

Queens Borough Public Library
Long Island Division

THE LONG ISLAND RAIL ROAD

A COMPREHENSIVE HISTORY

by

Vincent F. Seyfried

Part Six

The Golden Age

1881-1900

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

LONG ISLAND DIVISION

07550

Queens Borough Public Library
Long Island Division

THE LONG ISLAND RAIL ROAD

A COMPREHENSIVE HISTORY

by

Vincent F. Seyfried

Part Six

The Golden Age

1881-1900

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

LONG ISLAND DIVISION

07550

Copyright © 1975 by Vincent F. Seyfried

All Rights Reserved

Library of Congress Catalog Number: 61-17477

THE
LONG ISLAND RAIL ROAD
A COMPREHENSIVE HISTORY

A Limited Edition of 750 copies

of which this is 6

R
656.5
5519
L
(v.6)

Printed by Expert Printing Co., Inc., New York, N.Y.

07520

LONG ISLAND DIVISION

Contents

I	Austin Corbin, Portrait of a Tycoon	1
II	History of the LIRR as a Corporation 1881-1900	26
III	The Montauk Extension 1881	44
IV	The Cedarhurst Railroad 1885	48
V	The Whitestone Extension 1886	54
VI	The Oyster Bay Extension 1889	60
VII	The New York Bay Extension R.R. 1893 . . .	68
VIII	The Wading River Extension 1895	78
IX	The Montauk Extension 1895	89
X	The Port Washington Extension 1898	96
XI	The Oyster Bay Sound Ferry & Boston 1892	102
XII	Track, Track Changes & Right-of-way 1881-1900	114
XIII	Service Facilities for Daily Operation 1881-1900	128
XIV	Passenger Services and Fares 1881-1900	140
XV	Rapid Transit Services	163
XVI	Ferry Services	171
XVII	The Freight & Express Business 1881-1900 . .	176
XVIII	Rolling Stock, Types, Changes 1881-1900 . .	194
XIX	Switch Towers and Interlocks	203
XX	Labor Relations on the LIRR 1881-1900 . .	210
XXI	The LIRR in the Spanish-American War	222
	Accident List	230
	Locomotive Roster	241
	Passenger Cars Roster	247
	Private Cars	254
	Station List	256

TO THE MEMORY

OF

JOHN FREDERICK HARRIS

1954 - 1974

WHO DID NOT LIVE TO

READ THESE PAGES

Preface

With this sixth volume in the continuing series on the history of the Long Island Rail Road, the full story of the road from 1863 to 1900 is brought to completion—a forty year period that was incomparably the most eventful and progressive, and at the same time, the most interesting and colorful of any era in the history of the railroad.

In this volume the road as a whole is dealt with for the period 1881-1900 during the presidencies of Austin Corbin and William H. Baldwin. The book thus represents a continuation of volume III which broke off in 1880.

Many topics which in previous volumes were disposed of in a paragraph or less have here been expanded into whole chapters, thanks to the increased coverage and detail available in the source material after 1880. These are interesting not only as events in the history of the railroad, but in a larger sense, as chapters in the economic and social evolution of Long Island.

It seemed appropriate to call this volume "The Golden Age of the Long Island Rail Road" for several reasons; it was in this era that the road reached its peak in route mileage and the last era in which it would enjoy a monopoly of Long Island's passenger and freight traffic. Significantly, too, these were the last years the Long Island Rail Road would ever operate in the black; after the Pennsylvania take-over in 1900, the long slow slide began.

As in previous volumes, the author has made extensive use of old Long Island newspapers; the Brooklyn Eagle, Long Island Democrat (Jamaica), Long Island Farmer (Jamaica), Hempstead Inquirer, South Side Observer (Rockville Centre), South Side Signal (Babylon), Flushing Journal, Flushing Times, Port Jefferson Echo, Newtown Register and Whitestone Herald. The recent re-discovery of the notebooks of Superintendent Spencer's General Orders for 1877-1880 has been helpful.

