors of Conrad Poppenhusen, former owner of the Long Island R.R., met in Brooklyn. The combined liabilities of the road were placed at \$8,000,000, and the assets valued at \$7,000,000 (real estate & securities). In the last days of 1877, Colonel Sharp made tours of the Long Island R.R. with a number of other officials, to get a first-hand look at the physical condition of the roadbed and rolling stock.

Within a month's time, Sharp's position as president and re-

ceiver, was challenged by a small group of the creditors, who brought suit in the courts, claiming that Sharp had been appointed by collusion with Drexel, Morgan & Co., and that he was running the road in their interest, and to the prejudice of the outside creditors. After an extended hearing, the appointment of Colonel Sharp was vindicated and no further attempts were made to unseat him.

With the approach of the spring season of 1878, Colonel Sharp felt sufficiently familiar with the Long Island R.R., and secure enough in his position to assume active management and control of affairs. The changes that Sharp effected over the next three years were all the result of careful calculation and were introduced gradually to avoid dislocation of the road's day-to-day operations. So sound were his changes and innovations that many of them survive today as current practice in routing and procedure. Sharp, in many respects, completed the modernization of the road begun by the Poppenhusens, and gave the Long Island R.R. its final form as we know it today.

The first important track and routing change made by Sharp was the connecting of the main line with the Central main line at Hinsdale (Floral Park) in May 1878. A connection between the two systems had been installed at the Garden City wye in 1876, but Sharp saw that the Floral Park connection would enable trains to run from Flatbush Avenue and Hunter's Point direct to Hempstead, without going through Mineola. The new connection was not, as is often supposed, a simple connecting switch linking two straightaway tracks. The Central road crossed the Long Island main line on a single track bridge with stone abutments on each side. The approach to this bridge from the south was a long, gradually rising embankment which had been installed to give the Central road a smooth profile with very gradual changes of grade to permit speedy running. When the connection was installed in 1878, the new connecting track branched off from the Long Island R.R. at grade about one-quarter mile west of the Central crossing, and did not join the Central track until near Stewart Manor station. The connection thus involved approximately a mile of new construction. Beginning the week of April 29, 1878, a surveying party laid out the long gradual curve and drove stakes for the guidance of the track gang. In the next three weeks the rails and ties were laid,

and on Sunday night, May 26th, when all was quiet on the road, the switches at Floral Park and Stewart Manor were spiked into the line. It is interesting to note that as late as the mid 1920's, the original embankment and roadbed of the Central R.R. was still clearly visible north of, and parallel to, the present right of way.

Why such a roundabout connection with the Stewart Line, when a simple connection at Floral Park would have sufficed? The probable explanation lies in the fact that the Poppenhusen-built track, subject to the mortgages then being foreclosed extended from Central Junction, Flushing, up to the New Hyde Park Road at Stewart Manor station. If Sharp connected permanently with this mortgaged track, ownership might pass to some other person or group, and Sharp would be forced to either buy at an extravagant figure or pay rent. He therefore chose to run a mile-long parallel track out to New Hyde Park Road, where he could connect directly with the Stewart owned track, and thus disentangle himself from any connection with the Poppenhusen interests.

Beginning with the new timetable of May 27, 1878, all Hempstead service was routed through Garden City and the Floral Park connection to Long Island City and Flatbush exactly as it is today, and the roundabout routing via Mineola was abandoned. At the same time, Sharp arranged for the installation of another connection in the Garden City wye, this time in the northwest quadrant. This important new addition gave further mobility to the operating department and permitted greater flexibility of routing; for example, trains coming from the Locust Valley Branch and from the eastern end of the island, could be routed through Garden City and the Floral Park connection to New York and Brooklyn. The advantage, as the railroad expressed it, was that "this change avoids the deep cuts on the old Long Island R.R. and takes the traveller through a better section of the country, giving them also a chance to see Garden City and its famous cathedral."

No amount of inter-connection, however extensive, could make up for the major handicap under which the Long Island R.R. labored: single track operation. The Poppenhusens had greatly improved the road by double-tracking from Hunter's Point through Jamaica, Rockaway Junction, Springfield, Valley

Stream to Rockaway. While this improvement covered those parts of the main line and branches with the heaviest traffic, the single track on the Brooklyn road remained a bottle-neck, especially since the re-opening of the route into Flatbush Avenue. In September 1878, Sharp laid plans to double-track this heavily-used sector as soon as the summer excursion traffic ceased. Five months passed without any action, but the intention was reiterated in the spring of 1879. It was planned to complete the second track from Berlin Station to East New York by June 15th in time for the excursion travel. For the second time, the work had to be postponed because the railroad was in receivership and money was tight. However, the receiver did manage to begin laying a second track from Schenck Avenue to Van Wicklens in July 1879. Finally, in June 1880, the contractor James Wright of Jamaica, was given the contract to build the new track from Woodhaven to East New York, and the grading was completed in the last week of June. There already were passing sidings at Morris Grove and Woodhaven that could be linked up. A collision between a local and an excursion train on the single track between stations near Morris Grove on July 31, 1880, pointed up the immediate need of two tracks. By the end of August, the grading for the second track was completed, but the new double track was not opened through to Jamaica until 1882.

Sharp, within the financial limits imposed on him by the courts, renewed and replaced the roadbed in many parts of the line. In March 1879, all new rails were laid on the main line between Jamaica and Hopedale Station. Bids were advertised among the farmers of Long Island for delivery of 70,000 ties on May 1 for use in track renewal. During April and May 1879, it was reported that 10 miles of new steel rails had been laid and 10 more were to be laid by the first of June; 150,000 new ties were installed during the same program between Mineola and Greenport. New ties and steel rails were installed on the Rockaway line, and wherever the bed was of beach sand, clay was substituted.

The most spectacular track improvement of all undertaken by Sharp at this time was the addition of a fourth track on the busy stretch of line between Long Island City yards and Winfield Junction. It will be remembered that the North Side Road laid

its tracks into Hunter's Point in 1869 and 1872, but the Long Island was still using its single-track road laid in 1860. Work was begun in April 1879 and carried on vigorously; the final rails were laid in an unusual all-day Sunday effort on May 11, and on Monday evening, May 12th, the first locomotive passed over the new roadbed.

One of the biggest routing changes, one difficult to conceive of today, was Sharp's decision to close down the main line from Winfield Junction to Jamaica to passenger traffic and use it only for freight service. The steel rails on this portion of the old track were replaced by iron ones and the former used in the construction of the second track between Berlin Station and East New York. A year later in 1880, one of the most extensive rebuilding jobs ever undertaken, was begun on the Montauk Division near Long Island City. Because of the increased use of the Montauk track between Jamaica and Hunter's Point, it was decided in the spring of 1880, to double track that portion between Long Island City and Glendale and to straighten it at the same time. The New York, Woodhaven & Rockaway R.R. was at that time building its line across Jamaica Bay to the Rockaways, and planned to use the Long Island R.R. track for access into Long Island City. The prospect of heavy excursion traffic, in addition to the already heavy Long Island R.R. traffic, seemed to indicate the immediate imperative necessity of double-tracking from the Glendale Junction to the terminus at Long Island City.

Because the contemplated changes involved a complete rebuilding and relocating of the tracks and bridges, it was decided by Sharp to discontinue the running of trains from May 3 to possibly June 25th, 1880. Train service was maintained on the line as far as Fresh Pond, at which point all trains turned off into the Bushwick Branch, and terminated at Bushwick Avenue. To avoid delay to passengers, arrangements were made with the Bushwick Avenue horse car line to carry passengers to the Roosevelt Street Ferry. The main line was also re-opened for the time being until the Montauk track should be finished.

During June 1880, the firm of Stevenson and Carroll did the grading, while the Dorsey Brothers, colored men from Boston, completed the masonry on three bridges between Fresh Pond and Hunter's Point. The building stone was procured from

excavations at Dutch Kills. Temporary trestles were installed while new iron bridges were erected. The new bridge over Grand Street in Maspeth was 87 feet long and 25 feet wide, built by the Central Bridge Co. of New York at a cost of \$18,000—quite a change from the modest structure of the South Side R.R. in 1867. By the third week of July, the big double tracking job was completed and uninterrupted train travel resumed.

The final interesting piece of track construction initiated by Receiver Sharp was a second connection at Floral Park (Hinsdale) with the Central R.R. track, this time on the north side of the main line, permitting Long Island R.R. trains from Long Island City and Flatbush Avenue to run to Creedmore directly without backing. The connection was a short one, about a quarter mile, but of sharp radius and with a grade upward to the Central track. The sole value of this connection was to carry the National Guard and Rifle societies to the Creedmoor shooting grounds on certain occasions in the summer and fall.

Colonel Sharp, in addition to his construction of new connections, also decided as an economy move to lop off some of the duplicate trackage on the road. On April 30, 1879, he abandoned the Central R.R. main line from Central Junction, Flushing, to Creedmoor, and in addition, the old New York and Hempstead R.R. line between Hempstead and Valley Stream. Very few people lived along these lines, and absolutely no freight originated there, so that there was no inducement to continue the operation. Neither line was ever revived, and in time the rights-of-way were sold by the road's real estate subsidiary.

So much for the track changes made by Colonel Sharp in his three-year tenure as manager. Besides these, Colonel Sharp made many alterations in the physical plant. It would appear that to Colonel Sharp belongs the credit for first introducing to the Long Island R.R. the idea of signal towers to control train movements. We hear of a large tower with interlocking levers controlling all switches being erected at Bedford station in 1879 to control the Rapid Transit, the through Long Island, and the Brighton Beach trains. A second tower, modeled on the Bedford original, was erected in July 1880 at Rockaway Junction (Hillside) to control Rockaway, South Side, and through Long Island trains.

To better control the movements of trains on the main line

at Woodside, Sharp, in May 1879, leased a private house, the roof of which had a Mansard cupola affording an unobstructed view of the main line in both directions, the North Side road to the east, and Winfield Junction. The meagre details furnished us relative to the location of the house indicate that it was on the north side of the railroad in the vicinity of 54th Street. Sharp had the cupola carried higher and installed a telegraph station to direct train movements. This closer supervision became necessary because, as of May 11th, the Long Island R.R. opened its new three-track sector between Hunter's Point yards and Winfield Junction. The new tower at Woodside controlled a number of new block signals erected across the track to insure that train movements maintained a three-minute interval. Two months' experience with the private house demonstrated its inadequacy, and Sharp replaced it with a larger structure.

To gain greater space in the Long Island City yards which were becoming busier and more crowded every year, Colonel Sharp resolved to move the blacksmith shops from Long Island City back to Jamaica where they had originally been located before Charlick's day. Worth mentioning among other physical improvements, is Sharp's vigorous effort to maintain bridges and abutments. During October 1879, a pile-driver covered the whole South Side road, pulling out rotten timbers and driving fresh piles at the many creek and inlet crossings. Between April and June 1880, a new 150-foot span double-track drawbridge went up on the South Side road over Dutch Kills, and a new iron bridge went up over Grand Street, Maspeth.

Finally, it may be worth mentioning, in passing, two or three of Sharp's miscellaneous improvements: a large new turntable at Central Islip (June 1879); installation of Westinghouse vacuum brakes on all the Long Island trains (August 1879); and experiments with an oil-burning locomotive, the *Hempstead*, especially fitted for the purpose. On May 3, 1880, this engine pulled a train from College Point to Whitestone and back. From reports of that day we read:

"The fuel is contained in a hydrocarbon retort, an apparatus for the decomposition of water into oxygen and hydrogen, and the incandescence of these two gases, with the aid of superheated steam and with the aid of carbon or petroleum or naphtha, so

that a combustion is obtained which is almost perfect, was applied to the boilers. One hundred eighty jets of flame at white heat were turned on and off almost instantly. The cost of the run was only $7\frac{1}{2}$ cents without smell, smoke or gas."

We must assume that since no mass conversion to oil occurred, the experiment was not wholly successful, but it is interesting as marking the first crude attempt at an oil-fired steam engine.

Colonel Sharp's resourcefulness and competence was nowhere better demonstrated than in his planning and arrangement of the passenger service. He was fortunate in coming to the Long Island R.R. late in the fall season, for this gave him the inestimable advantage of having six to eight months in which to familiarize himself with the Long Island, and to reflect on changes and innovations. In the spring of 1878, the road began to show the results of Colonel Sharp's energy and experience. Sharp, thanks to the improved track, was able to raise the average train speed from 25 to 30 M.P.H., and to put on the road, express trains with very limited stops. The Garden City-Flatbush Avenue Express made the trip in 33 minutes; the Port Jefferson-Flatbush Express in two hours twenty minutes. The main depot at Hunter's Point was greatly enlarged and several new platforms were added to accommodate the increasing traffic. Sharp's great efforts at renewal of the system paid off handsomely in the 1879 season when the general passenger traffic reached heights undreamed of earlier. The newspapers marveled at the "mass of hurrying, scurrying humanity" that patronized the road over the July 4th weekend intent on reaching the attractive watering places and fashionable resorts of the island. Over the same weekend in 1880, 130,000 people bought tickets, 5000 of these going to Rockaway from Flatbush Avenue in 73 packed cars. The passenger business of the Long Island R.R. had grown incredibly during the 70's; as can be seen from the table below, the passenger traffic during Sharp's administration actually doubled itself in just four short years:

1877	3,063,431
1878	4,157,715
1879	5,043,848
1880	6,228,292

One of the remarkable features of this traffic is that it was

carried with remarkably few accidents and over a road still largely single track. Yet the excellent maintenance of the road-bed is amply attested by the speed runs made on special occasions. Sharp himself rushed an engine from Hunter's Point to Jamaica in February 1878 over a six-mile stretch in nine minutes, averaging 40 M.P.H. In November 1879, a conductor ran a special train of one engine and one car for the benefit of Director Henry Havemeyer from Babylon to Hunter's Point, 37 miles in 41 minutes, including one stop, an average of 54 M.P.H. On some of the regular passenger runs, standard running speed was stepped up to as much as 40 M.P.H., as on the Flushing-Hunter's Point run, where 12 minutes was allowed for the eight mile run.

As a further inducement to patronage, Colonel Sharp instituted an amazing variety of special services for that day and age. Beginning March 24, 1878, he began the running of half-hourly Sunday trains from Long Island City to Calvary Cemetery (Penny Bridge); the fare was set at 5¢ as against 7¢ charged by the Long Island City & Calvary Cemetery R.R. horse car line, and as a result the railroad absorbed the lion's share of the business. Cemetery visiting was a very popular pastime in that day, and the Sunday traffic was very large in the spring and summer months. This service went over so well that in 1879 it was extended eastward to Jamaica, creating a Rapid Transit service. To better accommodate the people of the villages and the visitors to Cypress Hills Cemetery, the railroad, beginning May 25th and on every Sunday thereafter, ran trains from Long Island City and Bushwick to Penny Bridge, Fresh Pond (Lutheran Cemetery) and Glendale (Cypress Hills Cemetery) from 10 A.M. to 1 P.M. every hour, and from 1 P.M. to 5:30 P.M. every half hour. Excursion tickets were sold to Penny Bridge for 10¢, Fresh Pond 20¢ and Glendale 20¢.

A similar Sunday service was operated to Morris Grove, the railroad's own picnic grounds on the Atlantic Division on the south side of Atlantic Avenue between 121st and 124th Streets. The railroad leased this old and well-established resort for the 1879 season, vastly improved and enlarged it with covered dancing pavilions, tables, swings, rustic seats, refreshment stands and a band, and opened it on May 25th. The road ran Sunday trains from Flatbush Avenue, Long Island City and Bushwick

to Morris Grove from 10 A.M. to 1 P.M. every hour, and from 1 to 5:30 every half hour. Excursion tickets were sold for 25¢ from the three termini, 20¢ from East New York, and 10¢ from Woodhaven. On opening day, the trains took over 40 carloads of passengers to the grounds, and it was estimated that fully 10,000 persons were present.

Excursion services were also run to Fire Island, Babylon and Patchogue over the Central Extension and South Side roads. Drawing rooms and smokers were put on these trains. On Saturday evening the train consisted entirely of parlor cars, and it returned Monday mornings for the accommodation of wealthy week-enders. Far and away the most heavily patronized excursions offered by the railroad were those to the Rockaways. The railroad accommodations were as full as one could ask: daily round trips and each day from a different branch:

Every Wednesday and Saturday from Whitestone, stopping at all stations between there and Winfield—50¢

On Tuesday on the Locust Valley Branch via Garden City and Rockaway Junction direct to the beach—50¢

On Thursday to accommodate all stations from Port Jefferson to Hicksville—75¢

On Fridays: Patchogue and all stations west to Valley Stream and Rockaway—75¢

At the Sea Side House Station the cars were run on a side track and kept there during the day for the convenience of passengers. On July 4th, over 100 cars loaded with passengers passed through Jamaica station for Far Rockaway. In the same season of 1878, Sharp put on a 25¢ "evening bathing train" which proved a great success. On the evening of July 27th, nineteen cars, filled to utmost capacity, left the beach on the return trip at 10 P.M.

The 1879 season, beginning modestly on May 4th with three cars, turned out just as prosperously. By August 3rd, 125 carloads of sweltering humanity were being deposited each Sunday. On some of the return trips it became necessary to run four sections to clear the platforms. Beginning in August the Long Island R.R. began to run Pullman parlor cars on fast special express trains to Rockaway Beach. These trains were composed of new open excursion cars in the white ash Eastlake style and

were drawn by "smokeless" locomotives, reaching the beach in 40 minutes and making no stops. At the end of the 1879 season, Superintendent Spencer reported that the business of the company to Rockaway exceeded that of 1878 by 30%.

Certainly the most interesting passenger facility attempted by Colonel Sharp, was the revival of the cross-Sound service to New England, abandoned by Charlick as a financial failure after 1873. Sharp's plans were released to the press in March 1880. Again, fast expresses, stopping only at Jamaica, were to transport passengers from Hunter's Point to Greenport in 2½ hours, where boats would convey them to Block Island and Newport. Three new steamers were to be secured: one to run to Newport, one to Block Island, and the third to run as a freight boat from Greenport to New London to connect the railroad with Boston. On March 10th, Colonel Sharp received permission from the Federal Court to enter into a contract with Michael F. Lafflin to run a fast line of steamers under the name of the Eastern Steamboat Company out of Greenport, to be run in connection with fast express trains. The Receiver was to get a stated percentage of the receipts, and was not to incur any obligation or responsibility in connection with the boats. The contract was to be terminated upon due notice if the receipts of the railroad were not much in excess of the expenses. However, if the arrangement proved profitable, it was to be continued for twenty years.

To test out the express operation, Sharp and other railroad officials made a trial speed run over the road from Hunter's Point to Greenport on March 7th, covering the 94 miles in two hours and ten minutes, including five stops. In mid-May, Receiver Sharp announced that the new service would open on June 15th with two new side wheelers to Newport and Block Island. Two large freight steamers were to be engaged to run from Greenport direct to Boston to give the farmers direct access to the Boston market. The side wheelers would run through Plum Gut, past Gardiner's Island, around Block Island, past Point Judith and Narragansett Pier into Newport Harbor.

The Newport route actually opened on Saturday, June 19, 1880, when a numerous company of invited guests and passengers made the through-journey to Newport via the steamer *Frances* in eight hours. By July, the new route was running

smoothly, with splendid parlor cars offering every luxury, but as of July 9th, the route attracted only 75 parlor car passengers and one well-filled coach. The eastbound trip left Long Island City at 1:05 P.M., and stopped only at Garden City and Manor, reaching Greenport at 3:50 P.M. The boat reached Block Island at 6:45 and Newport at 8 P.M. The westbound trip left Greenport at 2:10 and reached Long Island City at 4:50 P.M. The Newport service continued all summer until mid-September, when trains and boats were withdrawn for the season.

Another unusual service maintained by Sharp was a bi-weekly or tri-weekly summer passenger service on the Creedmoor Branch. In the 1878 season, the branch was still part of the Central main line, but after the abandonment of the track between Flushing and Creedmoor, the remaining stub was retained solely as an accommodation for the Rifle Ranges. Train service for the patronage of shooting societies, popular among the Germans of that day (Schutzenbund) was given on Wednesdays and Saturdays, one train each way, leaving Long Island City at 1:30 P.M. and Creedmoor at 6:15 P.M. In the 1879 season, service was increased to three days a week, Tuesday, Wednesday and Saturday, leaving Flatbush Avenue at 10 A.M. and 1:30 P.M., and returning at 1:10, 3:05 and 5 P.M. Passengers changed at Hinsdale station for the Creedmoor shuttle.

One-day excursions to a great variety of places and occasions became commonplace for the first time on the Long Island R.R. while Sharp managed the road. A day at Brighton Beach could be enjoyed for 75¢ by changing cars at Franklin Ave. for Brighton trains. Another possibility in 1879 was a 50¢ one-day outing to Coney Island via rail to Long Island City, and then a two-hour sail down the bay on the steamer *T. G. Oliphant*. On September 12, 1879, an excursion to distant New Haven was operated via rail to Sag Harbor where the passengers boarded the side-wheeler *Ella* for Greenport, Orient and New Haven. The fare was only \$1. On Sunday, August 31, 1879, there was an excursion up the Hudson River and around Haverstraw Bay and down to Fort Lee Park Hotel and pavilion; the steamer met the train at Hunter's Point at 10 A.M. and returned to the same point at 7 P.M. Again only 50¢ was charged.

Colonel Sharp displayed unusual alertness and enterprise in scheduling excursions in connection with theatrical perfor-

mances, exhibitions and circuses in New York. In the fall of 1877, several hundred people took advantage of one-day excursions to the American Institute Fair and the "Great London Circus & British Menagerie." The price of the railroad ticket included free admission to the show. In November 1878, for the low price of 75¢, persons could ride to Hunter's Point and obtain free admission to P. T. Barnum's "Greatest Show on Earth" at Gilmore's Garden. The first excursions of the 1879 season ran to the Walking Matches, staged in March at Gilmore's Garden, a fad very popular at that time. In December, excursions were run for the Wednesday and Saturday matinee performances of the play *Enchantment* at Niblo's Garden, and two others to the Industrial Dairy Fair on December 12 and 18.

Certainly, Colonel Sharp's busiest passenger operation, by far, was the Rapid Transit service on Atlantic Avenue. The Poppenhusens had built and opened the Rapid Transit service, but within two months' time, Sharp succeeded to the management of it. The whole thing was a novelty for the Long Island R.R. and different from anything attempted previously both in frequency of trains and type of equipment. After the construction of the new Flatbush Avenue terminal and the return of steam service in July 1877, preparations were made immediately for the Rapid Transit service, and on August 13, 1877, the first train opened service at 6 A.M. and reached East New York 25 minutes later. The novelty of the thing intrigued Brooklynites, and hundreds collected on the sidewalks staring and marvelling at the trains and engines. The first trains consisted of small 0-4-0 dummy engines (*Brooklyn, Flatbush, Bedford*) and three cars; during the day one car sufficed for the traffic. These "rapids" made 13 stops to East New York and charged 5¢ per trip. 30 trips were made each way altogether, the initial schedule being as follows:

From Flatbush: from 6 A.M. on the even half hour to 11 A.M., then 12 and 1 P.M., and then every half hour till 8 P.M.; then 9 and 11:30 P.M.

From East New York: Beginning at 5:30 A.M. on the even half hour till 10:30 A.M.; then 11:30 and 12:30, and then every half hour till 7:30 then 8:30 and 10 P.M.

Once the Rapid Transit took care of the local traffic, the

through trains stopped only at Bedford and East New York, and passengers riding such trains had to pay 10¢ for a ride within the Brooklyn limits. The stations on the Rapid Transit were as follows:

Flatbush Avenue	Manhattan Beach R.R.
Vanderbilt Avenue	Crossing (Van Sinderen Avenue)
Washington Avenue	
Bedford Station	East New York (Alabama Avenue)
Nostrand Avenue	
Albany Avenue	Wyckoff Avenue (Wyona Street)
Schenectady Avenue	
Ralph Avenue	Van Wicklen's (Elton to Linwood Sts.)

The Rapid Transit service soon proved very popular, and three-car trains began to run all day. The running time was cut down from 25 to 20 minutes and there was even talk of re-opening the old Atlantic Avenue tunnel to extend the service to South Ferry. Service was increased to 41 trains each way daily, and the route extended from the Howard House at Alabama Avenue, the regular East New York terminal, to Schenck Avenue depot, about a half-mile eastward. In October 1878, Sharpe announced the letting of contracts for nine more gates at crossings east of Nostrand Avenue, and more important, that in the future only locomotives making no smoke would be used on the Atlantic Avenue Division.

The densely populated area through which the Atlantic Branch passed, made it inevitable that grade crossing accidents would occur; dozens of important streets intersected the tracks, and both vehicles and pedestrians were often disposed to take chances despite the extremely heavy train traffic. Outraged protests were made to the Brooklyn Common Council, which appointed a committee to confer with Receiver Sharp. After protracted negotiations, Sharp agreed to:

1. Provide for gates on all roadways and pedestrian walks crossing the railroad.
2. Provide two flagmen at Washington Avenue.
3. Attach pickets to the present crossing gates and wire closures across pedestrian walks.
4. Attach mufflers to exhaust pipes and valves to stop noise.

5. Fence in openings to streets not crossing Atlantic Avenue.
6. All gatemen and flagmen to wear regulation uniforms.
7. Provide for a footbridge at Fort Greene Place.

The Common Council in turn agreed to drop their demand for two flagmen at every crossing and a drastic reduction in the speed of engines.

During January and February 1879, Sharp redeemed his promise to the Council by erecting new patented safety gates at many points; more important, he made plans to withdraw the small dummy engines and to substitute light locomotives. The strain on the dummy machinery from the frequent starts and stops proved so great that the expense of maintenance proved excessive. Seven new Forney 0-4-4 tank engines were ordered from Baldwin and were delivered as of May 15, 1879. At the same time six more new Jackson & Sharp cars were added to the Rapid Transit fleet, making 18 in all. Finally, Sharp, of his own accord, extended the 5¢ fare zone from Schenck Avenue, East New York, to "Van Wicklen's," so-called from the lumber yard at the corner of Norwood and Atlantic Avenues which now became the new Rapid Transit terminal. On July 2, 1879, Sharp began the double tracking of this new extension of the Rapid Transit between Schenck Avenue and Van Wicklen's.

The fare structure which Colonel Sharp inherited from the Charlick and Poppenhusen regimes was found to be too low to meet the operating expenses of the road; the old rates had been set in the days of cut-throat competition between the competing systems and were never entirely realistic in terms of costs and expenses. Colonel Sharp waited a full year to make adjustments, and then, at the risk of his personal popularity and very favorable press, announced a general increase in passenger fares as of February 1, 1879. There was a general outcry in the press of the island and no little grumbling among the patrons of the road, but Sharp's many improvements in service and his known dedication to the welfare of the railroad mitigated somewhat the acerbity of the comments. The average increase in the fare varied from 20 to 25¢, but the new rates were rarely higher than those set by Oliver Charlick and current up to five years before; experience had proved that the cut rates initiated by Poppenhusen had been unrealistic and below the cost of service. In

Line 19 Change "Norwood" to "Linwood".

September of the same year (1879) Sharp won favorable comment for introducing on the Long Island R.R. for the first time, 46-trip school commutation tickets. Sharp lived in Garden City, and the very recent completion of the two fine preparatory schools there, St. Paul's and St. Mary's, suggested to him the desirability of accommodating the day scholars. The rates between Garden City and several nearby communities were as follows:

<i>To</i>		<i>To</i>		<i>To</i>	
Hempstead	\$1.50	Roslyn	\$3.25	Jamaica	\$4.50
Mineola	1.25	Floral Park	3.00	Glen Head	4.50
Hyde Park	2.50	Queens	3.50	Locust Valley	4.75

In 1880, Sharp felt financially secure enough to lower certain fares on the heavily travelled western routes. On June 1, he reduced the daily and excursion fares between Flushing and New York, and between Jamaica and Brooklyn, and Jamaica and Long Island City. Single fares were reduced to 25¢ from 30¢, and for an excursion ticket from 50¢ to 40¢.

Just as Sharp was quick to make arrangements with New York theatrical producers for joint ventures, so was he equally enterprising in engineering interline ticketing arrangements. In June 1878, an agreement was concluded with the Atlantic Avenue R.R. Co. to sell through tickets from the Fulton, Wall Street and South Ferry terminals in Brooklyn through to East New York at the rate of 15¢ for \$1, or about 6 $\frac{2}{3}$ ¢ each. These joint tickets carried passengers over the Greenwood, Prospect Park and Adam Street horse car lines as well as on the Rapid Transit trains. The Union Ferry Co. was associated with this agreement so that passengers holding L.I.R.R. commutation tickets could enjoy all the privileges of the Union ferries without charge.

In August 1878, Sharp made a similar interline proposal to the directors of the New York Elevated R.R. that they should sell tickets on all the elevated stations to all points on Long Island. President Cyrus W. Field of the Elevated confirmed to the press that overtures had been made, but no agreement was forthcoming.

In July 1880, another unusual arrangement was concluded with the Iron Steamboat Company, operators of the famous fleet of iron steamers between Manhattan, Coney Island and

Rockaway in the 80's. Because of the continual overcrowding of trains at Sea Side House, Rockaway Beach, the Long Island R.R., with the permission of the U.S. Inspector of Steamboats, arranged to transfer up to 800 of the excess railroad excursionists to the steamer *Grand Republic* for the return journey to New York.

Just as Sharp left no stone unturned to develop and stimulate passenger riding on the Long Island R.R., so was he no less assiduous in furthering freight revenues. Presidents Havemeyer and Poppenhusen had both gone to extraordinary lengths to reverse the "public be damned" attitude of Oliver Charlick, and to woo back to the railroad shipping lost to teams and steamboats. When Sharp became president of the road, he vigorously stimulated and encouraged the growth of the Long Island's freight business by means of special trains and favorable rates. In February 1878, Sharp issued a circular directed especially to truck farmers and dealers offering special facilities and cheaper freight rates on farm produce. These went into effect April 1, 1878. Ads were placed in the paper and the road went so far as to offer to stop between stations to load produce. The island was divided into four sections according to the distance from New York, and charge was levied by the basket, bushel, barrel, half car, or whole car load, and return cartons went free of charge. Mr. J. Chittenden, the freight agent, was authorized to enter into agreements with large shippers.

The results of this enlightened policy were soon evident. The *New York Sun* remarked that Sharp had "extirpated the long-established and chronic meanness which characterized the management of freight business on the New York side of the river. This amounted to almost a public nuisance. Shippers all over the city hated the Long Island freight depot, so they were reluctant to do business with it. Everything is now changed." By September we read that some 40 carloads of freight were being run on an average per day on the main line and the Montauk Division. For instance, on a typical Monday 900 barrels of cucumber pickles were shipped to New York from points west of Deer Park.

Fish from the east end began to move to New York in large quantities at this time. The road on March 11 placed a fish car on the mail train for the accommodation of fishermen who

previously had to patronize the earlier freight, often losing many fish thereby. The rate was set at 27¢ per 100 lbs. to New York and 8¢ per 100 lbs. for delivery. As a result, large quantities of flat fish and flounders, as much as 11 tons packed in 100 barrels, were sent west from Sag Harbor and Greenport in one day.

The Locust Valley Branch continued every year to have its own peculiar brand of freight traffic: the asparagus train. This left Locust Valley at 8 P.M. daily, beginning in May, and continued running for the duration of the season. A similar repeat of earlier years was the summer newspaper train, first started in 1877. On July 7, 1878, the Union News Company resumed running of the newspaper express between New York and Greenport. Again in the 1879 season operation began on June 22nd.