The author owes a debt of gratitude to many people: to Felix Reifschneider for his encouragement over many years and for the material support that makes these books possible; to Harold Goldsmith for the locomotive rosters; to Harold Fagerberg for pictures of representative types of engines; to Ron Ziel for the majority of the pictures selected from the Fullerton and Weber collections; to Arthur J. Huneke for various photos and valuable criticism regarding signals and interlocks; to Robert Emery for the use of his father's notes on signal towers and data on the stations; to Wynn S. Boerckel for blueprints; to Edward Watson for sundry photos, and finally, to the Long Island Historical Society, without whose marvelous files of old newspapers this work would have been all but impossible.

Garden City, L.I.
December 1974

Vincent F. Seyfried

CHAPTER 1

Portrait of a Tycoon

JUST as the personality of Oliver Charlick shaped and determined the destinies of the Long Island R.R. for a dozen years, so did the figure of Austin Corbin dominate completely the growth of the railroad and the directions that it took for sixteen years (1881-1896). Austin Corbin was born in Newport, New Hampshire, July 11, 1827. His father was a lawyer with a small clientele and was able to furnish his son an academic education. Young Corbin taught school and did odd jobs until he had saved enough money to take the law course at Harvard. After attending Harvard he studied law with Chief Justice Cushing and later (N.H.) Governor Ralph Metcalf. Corbin received his law degree in 1849. After his admission to the bar he practiced law with Gov. Metcalf as his partner until October 12, 1851, when he removed to Davenport, Iowa. With his small capital he started in the law business in company with George S. C. Dow of Bangor, Maine.

Iowa at this era was a Western state and thinly settled and the 24-year old lawyer lived in what amounted to a frontier town. Corbin saw that there was a chance to make money by loaning cash on western farm property and invested all he could. A wealthy Davenport man, Louis A. Macklot, of French background, saw in Corbin a man of financial ability, and in 1854 took Corbin in as a partner in the banking firm of Macklot & Corbin. During the dark depression days of 1857 when every other bank in Davenport suspended, the Macklot & Corbin Co. stood firm.

Phenomenal success followed all Corbin's movements. After occupying the local banking field, he reached out from home into farm loans throughout Iowa and the surrounding states. In this way he laid the foundation for the great loan business afterwards conducted by the Corbin Banking Co., when frequently the borrower paid not only 10% interest with all costs

and expenses of the loan but 10% bonus for the privilege. Corbin's tax title business, from a small beginning in his home county of Scott, extended all over the state, and north, south and west beyond the state line. He would go into counties and buy up the entire tax list, get his certificates, go home, wait three years, get his deeds, and then wait patiently for his profits. Owners would come one by one for quit-claim deeds and get them on Mr. Corbin's terms which allowed him an ample profit.

In these tax title matters, Corbin had a peculiar method: to state in the deed the exact year's sale for which he was conveying his interest. In consequence of this he very frequently gave deeds which did not convey an interest he had acquired AFTER the particular sale mentioned. Thus, his grantee was no better off after getting the deed than before. Later, when the land was sold, the cloud to the title would be discovered and Corbin would collect again what he had spent to acquire the property, plus interest over the years and whatever profit he thought fit. Even into the 20th century throughout Iowa and adjoining states, Corbin appeared as purchaser on thousands of pieces of unredeemed land, and the estate reaped an income for years on quit-claim deeds to these parcels.

When the National Banking Law was passed in 1863, Corbin's keen mind at once saw what an opportunity it was to secure \$2,000,000 credit on a deposit of \$1,000,000 and he sent in his application to Washington by the first mail. There was a technicality about the application, so that his bank was put down as number three, but despite that, the First National Bank of Davenport was opened two days before any other national bank in the country, June 29, 1863.

Finding the life of a small western town too confining for his great ambitions and energies, Corbin sold out his \$100 shares in his bank for a record \$250 to \$300 and came to New York in 1865. In the fourteen years Corbin spent in Davenport, he developed an active social life. He became a member of the vestry of Trinity Episcopal Church parish and regularly taught in the Sunday School. Through the church he met his future wife, Hannah, and they were married in 1853.