The great improvements and increases in the passenger and freight traffic would not have been possible without purchases of new rolling stock. In 1877-78, the first year of Sharp's administration, three new 4-4-0 passenger engines and three new Rapid Transit dummies were purchased:

#70 Brighton	Dummy #1 Brooklyn
#71 Seaside	#2 Flatbush
#72 Mazeppa	#3 Bedford

In December 1878, the Rapid Transit engines *Brooklyn* and *Flatbush* proved unequal to the strains of constant starts and stops on the Atlantic Division and were traded off to the New York & Manhattan Beach R.R. in return for two of their light engines. In addition, the Long Island bought seven new 4-4-0 locomotives from Baldwin:

#73 Comet	#75 Arrow	#77 Rocket
#74 Meteor	#76 Flying Dutchman	#78 Montauk
		#79 Douglaston

Even with the increase of engines to a total of 72, the heavy summer traffic was more than the road's own locomotives could carry, and in June 1878, it became necessary, as intermittently in previous years, to hire additional engines and cars from the United States Rolling Stock Company of Cleveland, Ohio. These remained in service all summer and were returned to their owners in January 1879.

The final engine purchases during Sharp's administration

were made in May 1879 when six new hard-coal-burning locomotives for use on the Rapid Transit were bought from Baldwin. These Forney engines, numbered 105-110, were much larger and stronger than the original dummies on the line and were placed in service on June 19, 1879.

In the matter of passenger cars we are much more poorly informed. In 1877, Herman Poppenhusen purchased 20 brand new passenger coaches and 6 Rapid Transit coaches from Jackson & Sharp of Wilmington, Delaware. On May 4, 1879, 6 more were purchased. They seated 50 passengers and were fitted with sliding doors. At the same time 60 large excursion cars were bought for the Rockaway and Brighton Beach traffic. From the reports of the Long Island R.R. made to the Railroad Commissioners, we can see that Sharp rapidly reduced the stock of older and smaller wooden cars, loosely called "second class & emigrant coaches" in the tables, and replaced them with newer and larger equipment. Those excursion cars that were not too old and unserviceable were, in November 1880, shipped to Wilmington for complete rebuilding and refitting.

It is in Sharp's regime that we get the first definite information on the Long Island R.R. parlor cars. Colonel Sharp himself used one such car named the *Gem* to inspect the road and entertain guests. In the spring of 1880 five new parlor cars were built by the company's own master car builders, the interiors finished in walnut, and richly carpeted. These were named the *Idle Hour*, *Olympic*, *South Side*, *Orient* and the *Peconic*.

In summary, the available rolling stock on the road, as reported to the Railroad Commissioners, was as follows:

		1st Class Pass. Cars	2nd Class	Combined	Baggage, Mail, & Express
1877	59	96	60	—	15
1878	65	109	43	—	15
1879	78	158	24	29	15
1880	78	157	23	29	18

The large number of new engines and cars plus a high level of maintenance of way and structures kept the accident rate on

the Long Island R.R. very low despite the fact that passengers were increasing at the rate of one million annually.

1878

July 4—Engine #9 coming into Long Island City with cars from Great Neck is struck by lone engine leaving yard.

July 10—Rockaway-bound train from Brooklyn with 400 passengers derails near Ocean Point, and 3 cars overturn.

August 23—Locomotive and 3 cars derail into ditch at Bayport.

August 29—Freight running late from Port Jefferson, pulled by *Holbrook*, collides with train at Syosset, pulled by #29 USRS.

September 12—Flange on engine wheel of *Creedmoor* breaks; two cars derailed into ditch at 58th Street, Maspeth. One killed.

October—Pay train pulled by engine *Holbrook* crashes into special on way to Hunter's Point just west of Fresh Pond station.

1879

January 3—Locomotive and 3 cars derailed by heavy snow on Garden City wye.

March 18—Kingbolt on freight car truck snaps and derails freight at Farmingdale.

June 11—Boiler of *Winfield* explodes in front of College Point roundhouse.

June 16—Engine *Bay Shore* overruns end of track at Hempstead station.

June 21—Engines *Northport* and #33 collide in depot yard at Long Island City.

June 22—Rapid Transit #116 and Manhattan Beach train collide at Van Sinderen Avenue crossing. No one hurt.

July 16—Misplaced switch at Springfield derails engine and 3 cars.

July 17—Engine *Bay Shore* snaps bolt in Hempstead station and breaks down.

July 19—*Winfield* backs into engine house and tears out rear wall in Jamaica.

August 10—Last Rockaway train on Sunday evening struck by engine shifting empty cars at Far Rockaway.

1880

March 26—Engine *Flushing* starts self in Jamaica engine house and front wheels plunge into turntable pit.

June 17—Train from Rockaway fails to wait at Fresh Pond and

barely escapes collision with train out of Bushwick.

July 31—Train from Brooklyn, drawn by #33, running late, collides with Long Beach train, drawn by #3, at Morris Grove. Engineer killed.

August 17—Heavy freight, drawn by *Rocket*, slips on heavy dew at Flatbush Avenue depot and skids into parlor car *Gem* and open Brighton coach.

August 28—Train of 3 cars in siding at Queens ventures out on main line and is struck by Creedmoor special.

December 25—Slow-moving Northport train derails at Hicks-ville Junction and rolls down embankment.

The weather of the late 70's was rarely the cause of accidents on the Long Island R.R. In the first week of February 1878, a severe wind and sleet storm threw the railroad off schedule and several trains bound east could get no farther than Mineola. Passengers had to put up at the Mineola Hotel or find private lodgings.

The east end was always the most vulnerable part of the road even in average winters. On February 21 and 22, the main line and Sag Harbor Branch were blockaded with drifts. Freight and mail trains were delayed, the snow plows being inadequate for the work. *The Greenport Express* was snowed in on Friday near Southold, while the freight train was thrown from the track the same day farther east. The two snow plows and six locomotives sent to aid the train were stuck several times between Mattituck and Riverhead, and were finally thrown from the track. Up to Monday, the 22nd, trains were running no farther east than Riverhead. The snowdrifts between Riverhead and Greenport are said to have aggregated about 25 miles in length. In the vicinity of Southold a drift of snow and sand was formed 1000 feet long and 12 feet deep, making a mixture about as hard as concrete. Nearly 300 men were employed until Monday in clearing the track. Colonel Sharp issued a general order that no tickets should be sold or freight shipped for points east of Riverhead and none on the Sag Harbor Branch. The snow drifted to an average depth of 8 to 10 feet, and in the cuts it had to be dug out. By Tuesday, the 25th, trains were again running. At the height of the blockage the railroad cared for 35 snow-bound passengers at the Griffin House in Riverhead; next day they were taken to their destination in sleighs.

In the 1880 season only the last weeks of December proved trying to the railroad management. On Christmas night the wind rose to a high velocity; during the next day snow came and continued to fall for about 12 hours. Deep drifts resulted, 6 to 7 feet deep, and only by the hardest work could the tracks be kept open. So many locomotives were damaged and relegated to the repair shops by reason of the rough work of ice and heavy snows that service on the lines was considerably delayed. On December 21, 1880, the locomotive *Springfield*, pushing a plow at Waverly, thrust the wedged end under a coach and lifted it into the air and back onto the top of the engine; fortunately for us, a photo of this very early and unusual accident survives.

During the whole period of the Long Island receivership, October 1877 to December 1880, Colonel Thomas R. Sharp stands out as the most conspicuous figure in the management of the railroad. We have spoken earlier of his antecedents; in his brief tenure on the Long Island, Sharp lived at the Garden City Hotel, where he took rooms for himself and family as of March 1, 1878. Sharp's right-hand man was Samuel Spencer, ex-superintendent of the Virginia Midland R.R., and appointed by Sharp himself to a similar position on the Long Island R.R. as of January 1, 1878. Spencer brought with him, a high reputation for ability and resourcefulness, traits that had attracted the notice of Sharp. In order to work together as closely as possible with his superior, Spencer rented one of Stewart's houses in Garden City. He stayed with the Long Island R.R. until it became obvious that the mounting prosperity of the road would soon terminate the receivership, and with it, his own high post on the road. He therefore quietly resigned as of October 18, 1879, and moved on to the post of Master of Transportation on the Baltimore & Ohio.

Spencer, even in his relatively short tenure on the Long Island, was able to inspire more warmth and loyalty toward himself than his austere and aloof chief, Colonel Sharp. Spencer was one of the most competent managers the Long Island ever had, and never before were so many trains run and such fast time made and with so few accidents as in Spencer's regime. The team of Sharp and Spencer proved beyond all doubt that the Long Island R. R. could earn a profit, even in the face of heavy outlays for

roadbed and equipment, if at the same time the road were skillfully and imaginatively managed. On the occasion of his farewell, Spencer issued a circular to all officers and employees, in which, after bidding them adieu, he stated that if any measure of success attended his efforts, it was largely due to their zeal and proficiency. When he returned to his Garden City home, he found awaiting him, as a token of the regard of the employees, a \$450 gold watch and chain, suitably inscribed.

It is perhaps only fitting to commemorate one other man in a more humble position, Mark Brear, the long-time master mechanic of the road. Brear was the first chief engineer on the Flushing & North Side R.R. when that road began in 1868. He had left the road briefly to develop mechanical improvements for engines, but his nostalgia for active railroading soon brought him back. He rose to master mechanic of the whole Long Island system in 1876 when Conrad Poppenhusen merged all the roads, and survived through the receivership until July 1, 1878, when Colonel Sharp ousted him in favor of one of his own Baltimore & Ohio men, one Thomas Meehan.

The great prosperity of the road, the increasing earnings, prompt payment of all obligations, and certain prospect of a bright future, made it certain that the receivership would very soon be terminated. Drexel, Morgan & Co., it will be recalled, succeeded to the control of the Long Island R.R. through the failure of the Poppenhusen family who owned the road. The Poppenhusens had failed to make the roads pay, and to meet deficiencies in operating expenses, they had to hypothecate the stock with Drexel, Morgan & Co. for 50% of its face value. In this way 35,000 shares of stock were transferred. Conrad Poppenhusen went into bankruptcy in 1877 and thereafter Drexel, Morgan had to buy up judgments against the property and advance money on receiver's certificates in order to protect themselves. It was estimated in Wall Street that they advanced at least \$200,000 in this manner. Drexel, Morgan gradually sold off most of the stock, but retained a large amount of the bonds and all the receiver's certificates.

In the spring of 1880 the banking firm of Austin, Corbin & Co., representing Austin Corbin, president of the bank, and president of the New York and Manhattan Beach R.R., and a number of English capitalists, made an offer to purchase the

Long Island R.R., and after some negotiation, an agreement was reached. On November 29, 1880, Drexel, Morgan sold a controlling interest in the Long Island R.R. to Corbin & Co.—35,000 shares of the capital stock together with other securities. (The total shares of L.I. stock then outstanding numbered 65,212). The price paid for the road was not disclosed, but it was thought that Drexel, Morgan did not receive as much for it as was advanced upon it in hypothecation—50% or \$875,000, plus the loss of interest upon the investment, since the loans were made five and six years before.

Colonel Sharp began to disassociate himself from the management of the Long Island R.R. almost immediately. In the first two weeks of December he spent his time in North Carolina organizing, locating and putting under construction the Danville, Mocksville and Southwestern R.R. of which he was president and agent for a group of New York capitalists who were building the line.

As of December 31, 1880, Colonel Sharp formally resigned his receivership with the approval of the Federal Court and the bondholders, and turned over his accounts to Austin Corbin. There is no record of any formal tributes or farewells paid to Colonel Sharp, but the revitalized Long Island R.R. itself remained behind as his lasting monument, and there was universal regret at his withdrawal, expressed in all quarters of Long Island. With New Year's Day of 1881 a new era dawned for the Long Island R.R., the beginning of an era that would see the road attain the zenith of its prosperity, mileage and affluence, an age that will be aptly entitled in our continuing story the Golden Age of the Long Island.

Roster of Locomotives, Engines and Cars

LOCOMOTIVES

IN SERVICE BETWEEN 1863-1880

LISTED IN ORDER OF THEIR APPEARANCE ON THE ROAD

- John A. King*—Poughkeepsie Locomotive Works, 1839, Cylinder 11", stroke 16", drivers 60", weight 7 tons. This was the sole engine built by the firm. Built as the *Taglioni* and named in honor of the American visit in 1839 of Paul Taglioni and his wife Amalia, both great ballet dancers. Paul was the brother of the even more famous Marie Taglioni of Pas de Quatre fame (1804-1884). Engine renamed in 1841 to *John A. King* (John Alsop King) of Jamaica, Assemblyman and later Governor of New York State (1857-1858). Scrapped spring of 1869.
- Elihu Townsend*—Norris Locomotive Co., 1844. Type 4-4-0. Cylinder 12½", stroke 20", drivers 60". 15 tons. Named after prominent New York merchant. Burned in the Syosset engine house fire of August 5, 1856, but repaired. Rebuilt in 1865 and renamed the *Richard Schell*.
- James H. Weeks*—Baldwin Locomotive Works, May 1844. Type 0-6-0. Order #193. Cylinder 13½", stroke, 16", drivers 60", weight 16 tons. Built originally as the *Edwin Post* and so ordered and delivered. James Weeks was president of the L.I.R.R. in 1847. Engine sold back to Baldwin in 1862 in exchange for the engine *Len Crossman*; then resold by Baldwin to the Raritan & Delaware Bay R.R.
- George B. Fisk*—Rogers, Ketcham & Grosvenor of Paterson, August 1844. Type 4-4-0. Order #58. Cylinder 12", stroke 20", drivers 66". Weight 16 tons. Named after George B. Fisk, president of the L.I.R.R. in 1839. This engine made the first run to Greenport on July 27, 1844; also the maiden run to Glen Head on January 23, 1865. Damaged seriously in

engine house fire at Glen Head, March 18, 1865. Made maiden trip to Glen Cove May 13, 1867. In March 1869 Patrick C. Shanahan, contractor on the Sag Harbor Branch, bought the old *Fisk* for a construction engine. Broke down in January 1870, but restored to service February 13, 1870. Engine last heard of in Sag Harbor in June 1870.

New York—Rogers, Ketcham & Co., August 1845. Type 4-4-0. Order #71. Cylinder 12½", stroke 20", drivers 72", weight 17 tons. Disappears from the roster after 1863.

Moses Maynard—Roger, Ketcham & Co., July 1851. Type 4-4-0. Order #270. Cylinder 14½", stroke, 20", drivers 66", weight 20 tons. Named after Moses Maynard, president of the L.I. R.R. in 1851. Rebuilt to the *James Gordon Bennett* in May 1866. In 1876 it became the *Southampton* #25. Sold to Baldwin in 1893 as part payment for new engines.

Long Island—Rogers, Ketcham & Co., April 1852. Type 4-4-0. Order #311. Cylinder 14", stroke 22", drivers 72", weight 20 tons. Disappears from the roster in 1867.

Peconic—Richard Norris & Son, 1853. Type 4-2-0. Cylinder 12½". stroke 24", drivers 60". Scrapped 1869.

Montauk—William Swinburne, 1854. Type 4-4-0. Cylinder 15", stroke 20", drivers 60". Receives the designation #25 in 1865. Sold in 1874 to Andrews, the contractor on the D.L. & W. tunnel at Bergen Hill, New Jersey, as a work engine. The #23 was later assigned in 1876 to the *Alex McCue* of the South Side R.R.

Orient—Rogers Locomotive Works, June 1854. Type 4-4-0. Order #501. Cylinder 14", stroke 20", drivers 66". Disappears 1863.

Atlantic—Rogers Locomotive Works, May 1855. Type 4-4-0. Order #578. Received the designation #25 in 1865. Rebuilt to *Horatio Seymour* in October 1868. A second *Atlantic* appears later on the road, mentioned in an accident of September 1878.

Pacific—Rogers Locomotive Works, June 1857. Type 4-4-0. Order #765. Received the #26 in 1865. Rebuilt reportedly in Schenectady in January and February 1869; sold in March 1869 to the Bennington & Rutland R.R. in Vermont, where

- it became the *Manchester* #6. Sent in August 1869 to the Harlem Extension R.R. (Chatham to Bennington). Retired by 1891.
- Phoenix*—Rogers Locomotive Works, January 1860. Type 4-4-0. Order #895. Inherited the #26 after sale of the *Pacific*. Badly burned in engine house fire at Locust Valley on October 31, 1875, but repaired. First coal-burning engine on the road.
- Nassau*—Richard Norris & Co., December 1860. Type 4-4-0. Renamed *Glen Cove* in 1869. Retired after 1875.
- James Sedgely*—Concord shops of Northern R.R. of New Hampshire, 1862. Type 4-4-0. Named after the master mechanic of the Northern R.R. Received the designation #23 in 1865. Sold in August 1869 to the Bennington & Rutland R.R. of Vermont, where it became the *Lebanon* #5. Gone by 1891.
- Len Crossman*—Baldwin Locomotive Works. Type 4-2-0. Bought second-hand in 1862 from Baldwin in exchange for the *James H. Weeks*. Scrapped 1865.
- Hempstead*—Taunton Locomotive Works, October 1862. Type 4-4-0 dummy. Order #290. Disappears 1869.
- Quincey*—Hinckley 1862. Type 4-4-0. Rebuilt in 1864 by the L.I.R.R. to 2-4-0T, and renamed the *Fred*. Sold to the Brooklyn & Rockaway Beach R.R. in 1876.
- Queens County*—Danforth, Cook & Co., 1863. Type 4-4-0. Cylinder 16", stroke 22", drivers 60". Received the designation #28 in 1865. Disappears by 1887.
- Suffolk County*—Danforth, Cook & Co., 1863. Type 4-4-0. Cylinder 16", stroke 22", drivers 60". Named #29 in 1865. Disappears by 1887.
- Fred*—Hinckley, 1862. Built as 0-4-0, the *Quincey*, but rebuilt in 1864 by the L.I.R.R. to 2-4-0T and renamed the *Fred*. Designated #32 in 1865. In January 1876 the Brooklyn & Rockaway Beach R.R. (Canarsie Road) lost almost their entire rolling stock in a disastrous fire, and to make up the deficiency, the company purchased the *Fred* from the L.I.R.R. and renamed it the *Rockaway*.
- Richard Schell*—Norris Locomotive Works, 1844. Rebuilt from the *Townsend* in 1865 by the L.I.R.R. Cylinder 12½", stroke 20", drivers 60". Named for a politician in the Greenback Party in New York who died November 10, 1879.
- General Grant*—Rogers Locomotive Works, June 1865. Type 4-4-0. Order #1272. Cylinder 15", stroke 20", drivers 60". Named

- #30 in 1865. Placed in service June 1865. Damaged in Van Wyck wreck of August 1865. Rebuilt to *Greenport* in May 1876, keeping old number. Disappears after 1887.
- General Sherman*—Rogers Locomotive Works, July 1865. Type 4-4-0. Order #1276. Cylinder 15'', stroke 20'', drivers 60''. Disappears after 1887.
- George T. Carman*—Rogers Locomotive Works, May 1849. Type 4-4-0. Order #166. Originally the *Albany* of the New York & Harlem R.R. Came to the Long Island R.R. in 1866 and named #27. In August 1869 it went to the Harlem Extension R.R., and then the Bennington & Rutland, where it became the #7, retaining its old name. It may have returned to the L.I.R.R. about 1873.
- Aaron J. Vanderpoel*—Schenectady Locomotive Works, May 1866. Type 4-4-0. Order #420. Cylinder 14'', stroke 22'', drivers 60''. Delivered at Hunter's Point during the last week of May 1866. Named #34. Disappears after 1887.
- Horace Greeley*—Schenectady Locomotive Works, May 1866. Type 4-4-0. Order #422. Cylinder 14'', stroke 22'', drivers 60''. Delivered in last week of May 1866; called #35. In October 1898 it became #1 as a 4-4-0T. Gone by 1901.
- James Gordon Bennett*—Schenectady Locomotive Works, May 1866. Type 4-4-0. Cylinder 14'', stroke 22'', drivers 60''. Rebuilt from the *Moses Maynard*. Named in honor of the founder of the *New York Herald*. Became #25, the *Southampton* in 1876. Sold to Baldwin in 1893 as part payment for new engines.
- James M. Waterbury*—Schenectady Locomotive Works, June 1866. Type 4-4-0. Order #426. Cylinder 15'', stroke 22'', drivers 48''. Named after the founder and largest stockholder of the East River Ferry Co., who died in June 1873. Received the number 36. In October 1898 it is listed as a 4-4-0T, bearing #297. Probably lasted to about 1905.
- Charles R. Lincoln*—Schenectady, June 1867. Type 4-4-0T. Order #449. Cylinder 12'', stroke 20'', drivers 54''. Named in honor of the editor of the *Flushing Journal*, who always gave Charlick a fair press. Placed in service June 1867. Was assigned the number 37. Later renamed the *Long Island City*. Disappears after 1887.
- Thurlow Weed*—Schenectady, June 1867. Type 4-4-0T. Order #450. Cylinder 12'', stroke 20'', drivers 54''. Placed in service

- June 1867. Was assigned the number 38. Named after the veteran politician, journalist and editor of the *Commercial Advertiser* in New York. Engine involved in the Willow Tree disaster of 1869. Disappears after 1887.
- Riverhead*—Danforth, Cooke, 1861. Cylinder 12'', stroke 20'', drivers 54''. Built as the *Jacob Frost* for the Brooklyn, Central & Jamaica R.R. When Charlick took over the road in 1867, it became the *Riverhead* #39, as 4-4-0T. Retired between 1887 and 1898.
- Huntington*—Danforth, Cooke, 1860. Type 4-4-0. Cylinder 12'', stroke 20'', drivers 54''. Built as the *William B. Hunter* for the Brooklyn, Central & Jamaica R.R. When Charlick took over the road in 1867, it was renamed the *Huntington* #40. Scrapped 1878.
- Woodbury*—Schenectady, January 1868. Type 2-4-0T. Order #476. Cylinder 11'', stroke 15'', drivers 44''. Placed in service on the Locust Valley Branch, January 1868 as the #42. Disappears after 1887.
- Northport*—Schenectady, January 1868. Type 2-4-0T. Cylinder 11'', stroke 15'', drivers 44''. Order #477. Arrived at Hunter's Point on February 3, 1868, and named #43. Disappears after 1887.
- Horatio Seymour*—Rogers Locomotive Works, May 1855. Order #578. Type 4-4-0. Built as the *Atlantic*; rebuilt to the *Horatio Seymour* in October 1868 with #25, and named in honor of the Civil War period governor of New York State. Retired after 1875.
- Alden B. Stockwell*—Schenectady, July 1870. Type 4-4-0T. Order #641. Cylinder 15'', stroke 22'', drivers 60''. Rebuilt in the 1880's as 4-4-0 tender. Renumbered October 1898 to #6. Gone by 1901. Named after the president of the Pacific Mail Steamship Co., which was founded to carry mail and freight to California via the Isthmus of Panama. Stockwell married an heiress of the Elias Howe Sewing Machine fortune and speculated in Wall Street in the 70's.
- Charles A. Dana*—Schenectady, December 1870. Type 4-4-0. Order #681. Cylinder 15'', stroke 22'', drivers 60''. Placed in service February 1871 at #45, and named in honor of the editor of the *New York Sun*. Renumbered in October 1898 as #8. Gone by 1901.

Corona—Possibly Danforth Cooke & Co., 1864. Built for the New York & Flushing R.R. as the *Manhasset* #3; arrived in Flushing on March 25, 1864. Cylinder 14", stroke 20", drivers 60". Came to the L.I.R.R. about 1871, and received the number 46. Became #2 in October 1898; gone by 1901.

Peter Cooper—Manchester Locomotive Works, January 1873. Type 4-4-0. Order #528. Cylinder 15", stroke 22", drivers 60". Placed in service February 1873 as #47; named after Peter Cooper, director of the L.I.R.R., and famous industrialist and philanthropist, who died in 1883. Disappears after 1887.

D. R. Martin (?)—Manchester Locomotive Works 1873. Type 4-4-0. Order #529. Cylinder 15", stroke 22", drivers 60". This was the companion engine to the *Peter Cooper*, but the name is a blank in the Manchester records. Since the new name *D. R. Martin* crops up at this time and is otherwise unexplained, it seems likely that this name belongs to the nameless Manchester engine. Designated #27 as replacement for the original #27 sold in 1869.

Benjamin Hitchcock—Schenectady, May 1874. Type 4-4-0. Order #965. Cylinder 16", stroke 22", drivers 60". Placed in service July 1874 as #48 and named after the pioneer real estate developer of Long Island, the original developer of Woodside, Winfield, Corona, South Flushing, etc. Renamed the *Port Jefferson* in 1876. In October 1898 it was renumbered to #12. In 1901 it became the #512 and disappears by 1906.

Robert C. Brown—Schenectady, June 1874. Type 4-4-0. Order #966. Cylinder 16", stroke 22", drivers 60". Placed in service June 1874 as #49 on the Port Jefferson line. Renamed the *Deer Park* in 1876. Became #13 in October 1898. Gone by 1901.

St. Johnland—Schenectady, September 1875. Type 4-4-0. Order #993. Cylinder 16", stroke 24", drivers 60". Placed in service September 8, 1875 as #50. Became #16 in October 1898; gone by 1901.

Lakeland—Schenectady, September 1875. Type 4-4-0. Order #994. Cylinder 16", stroke 24", drivers 60". Placed in service September 8, 1875 as #51. Became #17 in October 1898. Gone by 1901.

Brighton—Baldwin Locomotive Works, July 1878. Type 4-4-0. Order #4388. Cylinder 17", stroke 24", drivers 60". Bought for the Brighton Beach service as #70. Became #23 in October

1898. About 1903 was renumbered to #523. Disappears about 1905.
- Seaside*—Baldwin Locomotive Works, July 1878. Type 4-4-0. Order #4389. Cylinder 17'', stroke 24'', drivers 60''. Bought for the Brighton Beach service. Received the number 71. Became #24 in October 1898; about 1903 renumbered to #524. Disappears about 1905.
- Mazeppa*—Baldwin Locomotive Works, 1870. Type 4-4-0. Order #2269. Cylinder 15'', stroke 22'', drivers 60''. Built for the New Jersey West Line R.R. as #1 *New Providence*. Baldwin seemingly repossessed it and sent it to the L.I.R.R. in summer of 1878, where it became #72. Named after the 17th century chief of the Cossacks, the sad fate of whom was at that time the subject of a poem by Victor Hugo and a musical piece by Liszt. Disappeared after 1887.
- Comet*—Baldwin Locomotive Works, March 1879. Type 4-4-0. Order #4551. Cylinder 16'', stroke 24'', drivers 60''. Delivered April 8, 1879. First placed in service as #73 on Conductor Hobson's Greenport Express as of May 1, 1879. Became #18 in October 1898; renumbered to #518 about 1902-3; retired June 5, 1906.
- Meteor*—Baldwin Locomotive Works, 1879. Type 4-4-0. Order #4553. Cylinder 16'', stroke 24'', drivers 60''. Delivered April 8, 1879; first placed in service as #74 on Conductor Tattersall's Port Jefferson Express as of May 1, 1879. Renumbered in October 1898 to #19; again in 1903 to #519. Gone by 1905.
- Arrow*—Baldwin Locomotive Works, March 1879. Type 4-4-0. Order #4556. Cylinder 16'', stroke 24'', drivers 60''. Delivered April 8, 1879, and first placed in service as #75 on Conductor Powell's Patchogue Express as of May 1, 1879. Became #20 in 1898; renumbered to #520 in 1902-3. Retired June 5, 1906.
- Flying Dutchman*—Baldwin Locomotive Works, May 1879. Type 4-4-0. Order #4627. Cylinder 16'', stroke 24'', drivers 60''. Assigned #76. Renumbered in October 1898 to #21; again in 1903 to #521. Gone by 1905.
- Rocket*—Baldwin Locomotive Works, May 1879. Type 4-4-0. Order #4629. Cylinder 16'', stroke 24'', drivers 60''. Assigned #77. Became #22 in 1898; #522 in 1902; retired June 5, 1906.
- Montauk*—Baldwin Locomotive Works. May 1879. Type 4-4-0.

Order #4631. Cylinder 17", stroke 24", drivers 60". Assigned #78. Became #25 in 1898. Disappears after 1906.

Douglaston—Baldwin Locomotive Works. May 1879. Type 4-4-0. Order #4633. Cylinder 17", stroke 24", drivers 60". Assigned #79. Renumbered to #26 in October 1898. Disappears after 1906.

#73-79 were all 35-38 tons each and hard-coal burners.

In the summer of 1876 the Poppenhusen management gave new geographical names to many of the L.I.R.R. engines. Where such changes are known, they are listed in the roster. However, in the press of the day, these additional names occur:

Oakdale, mentioned September 1878

Holbrook, mentioned October 1878

Bayshore, mentioned June 1879

Bushwick, mentioned September 1877

Suffolk, mentioned October 1878

These further changes certainly belong to existing engines, but to which is still uncertain.

RAPID TRANSIT ENGINES

Brooklyn—Baldwin Locomotive Works, July 1877. Type 0-4-0 dummy. Order #4116. Cylinder 10", stroke 12", drivers 31". Given to the New York & Manhattan Beach R.R. in January 1879, where it became the *Manhattan* on the Marine R.R. Later L.I.R.R. #298. Gone by 1906.

Flatbush—Baldwin Locomotive Works, July 1877. Type 0-4-0 dummy. Order #4177. Cylinder 9", stroke 12", drivers 36". Given to the New York & Manhattan Beach R.R. in January 1879 where it became the *Oriental* on the Marine R.R. Later L.I.R.R. #299. Gone by 1906.

Bedford—Baldwin Locomotive Works, July 1877. Type 0-4-0 dummy. Order #4119. Cylinder 9", stroke 12", drivers 33". Became #102 by 1885; rebuilt in 1888; renumbered to #300 in October 1898. Gone by 1906.

Atlantic—Baldwin Locomotive Works, April 1878. Type 2-4-2T. Order #4303. Cylinder 11", stroke 16", driver 42". Carried the number 24. Probably sold to the Brooklyn & Rockaway Beach R.R., where it became the *Rockaway* #3.

Manhattan—Baldwin Locomotive Works, June 1878. Type 2-4-

"Atlantic" Placed in service May 11-18, 1878.

- 2T. Order #4363. Cylinder 11", stroke 16", drivers 42". Carried the number 104. Gone by 1898.
- 105-110—Baldwin Locomotive Works, May 1879. Type 0-4-4T (Forney). Cylinder 12", stroke 14", drivers 40". #105, order #4649, became 201 in 1898; sold 1905; #106, order #4652, became 202 in 1898; sold 1905; #107 order #4653, became 203 in 1898; sold 1905; #108 order #4655, became 204 in 1898; gone by 1906; #109, order #4656, became 205 in 1898; gone by 1906; #110, order #4657, became 206 in 1898; gone by 1906.