In New York Corbin opened up business in a little back room on the second floor of 170 Broadway, with an office boy as his only assistant. For his growing family he bought a house at 54

First Place on Brooklyn Heights. Corbin's knowledge of the growing West won him respect among the small circle of investment bankers in New York City, and as a result, his prestige and his wealth grew. Corbin formed partnerships with a succession of men, out of which the Corbin Banking Company grew in 1874.

A chance visit to Manhattan Beach in the summer of 1873 changed the course of Austin Corbin's life. His son, Austin Jr., fell ill and the family doctor recommended the sea air as the best cure. Corbin took his wife and family to the Oceanic Hotel at the foot of Gravesend Avenue, and, being temperamentally incapable of sitting idly on the hotel veranda, decided to explore the shore. As he walked east along the then-barren empty beach, overgrown with sedge and grass and copses of cedar, it gradually occurred to him that this unspoiled wilderness, only ten miles from Manhattan, might have immense possibilities for development for one who had the energy and financial resources to see the project through. When Corbin left the beach that day, he determined that it would be he who would undertake this great project.

The acquisition of title to the eastern end of Coney Island proved a difficult matter even for an experienced real estate manipulator like Corbin. The land had been apportioned in the 17th century among many "patentees" and Corbin had to deal with eighth generation descendants all over the country to assemble his tract. All of 1874 and half of 1875 passed before Corbin could call himself owner of two miles of beach front. During 1875, Corbin involved some prominent Boston capitalists in his scheme and together they agreed on the name of Manhattan Beach for the new resort. Corbin planned on erecting two mammoth hotels, one for transients and one for permanent guests, and to build a special railroad to bring people from New York to his private beach. This was to be Corbin's first direct involvement in the railroad business.

Corbin bought out an existing railroad in Brooklyn for his purposes and reorganized it into the New York & Manhattan Beach Railway with himself as president. Very wisely aware of his own limitations in the practical day-to-day running of a railroad, Corbin chose for his general manager Isaac D. Barton, a man destined to play a large role in his later successful railroad

career. Corbin astonished everyone when he decided to save money by building a narrow-gauge railway, and purchased the left-over engines and cars from the Centennial Exposition in Philadelphia.

In 1876-77, the New York & Manhattan Beach Railway was completed from Bay Ridge to Manhattan Beach. Finally, on July 19, 1877, both the railway and the new Manhattan Beach Hotel opened to the public. It was a proud day for Austin Corbin and established him as a man of his word. It had taken thousands of dollars and four years of labor, but the dream of 1873 was now a reality. During the 1878 season Corbin followed up his success by extending his railroad to Greenpoint and Prospect Park to provide easy access to Manhattan Beach from all parts of Brooklyn and Manhattan. The great resort project was brought to fulfillment in 1880 when the Oriental Hotel was opened just east of the Manhattan Beach Hotel to cater to the permanent guest trade.

The Manhattan Beach project, grandiose in conception and undeniably impressive in reality, had cost Austin Corbin several million dollars. Two fairyland castles stood alone on a two mile beach front totalling 600 acres. The Manhattan Hotel boasted 350 guest rooms, all expensively furnished, and the grounds were beautifully landscaped. The rates for board and meals were set at a high figure to attract only the upper class trade. The Oriental had over 400 rooms and boasted every conceivable luxury. The rates here were even higher and the patrons persons of Corbin's own class. There was one small flaw in the whole Manhattan Beach project, invisible at first even to the astute Austin Corbin, but which in later years grew distressingly evident: operation was necessarily limited to only four months of the year; for eight months both hotel and railroad earned nothing.

Not content with the realization of his million-dollar dream at Manhattan Beach, Austin Corbin in the last months of 1880 astonished the financial circles of the city by purchasing the Long Island Railroad in company with a group of New York and Boston capitalists. This class I carrier, begun 50 years before, had, through various vicissitudes managed to triumph over many unfavorable factors, and by 1870 had reached modest prosperity. Branches had been thrown out at various times, and

as the island was growing in population, it was reasonable to suppose that the road would thrive as well. In the 1870's several rival roads sprang up and drained away much of the business from the older line; as it turned out, hard times and over-expansion prevented the new roads from earning their expenses, and in one year-1877-the whole railroad structure on Long Island collapsed in a general ruin. For three years, 1877-1880, the united lines had been in receivership under a careful but very able receiver-manager. Corbin saw possibilities in the Long Island Railroad and confidently bought the road from its creditors.