BROOKLYN CENTRAL & JAMAICA LOCOMOTIVE ROSTER

- William B. Hunter*—Danforth, Cooke, 1860. Type 4-4-0. Cylinder 12", stroke 20", drivers 54". Became L.I.R.R. #40, the *Huntington* when Charlick took over the road in 1867. Scrapped in 1878.
- Jacob Frost*—Danforth, Cooke, 1861. Type 4-4-0. Cylinder 12", stroke 20", drivers 54". Became L.I.R.R. #39, the *Riverhead* when Charlick took over the road in 1867. Retired between 1887 and 1898.
- E. K. Scranton*—Richard Norris & Son, 1860. Type 2-2-2T. Order #1000. Cylinder 7", stroke 18", drivers 48". Built for street travel with heavy trains; drew five large passenger cars and one baggage car. In 1863 the U. S. Government purchased it for duty at Key West, Florida where it drew construction trains of 7 cars, containing 160 men and 10,000 bricks, the whole weighing 75 tons. Damaged in use and returned to Norris, who, in 1868, sold it again to the Saucon Iron Co., near Bethlehem, Pennsylvania, where it was in use at least up to 1883.

PASSENGER CARS

1877-1880

- 10 coaches—Jackson & Sharp, 1875. Ordered by President Henry Havemeyer in May 1875 and delivered by July 1.
- 6 *Rapid Transit Coaches*—Jackson & Sharp, 1877. Delivered first week of July 1877. Thirty-five feet in length; side seating of 62 persons. "Handsomely upholstered, elaborately painted and frescoed." Seat arms and water faucets silver plated.
- 6 *closed main line cars*, 14 *open excursion cars*—Jackson & Sharp, June 1877. The excursion cars were for the Rockaway Beach

traffic. Six of these were delivered on June 27, 1877, at Hunter's Point.

22 closed main line cars, 38 open excursion cars—Jackson & Sharp, June 1879. Ordered for the Rockaway Beach and Brighton Beach traffic. The first six were delivered May 1-7, 1879.

6 Rapid Transit cars—Jackson & Sharp, May 1879. Seated 50 passengers each; fitted with sliding doors. Placed in service May 4, 1879.

5 Parlor cars—*Idle Hour*, *Olympic*, *South Side*, *Orient*, *Peconic*. Long Island R.R. shops, 1880. Carpeted floors, walnut interiors, Wakefield rattan chairs. Three in service for July 4 crowds; remainder in service July 10, 1880.

Gem, *Port Jefferson*—Both these parlor cars are mentioned as being in service in 1878-1880; the *Gem* was used by Sharp to tour the road and to entertain officials.

List of Stations

MAIN LINE

Hunter's Point: When the Long Island R.R. determined on Hunter's Point after the withdrawal from Brooklyn, work on the new station began. In April 1860, piles were driven to afford a solid foundation for the buildings, and a fleet of sloops and schooners brought in rock and soil to fill in a 10 acre site. The depot area, as at first laid out, was 1600 x 190, and bounded by streets on all sides; a dock extended into the East River. By August 1860 the buildings were ready for use, including a large turntable and engine house. The depot building, of heavy timbers and roofed with slate, was 800 feet long, with facilities for passengers, freight services and company offices. Train service opened into the new terminal on May 9, 1861. For ten years no change occurred; then in July 1870, Charlick filled in additional ground with street refuse from New York. In 1875, the Civil War vintage gas lamps were discarded in favor of kerosene and naphtha lamps. By 1875 the railroad had closed and absorbed the 2nd and 5th Street crossings into its yards, and suits began in 1876 to restore the crossings to public use again. In April 1878 Sharp greatly enlarged the old depot and built several new platforms. He closed the North

Side depot on May 27, and so required that much more room in the Long Island depot. Further refurbishing took place in July 1879, for we read that "the dark, gloomy, forbidding station has had a world of light let into it." In May 1883 many old structures along the south side of Borden Avenue were razed and replaced with new two-story railway express buildings. The original old station burned down in December 1902 and a new station was opened on April 26, 1903.

✓ *Woodside*: Original station of 1861 located on the northeast corner of 60th Street and Woodside Avenue. When the Flushing & North Side and the Long Island were merged in 1876, the old L.I.R.R. station was closed, and the newer and larger North Side depot was used instead.

Winfield: Station opened during first years of Charlick's regime, probably in 1865 to enable passengers to transfer from the Long Island to the North Side and vice versa. Depot built on the south side of the track and opposite the North Side junction. Abandoned April 1876 in favor of the North Side depot, which was relocated in August 1876 between the two roads.

Hopedale: Station newly established in July 1875; first listed on the timetable of May 1877. Money for a new building was contributed by the people of Richmond Hill and Whitepot (Forest Hills). Built by Mr. Earl Lee of Corona; building was erected in October 1875. Trains began stopping here about November 15, 1875. Depot located opposite Hopedale Hall on Queens Boulevard at Union Turnpike.

Maple Grove: a stop opened in May 1879 solely to give access to Maple Grove Cemetery, which was first laid out in May 1875. There was a small frame depot located north of the track and on the east side of Lefferts Boulevard. This was a flag stop only. A new depot was built in 1909 as "Kew" on the west side of Lefferts Boulevard.

Jamaica: The wooden station of the 70's and 80's went back to pre-Charlick days; located on the north side of the track at 151st Street. In August 1869 it was overhauled, enlarged and newly painted, and set back from the track to give a platform of about 18-foot width. In June 1872, there was a further "thorough overhauling." In May 1877 the L.I.R.R. moved the South Side depot building into its own area and set it down just west of the older L.I.R.R. building. Both buildings

were kept in use. The old stone foundry south of the tracks was torn down in July 1877. In July 1880, the receiver, the roadmaster and the master of transportation moved their offices into the Jamaica depot. Finally, in December of 1880, a new two-story building went up adjacent to the depot for use as offices, but Austin Corbin disliked these arrangements and had the building torn down again in March 1881. In December 1880 new platforms and approaches to the station were graded and laid out. The original wooden depot lasted right down to the end of the old Jamaica station site in 1912-13.

Rockaway Junction: First appears on timetable of June 1875 as the first stop on the Rockaway Branch; superseded Willow Tree station. Probably located near present Hillside station. Years later the station became important as the terminus of the Rapid Transit.

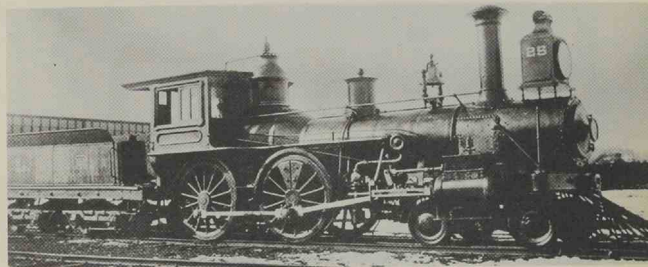
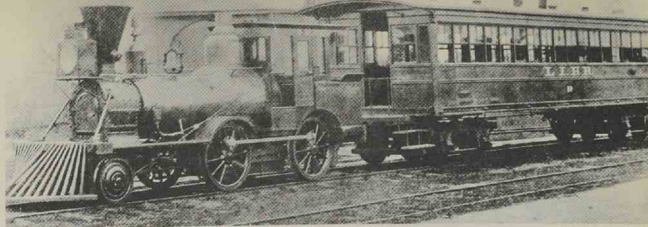
Willow Tree: In September 1871, Charlick decided to abandon the station, and it is last listed June 1872. Located on the north side of the track and the west side of 184th Street, Hollis. There was no depot building proper, but a dwelling house located close to the track was fitted with a seat fixed on the outside for the use of waiting passengers. A colored family occupied the house in the late 60's and early 70's, and when several came down with small pox in 1873, the place was quarantined.

Queens: Originally called Brushville, but Queens after 1852. Station located at point where Hempstead Turnpike crosses Long Island R.R. There was no depot building. When Colonel Wood of Civil War fame boomed Queens, the station was moved to the west side of Springfield Boulevard and north of the track (September 1871). Depot building erected during September and October 1871 by Charles Hallett of Riverhead, who drew the plans and supervised construction of the building. Present high level station opened September 1924.

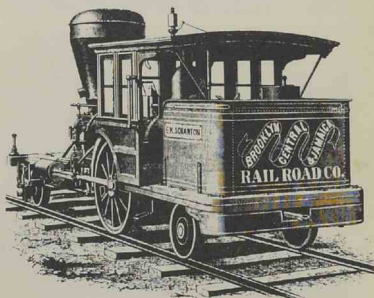
Hinsdale: A new depot building erected in October-November 1879. Called "Stewart Junction" on employees' timetables. Named after the general counsel of the L.I.R.R., Elizur B. Hinsdale. Located at south side of the tracks and east side of Tulip Avenue, Floral Park. New depot built 1909.

Hyde Park: One of the original stations; no depot building. A new post office was established here and the name changed to

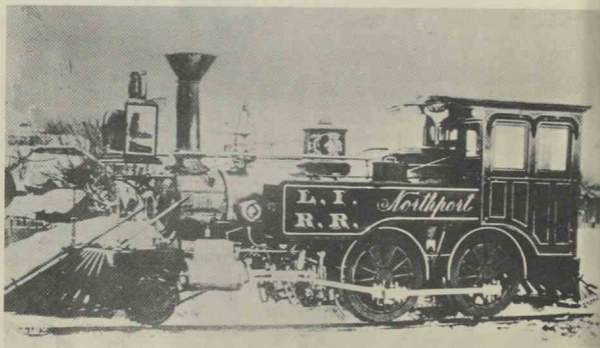
- New Hyde Park in March 1871. In February 1870, Miss Charlotte G. Kelsey, owner of a 600-acre tract at Hyde Park, donated a site to the railroad on which to erect a depot. Building probably erected in summer of 1870.
- Garden City (Park)*: A site boomed in the summer of 1874 by the master real estate developer, Benjamin W. Hitchcock, who bought a large tract and cut it up into 646 building lots. Excursion trains were run in July to bring prospective buyers. Hitchcock put up a depot building in June 1874, a two-story structure with a tower. It was located at the present site of Merillon Avenue station (Nassau Boulevard and Court House Road). Station first appears on the timetable of November 1874 as "Garden City." Last listed in March 1876. The deliberate use of the name Garden City to mislead travelers into thinking that the station served Stewart's Garden City was much resented by both the Central R.R. and the public.
- Mineola*: Formerly "Branch" or "Hempstead Branch." Through petition of S. V. Searing, Congress in President Buchanan's administration approved a change of name to "Mineola," after the daughter of an Indian chief. The original depot was reported rehabilitated in June 1872. The bridge carrying Mineola Boulevard over the track was erected in March 1878, one of the earliest grade crossings eliminations. A new depot was erected in May-June 1883. The roof was 98 feet long and 25 feet wide. The passenger and ticket office was 30 x 18 and located in the center. The depot was photographed by Brainerd in 1878. It was located in the center of the triangle on the south side of the track. Present station opened September 22, 1923, on west side of Mineola Boulevard.
- Westbury*: In the 60's and 70's J. P. Kelsey's store served as the depot. It was photographed by Brainerd in 1878. A new depot was erected in April, May and June 1883. It is described as 18 x 30 feet with 12-foot posts. It had a bay window in the front.
- New Cassel*: Developed as a settlement for immigrant Germans in the summer of 1870; named after the capital of Hesse in Germany. Site comprised 600 acres, partly the farm of the late Gilbert Baldwin. No known depot building. First appears on the timetable of November 1875; last listed March 1876.
- Hicksville*: The original Hicksville depot was destroyed by fire on

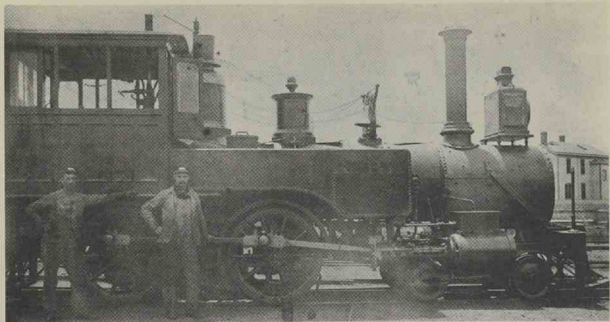


Although it resembled an early pull-toy, No. 32, "Fred" was really a vintage locomotive. This small Hinkley product (top), was built in 1862, rebuilt in 1864, and in 1876 was sold to the Brooklyn and Rockaway Beach RR. Below it, is No. 25, built by Rogers in 1851, and rebuilt by McQueen in 1860. Named successively "Moses Maynard", "James Gordon Bennett", it wound up as No. 25, the "Southampton". Bottom photo shows an 1860 2-2-2T, the "E. K. Scranton" of the Brooklyn Central and Jamaica.

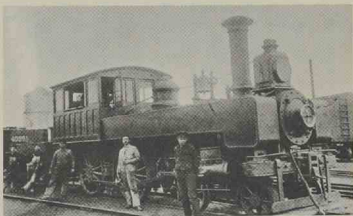


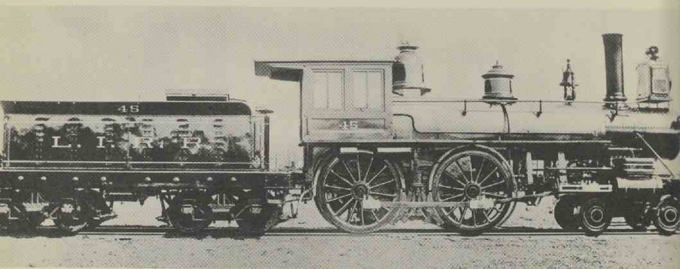
Ever the shrewd business man, one to overcome obstacles or disasters, Oliver Charlick was an important force in the Long Island's destiny. He assumed charge of a carcass, picked clean by his predecessors, and rebuilt it into a prosperous, efficient railroad. Below is a handsome (?) creation of Schenectady, circa 1868. This is No. 43, the "Northport".





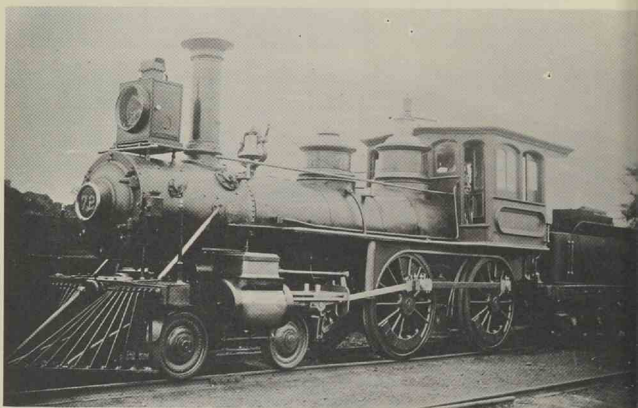
More tank engines intended for the rapid-transit type service required in Brooklyn: top, old "Riverhead", later No. 39; Center, No. 1, formerly "Horace Greeley" at Woodhaven Junction in 1894; Bottom, No. 38, the former "Thurlow Weed" also at Woodhaven Junction.

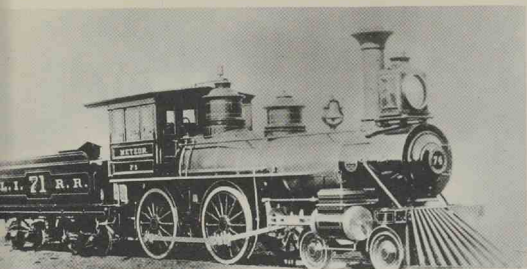




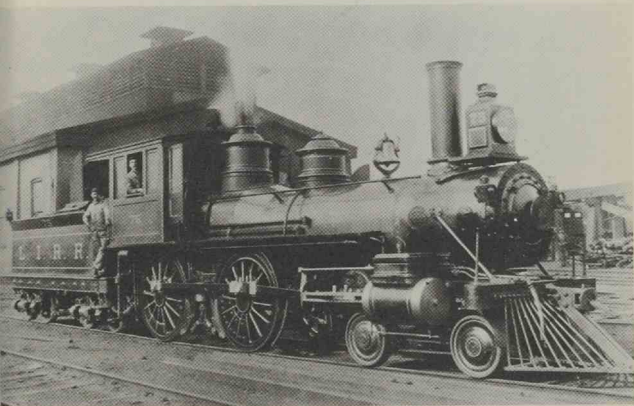
This handsome graceful 4-4-0, No. 45, once the "Charles A. Dana", later the No. 8 in 1898, was a Schenectady engine.

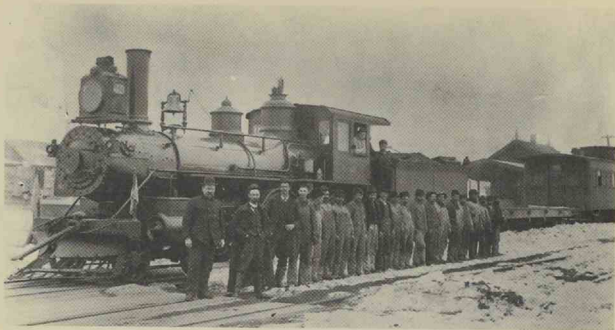
No. 72, the "Mazeppa" came from Baldwin's in October, 1870.



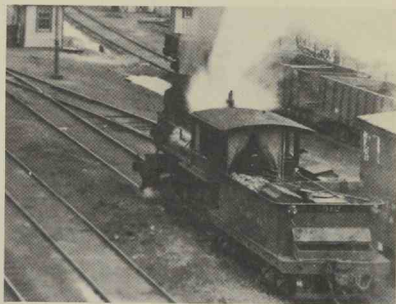


No. 74, the "Meteor" (above), was a Baldwin engine of 1879. In 1898, she became No. 19; in 1903, the 519. Someone tinkered around with the number on the photo making it into a "71" on the cab and tender, but neglecting to alter it on the number plate. Below is the 75, also a Baldwin product, built in 1879. One-time name was the "Arrow".

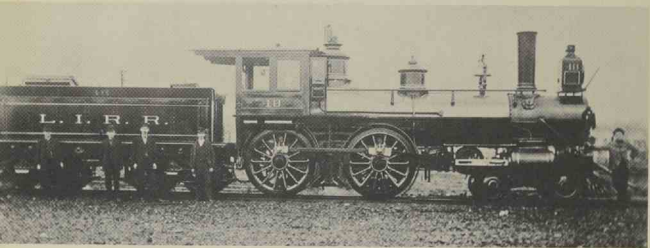


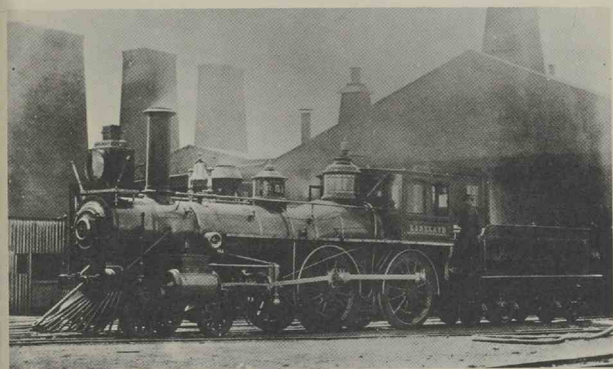
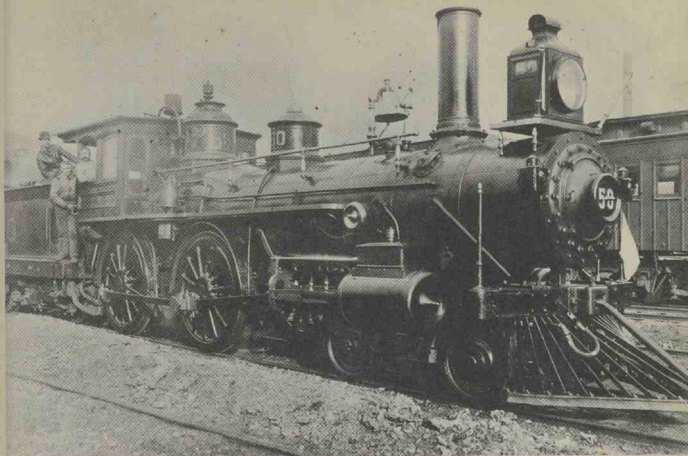


Too large for a full crew, this group was possibly a snow removal gang. Power is No. 49, a Schenectady 4-4-0, later No. 13 (after 1898). Prior names: "Robert C. Brown"; "Deer Park".

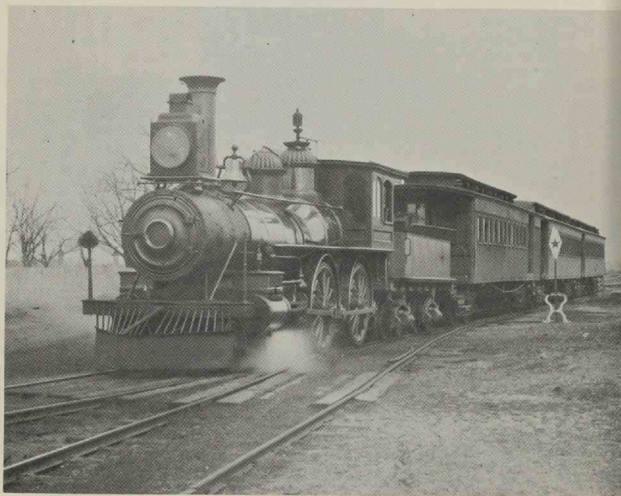
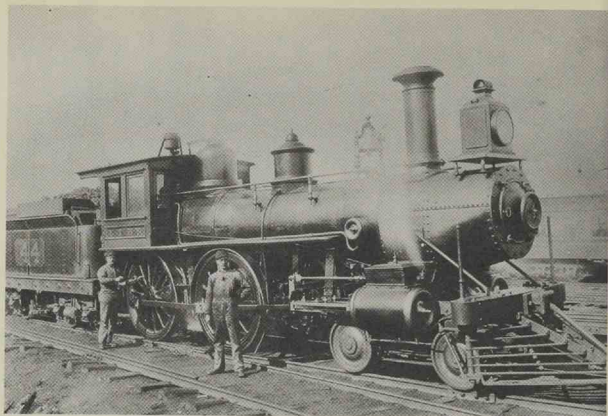


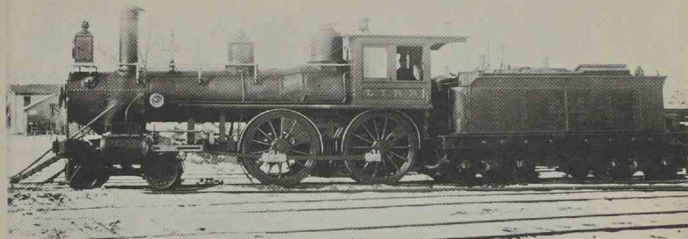
At right is 512 at Jamaica in 1903. Below, she appears as No. 48. Another Schenectady engine, she became No. 12 in 1898 and 512 in 1903. At other times she was known as the "Benjamin W. Hitchcock" and "Port Jefferson".



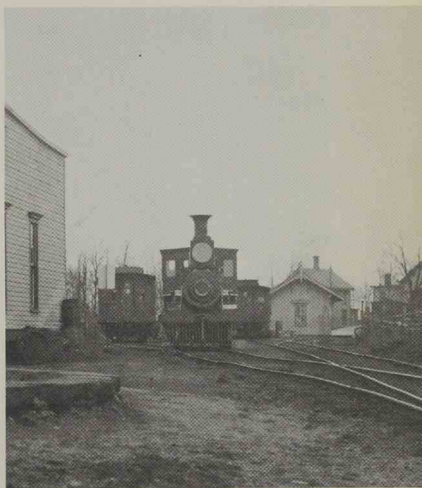


At top of page was No. 50 at Rockaway Park. Lower photo shows No. 51, the "Lakeland" at Whitestone Landing. Both Schenectady products, they became Nos. 16 and 17 respectively in October, 1898.

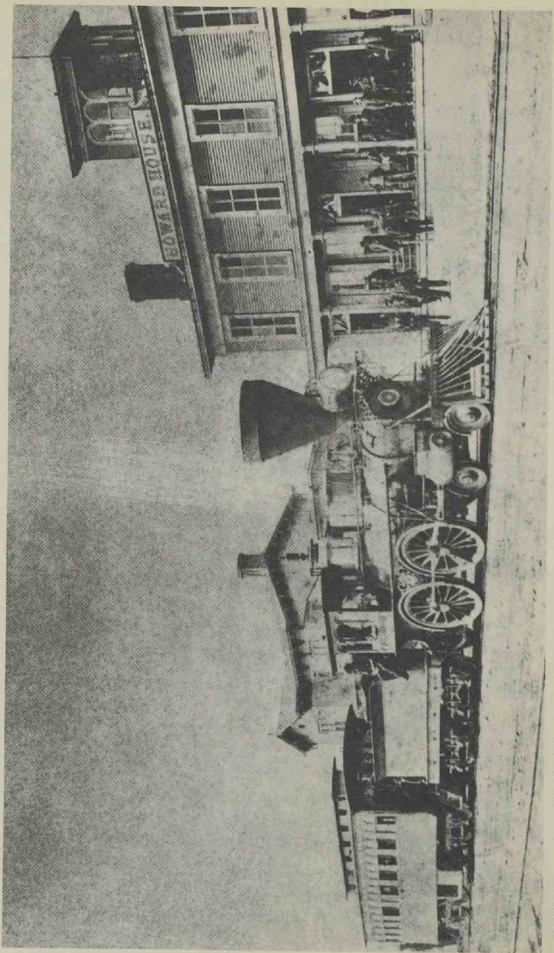




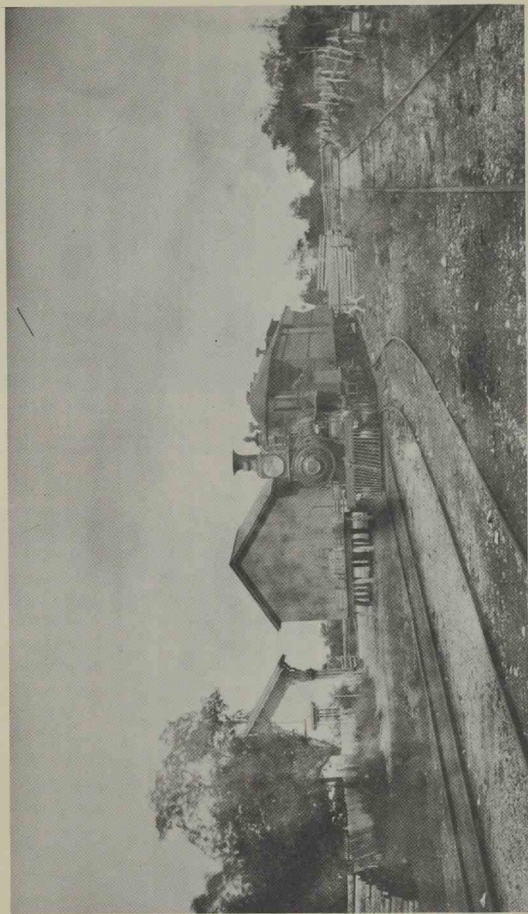
Long Island 4-4-0, No. 44. At left, shot at Long Island City in 1892; At right, she appears with a winter backdrop in the same period. In 1898, she became no. 6.



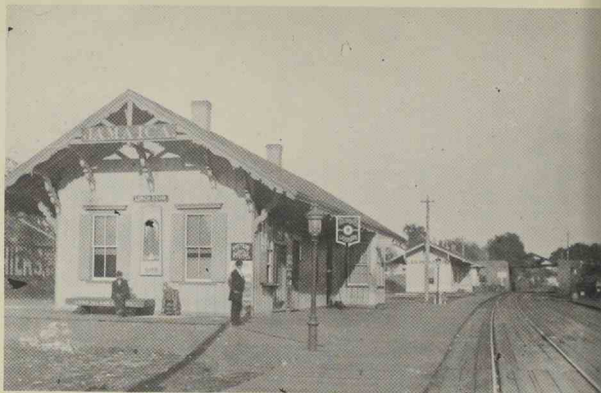
At left a Brooks engine at Port Jefferson in 1879. One of three Brooks machines on the road, but which one? This was a former South Side RR engine. First car in train is former Southern Railroad coach. Above are the Locust Valley facilities of 1878.



The oldest known Long Island Rail Road photograph. This view at Howard House in East New York was taken in April, 1865 (note Mourning crepe for President Lincoln in Hotel windows). The engine is Brooklyn Central and Jamaica No. 1, the "William B. Hunter".



A placid scene at Port Jefferson in 1878. Compare with view on preceding pages.

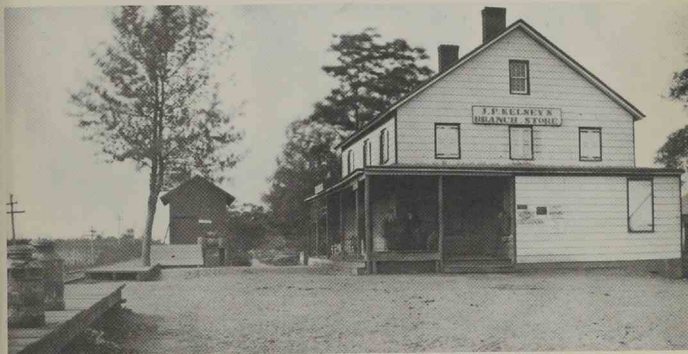


Eastward from Jamaica, Fall, 1878. Apparently, the large station building above was moved from another site between photos. Note that the building does not appear in the view below looking toward the West.





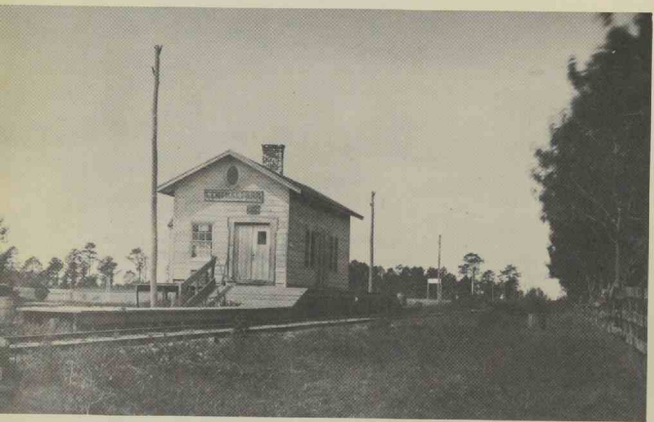
This quiet scene at Mineola hardly resembles the Mineola of to-day.



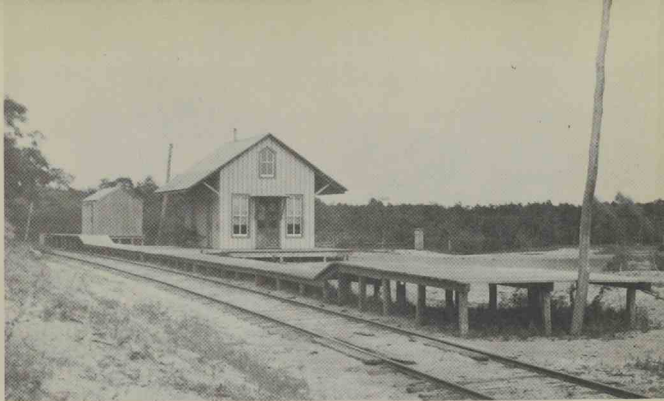
Until a new station was built in 1883, this store and station combination served Westbury.



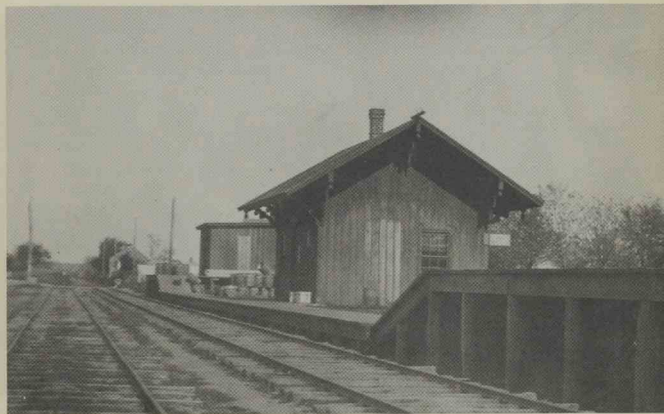
Another store-station combination located at Lakeland. This was replaced by a new depot around 1883 and was later renamed "Lake Ronkonkoma".



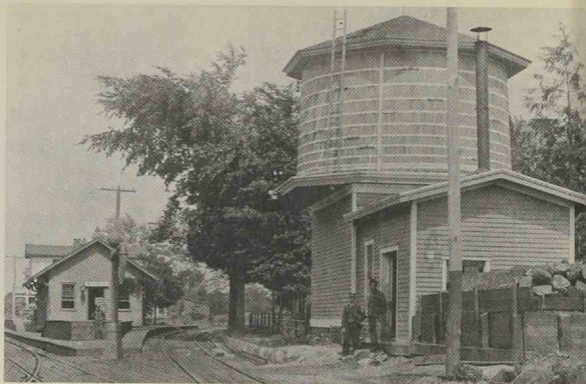
Central Park, Long Island in September, 1879. This is a little better known to-day as Bethpage.



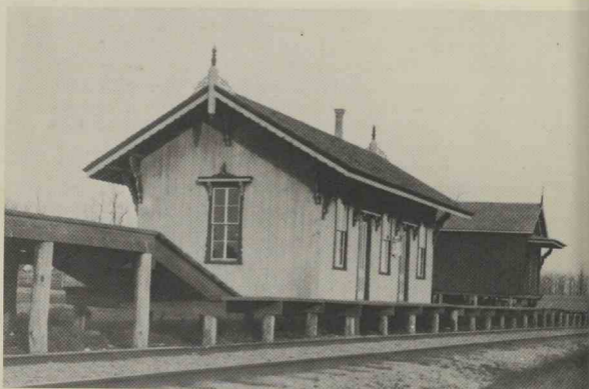
The Jamesport station's claim to fame was its not-so-illustrious former use. Before being trucked to this site, the building served as a saloon. This is how it looked in August 1879 as a railroad station.



There is little to be said about this Mattituck depot, circa 1878, except that it looked like a number of other Long Island depots.



The branch line curving away under the tree at Manor once ran to Eastport, while the line to the left continued to Greenport.



This station at St. James is still in existence (1966). The commuters have carefully restored it complete with a pot-bellied stove, brass fixtures and scrollsaw trim. This is the oldest existing Long Island station.

July 5, 1864. Some sort of shed was pressed into service and used for nine years until September 1873, when Charlick erected a new depot, 13 x 60, and one and a half stories in height. Opened October 1, 1873. Depot located between Broadway and Jerusalem Avenue. A new station was built in 1909.

Jerusalem (Central Park): Originally Jerusalem; the name of the post office was changed in March 1867 to Central Park on the petition of real estate developers, who were booming the area. They chose the name Central Park because their project was located halfway between Hyde Park and Deer Park. Depot photographed by Brainerd in September 1879. The building was a one-story combination passenger and freight depot. Original station lasted till 1959.

Farmingdale: When first settled about 1841, the place was called Hard Scrabble. Original depot by the 60's had degenerated to a "relic of a remote age." In May 1875, Charlick concluded a contract with Charles Hallet of Riverhead to build a new depot. He began work on June 7, 1875, and finished it in July. A new depot was erected in 1910.

West Deer Park: Newspapers say station was established in May 1875 but the station appears on timetables beginning May 1874. The post office opened July 1875. In May 1875 a new depot building was completed, 18 x 35, and two stories high, located on the east side of the Straight Path Road. A large tank was located just west of the station; it was at that time the only watering place between Mineola and Manor. General Casey, brother-in-law of President Grant, with some of his family bought much land here. He put up a few houses and persuaded the Post Office Department to move the Deer Park office here. The village was originally laid out in 3900 lots. George W. Conklin and the Bartlett brothers built a brick works that attracted settlers to the village. In December 1888 the post office changed the name of the village to Wyandance at the request of the Wyandance Brick and Terra Cotta Mfg. Co. The original station was razed February 1958.

Deer Park: Village developed about 1853 by Charles Wilson who purchased a tract of 600 acres at \$5 an acre, cleared land and erected buildings. Judge Alexander McCue of Babylon also developed the place. In 1884 a very large engine house and

car house were put up at Deer Park, and a new depot was built. (April–May)

Thompson's Station: Located where the Sagtikos Parkway intersects the L.I.R.R. Francis Moses Asbury Wicks (1818–1867), a wealthy landowner and politician, owned the land in the vicinity of the present Pine Aire. His home, a large and rambling farmhouse, served as the railroad depot, inn and general store. Station opened June 24, 1842. Station named after the Thompson family, owners of Sagtikos Manor in West Islip. Post office opened here August 16, 1849, and closed January 1870, when it moved to Brentwood. The station was abandoned December 1869 and moved to Brentwood. The old site was briefly known as Beulah in 1872, when Miss E. Langdon established here a Home for the Aged and donated a large tract for its support.

Brentwood: Originally called Modern Times; renamed Brentwood on September 7, 1864. The post office moved here from Thompson's Station on January 17, 1870. Inhabitants donated land and money for the depot which was erected in 1870. The old station burned down in April 1903 and the present station was then built and opened on November 10, 1903.

Suffolk Station: Located on the south side of the track and on the west side of Islip Avenue, within the present Central Islip village. Service opened to here on July 14, 1842. A post office was opened on June 15, 1857, and continued to January 7, 1874, when it was transferred to Central Islip. This site was selected by President Fisk of the L.I.R.R. (1839–1847) as the most eligible site for a depot, car house, engine house and well, provided the requisite land were given on the north and south sides of the track. The owner on the north side complied, but the south side owner refused, and so the idea of a settlement fell through. The site was on the main and most travelled route between the Towns of Smithtown and Islip.

Central Islip: Station transferred to here from Suffolk Station. The Central Islip depot was built in August–October 1873; opened November 4, 1873 as a flag stop. The condition for getting the depot was that the people should donate all the land that was needed plus \$600 in cash. The land was deeded over on June 14, 1873, and the \$600 paid by July 1. The original depot was razed August 1958.

Lakeland (Ronkonkoma): Founded by Dr. Edgar Fenn Peck, a New York doctor, who moved from New York to Brentwood in 1842. In 1848 he purchased from William H. Ludlow a huge tract along the railroad from Suffolk Station to Ronkonkoma and founded Lakeland. Between 1848 and 1851, he laid out a village and opened Ocean Avenue, constructed public buildings and established a post office. In 1851 the Long Island R.R. failed and with it Dr. Peck. The name of the post office was changed from Lakeland to Lake Grove in May 1870. The station building was photographed in 1878 by Brainerd; located on the west side of Ocean Avenue. In June 1883 the L.I.R.R. opened a new station, calling it Ronkonkoma, on the east side of Hawkins Avenue.

Holbrook: In 1848-9, Mr. McCotter purchased 5000 acres along the railroad and running south three miles to the bay. He had it surveyed and laid out in five and ten-acre lots, and avenues cut. In June-July 1875 a combination cigar factory and depot building was erected by McCotter. It was 40 x 40, and two stories high surmounted with a cupola. Half the ground floor was used as a ticket office, express office and waiting room and the other half was used as a shipping room by the factory which occupied the second floor.

Holtsville: (Waverly): The railroad called the station Waverly, but the post office was Holtsville, because the officials refused to accept the other name on the ground that there already was a Waverly in Tioga County. The post master then proposed the name of Holtsville after the Postmaster General then in office (1860), and the suggestion was accepted. The small depot building, district school, church and store comprised the whole settlement. A new freight house was built in December 1875 and two new platforms erected. A new depot was built in 1910.

Medford: The original depot and freight house burned down on August 20, 1863. In 1889, a small one-story depot with attached dwelling for the station master was put up. It was razed in 1940 during the grade crossing elimination on Route 112. A new one-story, modern, white brick station was erected, but became so badly vandalized that it had to be torn down in 1964.

Bellport: Station opened in 1852; last listed October 1876. After May 1880 reopened as Bartlett's Station, named in honor of

the New York lawyer, William O. Bartlett (1820-1881), who owned a farm near Yaphank. Station located south of the track and east side of Bellport Avenue.

Yaphank: Service opened to Yaphank on June 26, 1844. In December 1873 the L.I.R.R. vacated the Yaphank Hotel premises formerly occupied as a railroad station, and moved one of its own tenant houses up to within a few rods east of the former station, which was then fitted up as a ticket office and waiting room. Although Yaphank was then the best-paying station on the main line between Farmingdale and Riverhead, the temporary depot was the most wretched and disgraceful of any on the road. In July 1875 Charles Hallett of Riverhead completed a new frame depot, decorated with scroll work on roof and sides, new platforms were added, and the freight depot moved farther east. Located north of the track and east of Yaphank Road.

Manor: Formerly St. George's Manor (timetable of 1849), but after 1852 simply Manor. Station building located in the triangle at the junction of the main line and the Sag Harbor Branch. In September 1869 the old depot building was razed, and a new one staked out with larger platforms. During May 1871 the new building was erected. A new water tank and tank house was set up, along with a well and a wind mill.

Baiting Hollow (Calverton): Opened 1852 as Hulse's Turnout. Gone by 1858. Reappears on the timetable of September 1875; disappears after March 1876. Officially discontinued June 1876. Reappears in 1880. Name later changed to Calverton because of an order requiring that the names of railroad stations must be the same as those of the post office. The railroad probably used the post office and store on the west side of Edward Avenue as a depot.

Riverhead: The original depot at Riverhead removed from its site in March 1870, and converted into a dwelling house for railroad workmen. Work on a new building was begun in September 1869 by Charles Hallett of Riverhead at a point just west of Griffing Avenue. Building completed March 1870. A new freight house was finished December 13, 1869. Oddly enough, within six months' time, the depot was reported ready to be rebuilt again (September 1870). The new station was built of brick, 19 x 35, with a shingle roof and wide projecting

caves; a new engine house was also to be built of brick with walls of one foot thickness, and a turntable with three tracks leading to the engine house. The frame of the new depot was raised September 19, but then was moved at Charlick's insistence westward beyond the old freight house and engine house. The present station was opened on June 2, 1910.

Jamesport: In August–September 1869 the depot was reconstructed on a site farther to the west, and a platform extending in either direction added. In July 1878, the railroad purchased for \$200 from Charles H. Payne the building near the Jamesport station used by him for a saloon, moved it up to the track and converted it into a depot. Station photographed by Brainerd in August 1879. The old depot was razed on July 18, 1963, after having been remodeled in 1944.

Mattituck: In the summer of 1869 Charlick sought to buy land around Love Lane from M. Wells, operator of a local saloon and owner of all the land on both sides of the track. Wells refused to sell, for the people would then wait in the station instead of spending money in his saloon. Charlick then bought land at Wickham Avenue two blocks eastward. On September 13, 1869, trains ceased to stop at the former Love Lane stopping place and began to stop at Wickham Avenue. Charles Robinson was contractor for the depot and freight house on the north side of the track, both of which were probably built in 1870. Depot photographed by Brainerd in 1878.

Cutchogue: One of the original stations on the main line but without a depot building. Some sort of structure referred to as "new" is mentioned in a notice of March 1870, and was located at "Sill's Turnout," i.e. Depot Road. In August 1875 a depot building was put up. A newer and larger station building was erected in 1887.

Hermitage (Peconic): Originally Hermitage; name later changed to Peconic on the timetable of June 1876. In August 1876 the first depot building was put up south of the track and on the west side of Peconic Lane.

Southold: New depot building begun in November 1869 and finished in 1870.

Greenport: On July 4, 1870, the old original depot, then out of use and called a shanty, burned down in the Fourth of July festivities. A new depot was commenced by Charles Hallett of River-

Jamesport at 3 A.M. on Oct. 17, 1877 the station building was set on fire by an incendiary and burned to the ground.

head in September 1870 and finished in October. A new engine house was erected, this time on the north side of the track and west of the station (the original had been on the south side). During construction in November 1870 the south wall blew down in a gale. West of and in front of the engine house a new turntable was installed. Finally, a new dock for the Sound steamers was built south of the earlier one of the 1840's. A new wharf, 200 feet long by 20 feet wide, and with a stone pier across the outer end 20 feet wide, was built in September and October 1870. On November 7, 1870, the old wooden water tank at 4th Street collapsed. New replacements were put up in June-July 1875. The present brick passenger depot dates to 1892.

SAG HARBOR BRANCH

Moriches: (Eastport): Station located on the east side of the Montauk Highway crossing of the abandoned Manor-Eastport connection and north of the tracks (Robinson's Crossing). Area formerly known as Seatuck. In February 1870 material was reportedly on the ground for the new depot; the building was probably completed in a month. In July 1881, an order was issued changing the name of Moriches Station to Eastport.

Speonk: The depot building was begun in December 1869 and completed in February 1870. Service was opened to Speonk station on Monday, December 20, 1869. In June 1873, Speonk became a flag stop. Station building photographed by Brainerd in July 1879. Depot located on the south side of the track and east side of Phillips Avenue.

Westhampton: Service opened to here December 20, 1869. Commissioners inspected the area for a depot site on January 4, 1870. During February and March 1870 the depot building was erected. Located on south side of the track at Depot Road.

Quogue: Service opened to here December 20, 1869. Commissioners inspected the area on January 4, 1870, to select a depot site that would be halfway between East Quogue and Quogue, and so serve both villages. The station was originally fixed on the west side of the Lewis Road and north of the track at Old Country Road. The station was described as "consisting of a few boards set upon posts made into a platform with the sky above and the sand below on all sides." In July 1871 a dispute arose between Charlick and the citizens of Quogue as to the

erection of a depot, and Charlick in a fit of pique refused to stop the trains there. The people of Quogue and East Quogue (Atlanticville) quarreled over the depot location, and in June 1875 President Havemeyer settled the problem by building a new two-story wooden frame depot at Quogue on the "George Post" road, now Old Depot Road, and leaving the original site to the people of East Quogue. Charles Hallett was the builder of the new depot, freight house and platforms. The station was discontinued in June 1876, but re-instated in August. Photographed by Brainerd in 1878. In 1882 a new depot was erected.

Atlanticville: (East Quogue): A depot building was built on the old site at Lewis Road in June and July 1875 by Charles Hallett of Riverhead. Station first appears as "Atlanticville" on timetable of September 1875. In April 1891 the post office changed the name of Atlanticville to East Quogue.

Good Ground (Hampton Bays): Passenger service opened to here December 20, 1869. This remained the terminal station until the opening of the road to Bridgehampton on April 23, 1870. A depot building, erected by Charles Hallett, was constructed in December 1870 and opened for use in February 1871. On November 4, 1873, the depot and freight house burned down and Hallett received a contract to erect a successor. The frame went up in December 1873, and the structure was completed and occupied by January 10, 1874. Located on the north side of the track and west side of Ponquogue Avenue.

Southampton: The first depot site chosen was judged unsuitable and a new site was selected on land bought from Peter Fournier on the east side of Main Street and south of the track. Service opened to station April 23, 1870. In December 1870 a public meeting was held to consider Charlick's offer to build a depot if the people would subscribe \$800 toward the cost. The proposition was approved and work began in December 1870. The depot building and platform were completed in February 1871. The depot was photographed by Brainerd in September 1878.

Water Mills: Not one of the original stations. The inhabitants began collecting for a depot as early as 1870. A depot building was finally put up in August and September 1875 on land purchased from H. S. and H. M. Rose on the west side of Hal-

sey Lane. The station first appears on the timetable of September 1875. In May 1873 a tank was set up at Water Mills and a turnout constructed. New depot building erected in August 1903 on the east side of the Deerfield Road.

Bridgehampton: Service opened to Bridgehampton Saturday, April 23, 1870. Depot grounds purchased by commissioners in April 1869 for \$300, then doubled in size in December 1869. Charles Hallett, contractor for the depot, began work on the building in April 1870. Completed building 16 x 30 with a 250-foot platform. Opened June 1870. Located on the south side of the track and east side of Butter Lane. A freight house of the same dimensions was erected at the same time. The original station was destroyed by fire on July 6, 1884.

Sag Harbor: Framing of the depot commenced December 21, 1870. The building was 20 x 30 and was opened in January 1871. When the building was found to encroach on Water Street, it was moved back in February. A building occupied as a stable was moved to the north side of Water Street in April 1870, and converted into an engine house. As completed, it was 60 x 70, and was placed in use May 1870. A temporary ticket office was moved into the freight house in May 1870. The original depot was destroyed by fire in November 1873. Its successor was photographed by Brainerd in August 1878. In December 1879 a new freight house was erected, 16 x 28, with platforms on three sides. The final depot, which is still standing abandoned, was erected in 1910.

PORT JEFFERSON BRANCH

Syosset: Charlick, in January 1873, offered to furnish \$550 towards a depot if the people would raise the remainder, but the effort failed. In September 1877 the depot formerly at Lockwood's Grove, Far Rockaway, was moved to Syosset and re-erected.

Woodbury: (*Cold Spring Harbor*): In December 1875 Charles Hallett of Riverhead and Henry Horton of Syosset commenced the erection of the Woodbury depot. The residents of Cold Spring and Woodbury raised \$700 towards the cost. Building photographed by Brainerd in 1878.

Huntington: Depot on the east side of New York Avenue. New present depot built in 1909.

- Centerport (Greenlawn)*: Depot building built by Henry S. Sammis of Northport in 1868 on the east side of the Centreport Road in an area newly named Greenlawn (1870). Station burned down 1909; replaced with a new station 1910.
- (Old) Northport*: Depot building built in January–March 1868 by Henry S. Sammis. An engine building was also put up. Old Northport abandoned as a passenger depot October 17, 1899. The site is now a yard at the end of a freight branch on the north side of Highway 25A and west of Laurel Avenue.
- (New) Northport (Genola)*: Area originally known as Clay Pitts; name changed to Genola in March 1870. A new site for the new Northport station consisting of several acres, was donated by Mr. Higbie. Station building, and freight houses erected between May and July 1873. The original building was, in the 1930's, moved intact to the south side of East 10th Street, where it was used as the office of a sign company. Torn down 1959.
- St. Johnland (Kings Park)*: St. Johnland was never a place by itself, but only the name applied to the depot and post office at the Home established by Dr. Muhlenberg for the Aged. Charles Hallett of Riverhead built the depot in November and December 1872.
- Smithtown*: The depot building was erected by Charles Hallett in November and December 1872. In June 1874 the tank and windmill were taken down by Mr. L'Hommedieu, and re-erected a little to the westward of the old site. Station photographed by Brainerd in October 1878.
- St. James*: In May 1873 only a signal station, the location of which was marked by a pile of cordwood. The land for the depot site and the right of way through the area were given by Messrs. Edmund T. and Milton G. Smith, on condition that the station be located on the road dividing their farms. When Charlick called on the people to raise \$750 towards the depot, Mr. Timothy C. Smith responded with \$500. Work was begun in August 1873 by Mr. Calvin L'Hommedieu and completed in October. The original building is still standing, and has been (1964) carefully restored; it is now the sole station surviving from the Charlick Era, and the oldest station on the railroad. Photographed by Brainerd in 1878.

Stony Brook: A signal station in May 1873, the site of which was marked by a hickory tree. A depot was contracted for in May 1873 and probably erected soon after.

Setauket: In July 1873 the station was marked by a sand bank. Beginning in April 1873 a public subscription was undertaken to collect money to build a depot. President Havemeyer was supposed to arrange for the construction of a depot in May 1875, but nothing was done. A new freight depot was erected by the railroad in February 1877 and was photographed by Brainerd in October 1878. No depot appears to have been built until January–February 1883.

Port Jefferson: Preparations were made to build a depot on high ground at Comsewogue in November 1872. In January 1873 the depot building and a small freight house were opened for use on the west side of Route 112 (Main Street). The depot burned down on February 1, 1874, because of a defective stove pipe. The freight depot was saved. A replacement depot building went up in June 1875. At this time the village was just under 3000 people and had 44 stores. The present depot was opened on July 29, 1903, by the owners of Belle Terre, on land donated by the Port Jefferson Company. The depot of 1875 survived as a yard shack until April 1963.

THE WHITE LINE

Schwalenberg's Park: Today this is the Queens Plaza area, where Diagonal Street crosses the railroad yards. This station does not appear on the passenger timetables of 1875–76, but the newspapers chronicle its opening. William Schwalenberg operated a hotel and saloon on Jackson Avenue during the 70's. Service began July 19, 1875, as an accommodation to the local residents who were inconvenienced by the discontinuance of the Astoria & Hunter's Point R.R. horse car line. Service given only by White Line trains. The station may have closed either at the end of White Line service, or on the resumption of horse car service in January 1877.

✓ *Sunnyside:* Station opened July 19, 1875. Located at 35th Street, Long Island City, on the north side of the track and near the Sunnyside Hotel on Jackson Avenue which has given its name to the area today. The station was talked of in 1874, and finally built between September and December 1875. The building was of "Gothic" design, 35 x 20, and one story high,

and cost close to \$1000. In August the papers carried notices that in the number of passengers, Sunnyside station already surpassed some of the older stations. When the White Line was abandoned in April 1876, service to Sunnyside ceased and there is no record of its resumption.

Winfield: There is only one mention of a separate depot for White Line trains at Winfield. In September 1879 a local newspaper remarked that the "brick building at Winfield formerly occupied as a station and ticket office for the White Line has become known as the tramps' home, nightly occupied by poor wanderers who have no place to go."

Newtown: The depot building was located on the west side of Broadway, and north of the track. At first the Long Island R.R. secured temporary accommodations in a room in Association Hall (November 1873). The new depot was completed December 13, 1873. At the same time two large tanks, capable of holding 40,000 gallons of water, and a wind mill were erected just west of the depot. A freight depot was erected at the west end of the platform (January 1874). It was soon discovered that the Newtown tank water left sediments in the boilers of the engines, and the use of the tanks was discontinued. In August 1875, the tanks were dismantled, and in April 1879 the wind mill was pulled down. After the abandonment of the White Line in April 1876, a tailor named Mr. Snelling leased the depot for a store (August 1877). The last mention of the depot in any newspaper occurs in July 1881.

Corona Park: Located at what is now the southwest corner of Corona Avenue and Saultrell Street. A two-story depot building was erected in September and October 1873. When the North Side R.R. depot at Corona burned down on December 9, 1880, the Corona Park White Line depot, then four years abandoned, was moved to Corona and installed on the site of the burned building. This building was demolished in September 1894 to make way for a new depot.

Flushing: Two lots, producing a depot site 50 x 100 feet, were purchased by Charlick in the fall of 1871 from Mr. Charles H. Hunt for \$5000. In September 1873, Charles Hallett of Riverhead began work on a frame depot building, 22 x 30 feet, and one story high. It was described as a small building containing a waiting room, ticket and express office, with an entrance

at both front and rear. The platform was 200 feet long; in January 1874 it was covered over to give weather protection. A turntable was installed west of the station; in May 1876, it was taken up and removed to Rockaway. The White Line depot lasted long enough to be photographed in 1923, and was destroyed when the Loew's Theatre was built on the site.

THE ROCKAWAY BRANCH

Springfield: The depot was located north of the track and on the north side of Merrick Boulevard. The land for the depot and \$600 cash was donated by Alexander Higbie, whose residence, south of Merrick Boulevard faced the station. The depot building was put up in August and September 1871. In August 1876 this depot building was removed to the junction with the South Side R.R. (Laurelton) much against the will of the residents. The old building was probably destroyed when the Laurelton station was put up in 1906.

Ocean Point (Cedarhurst): A depot building was erected on the north side of the track and on the west side of Cedarhurst Avenue in May and June 1872. The Long Island R.R. depot was discontinued in June 1876.

Lawrence: A depot building at Lawrence Avenue was erected in June and July 1872. A new depot replaced the original one in June 1906.

Far Rockaway: (Lockwood's Grove) The original depot building in Lockwood's Grove was at the north side of Brookhaven Avenue between Beach 21st and Beach 22nd Street. The site was donated by Benjamin C. Lockwood, owner of Lockwood's picnic grove. The depot building was probably built in the spring of 1872. After the branch closed down in 1876, the depot building was moved to Syosset in September 1877. The turntable was taken out of the grove in April 1878.

HEMPSTEAD BRANCH

Hempstead: The depot was located on the west side of Main Street, and extended 134 feet south of Centre Street and 146 feet north of it. The old depot building antedated Charlick's regime; it was reported rebuilt or refitted in August 1872. After the old terminus was abandoned, the railroad took up the rails in Main Street in the first week of April 1878. In May 1878 the Trustees of Hempstead ordered the platforms removed from the sidewalk and the turntable fenced in. In June

1879 the old turntable pit was filled up with earth. In March 1880, the whole site was put up for auction, and the property was knocked down in four lots to private parties. The old depot building was sold to Dr. E. Webb of Hempstead for \$76, and survived as a chinese laundry until about 1930 on its original site.

ATLANTIC BRANCH

Flatbush Avenue: The junction of Atlantic and Flatbush Avenues was first occupied as a railroad station by the Brooklyn Central and Jamaica R.R. who bought the site about 1864. In 1872, the Atlantic Avenue R.R. Co., succeeded to the property. In January, February and March 1877, the Long Island R.R. bought up all the private houses fronting Hanson Place; the 13th Regiment Armory building facing Flatbush Avenue was the largest parcel not acquired. In May 1877 the demolition of all the horse car stables and the private houses was commenced. The Long Island R.R. preserved the stables facing on Atlantic Avenue and remodeled them into a depot. In July and August 1878, Sharp renovated, re-arranged and enlarged the old brick depot and a large shelter was built adjoining the Armory. Again in June 1880 the depot was enlarged to make room for extra trains, and to make possible running of the Rapid Transit trains into the yard, instead of terminating them in the street. Eight more private houses along Atlantic Avenue were bought and torn down. Some of the tracks were covered, and the passenger depot enlarged and the interior re-arranged. The Flatbush station was largely rebuilt later in 1893.

Bedford: The station consisted of eleven lots on the south side of Atlantic Avenue between Classon and Franklin Avenues. There was a frontage on Atlantic Avenue of 233 feet 10 inches, and on Pacific Street of 75 feet. Bedford was one of the original stops on the railroad. In May 1880 Colonel Sharp sold all the land at Bedford station to the Brooklyn, Flatbush and Coney Island R.R. for \$20,000 cash.

East New York: The old hostelry called the "Howard House" was the traditional stopping place in East New York since the 50's. It was built by Phillip H. Reid, who owned the Canarsie railroad, in 1853 on the northwest corner of Atlantic and Alabama Avenues. The building was transformed into a laundry

in 1920 and was razed in 1929. The hotel served as a waiting room and ticket office. After Austin Corbin took over the L.I.R.R., the junction with the Manhattan Beach R.R. in Van Sinderen Avenue was made the stopping place. East New York was laid out by John R. Pitkin in 1835-36; the name covered the tract between Alabama Avenue and Wyona Street. In 1853 the land east of Wyona Street was developed by Horace A. Miller and James Butler. East New York appears on the timetables of the 1840's.

Cypress Avenue (Crescent Street): This stop was probably originally intended to give access to Cypress Hills Cemetery, founded in 1848. Cypress Avenue first appears on the timetable of 1851. There seems to have been no depot building.

Adamsville: First appears on the timetable of June 1872 but disappears again in 1876. Station was on the south side of the track, and on the west side of Eldert's Lane. The immediate neighborhood was developed by one Adams, proprietor of the Adams House on the southwest corner of McKinley Avenue and Eldert's Lane. Became Rapid Transit stop.

Union Course: Station located at Rockaway Boulevard; one of the original stops on the railroad. Union Course was famous for its horse racing in pre-Civil War days.

Woodhaven: First appears on the timetable of 1851. Formerly Woodville, but the post office changed the name to Woodhaven on August 1, 1853, to avoid confusion with another Woodville. The village was developed by John R. Pitkin and Florian Grosjean, who located his agateware factory here in 1863. The factory in its heyday covered three acres, and comprised 10 buildings giving employment to 500 men. The place grew up rapidly in the 70's and 80's. In 1877 the citizens of the village subscribed nearly \$1000 for a depot; the building was 52 x 17 and was erected in the spring of 1878. Sharp extended a semi-rapid transit service to Woodhaven in 1880. (87th Street).

Clarenceville: Station located at 111th Street. First appears on the timetable about 1867; disappears in 1876 but reappears in July 1877. The post office at Clarenceville changed its name to Richmond Hill in September 1872. The whole area was developed in 1869 by Edward Richmond and Alban P. Man, who built the first houses and laid out streets. The name

Clarenceville was retained on the station at 111th Street right down to the end of the Rapid Transit service on Atlantic Avenue in 1940.

Lefferts Avenue: Station located at 118th Street. Station appears on the timetable about 1867 and is last listed June 1870. Nothing is known about it.

Morris Grove: This was an old picnic grove known as early as the 1830's; in the 1860's at least, it was owned by the Brooklyn Central & Jamaica R.R. who had inherited it from the Brooklyn & Jamaica R.R. The grove was located on the south side of Atlantic Avenue between 124th and 121st Streets and contained 10 acres of land. The grove seems to have passed out of railroad ownership after the foreclosure sales of 1865 and 1867, but Colonel Sharp leased it again in 1879 as an excursion attraction, making many improvements. The Long Island R.R. removed the ex-South Side R.R. depot from Berlin (alongside the track and opposite the present round house in the Morris Park shops) and shifted it about two blocks over to Morris Grove, opposite the present 124th Street in July 1878.

Van Wyck Avenue: First appears on timetables about 1867; name changed to "South Side R.R. Crossing" beginning with the timetable of October 1870. Last listed November 1874. Reappears as "Berlin Switch" in July 1877 with only three trains each way.

LOCUST VALLEY BRANCH

East Williston: P.O. opened May 1879; opened as freight station Feb. 1880.

Albertson's: Opened as milk station March 1874; flag stop June 1875.

Roslyn: Station opened Jan. 23, 1865. New station built June-July 1887.

Greenvale: (*Week's Station*) freight station in use as early as 1866; carried on time table only in year 1875.

Glen Head: Opened as terminus of branch Jan. 23, 1865. Located on Glen Head Road. In July 1866 the P.O. changed the old name of Cedar Swamp to Greenvale, but in Feb. 1874 made

another change to Glenwood. The R.R. used the name Glen Head always and this has prevailed. A new station building was opened in May 1888.

Glen Cove: Station opened May 16, 1867. Photographed by Brainerd in 1878; photo shows a two story combination depot and freight house. A new station was erected in September 1898.

Locust Valley: Station opened Apr. 19, 1869. On Aug. 22 the turntable and engine house was moved from Glen St. and installed here. Here was the terminus of the Branch from 1869 to 1889. Charles Hallet finished a depot here in Nov. 1872; photographed by Brainerd in 1878. New station building erected 1909.

LONG ISLAND DIVISION

R 656.5 S519 L
v. 3
Seyfried, Vincent F.
ABD-9010
The Long Island Rail
Road : a comprehensive
c1961-c198

QUEENS BOROUGH PUBLIC LIBRARY



0 2284 3046244 7 3

Queens Borough Public Library
LONG ISLAND DIVISION JUL 22 1997

LI

090105

Long Island Division
89-11 Merrick Boulevard
Jamaica, NY 11432
(718) 990-8633