Having completed his great railroad purchase, Corbin, with his usual broad vision and inclination to large-scale projects, sailed to England on March 2, 1881 with the specific purpose of interesting English capitalists in investing in Long Island village sites, waterside resorts and luxury hotels. He returned on May 12 and then embarked on a second trip. Corbin's considerable wealth and social position enabled him to meet the English gentry on their own ground and it was not long before he succeeded in inducing important personages to join his scheme, notably the son of the Duke of Argyle. Some American editors saw in the whole trip a scheme on Corbin's part to dump the Long Island R.R. abroad at a profit, but when Corbin returned on November 25, it was obvious that he had been successful in his plan to build up traffic for the Long Island R.R. and not in selling it off.

The first fruits of the English visit appeared in November and December 1881, when Corbin announced the formation of the Long Island Improvement Company, a syndicate to develop Long Island real estate with Corbin as president and with a capital of five million dollars at its disposal. In October 1881, the syndicate took title to "Blythebourne", the 15 acre country estate of Electus B. Litchfield, another Brooklyn railroad magnate, just west of Babylon located between the railroad right of way and the Montauk Highway. The price was \$65,000. Corbin seems to have purchased the place in April or May on his own as an investment and now transferred it to the company. Corbin announced to the press that the syndicate proposed to erect a large summer hotel like the Manhattan Beach and also a number of cottages. On December 30, Corbin brought Mr. Field, a Brooklyn architect, and Mr. Burnap, the knowledgeable

manager of the Manhattan Beach Hotel, to look over the site and plan a 350 room hotel at a cost of \$150,000. "Blythebourne" had fifteen acres of land, a large mansion, extensive groves, a mill pond, two smaller ponds, and from its elevated site one had a fine view of the bay. In December Corbin also purchased the Brown Farm occupied by the Westminster Kennel Club and adjoining the farm of August Belmont.

Corbin's next investment coup was the purchase of the entire Shinnecock Hills, a tract of 3200 acres consisting mostly of barren hills between Southampton and Canoe Place and running from Peconic Bay across to Shinnecock Bay. This was consummated in October 1881; the purchase was secured for about \$50,000. Mr. Corbin had visited this spot during the summer of 1881, and while his engine and private car ran down to the turntable at Sag Harbor to change ends, he had clambered to the top of Sugar Loaf Hill and had been impressed with the wild beauty of the site.

As of January 1, 1882, Corbin notified the Brooklyn assessors that he had left his Brooklyn Heights home and was now a resident of Babylon. He moved into Litchfield's house in the center of a park, and graciously posted a notice on his gatepost that carriages might drive through his grounds for pleasure jaunts. A telephone line was also installed to the Babylon depot, a great rarity in 1882.

In the very first week of January 1882, work began on the new Babylon Hotel, which was to be 300 x 150 and built on the plan of the Oriental Hotel. In March, the name of the new hotel was revealed as the "Argyle" in compliment to the ducal family. By the end of March the hotel was nearly finished and a music stand and stables were well started. On May 28, 1882, Austin Corbin entertained at his Babylon house no less a guest than President of the United States Chester A. Arthur and his son.

In June 1882, some of the English backers of the syndicate visited this country and on the 27th of the month, Corbin took them on a private excursion to the highest point of the Shinnecock Hills on a narrow neck of land where the Long Island Improvement Co. proposed to erect a large hotel.

In February 1883, the completed Argyle Hotel was transferred to the Long Island Improvement Co. At the same time the syndicate bought all the land of John A. Bowman, a specu-

lator from Detroit, Mich., at Medford station, 4000 acres, and all the property of Henry W. Maxwell, vice-president of the Long Island R.R., lying in the towns of East Hampton and Southampton along the ocean.

Just as Manhattan Beach was the early dream of Austin Corbin, so the Fort Pond Bay scheme became the abiding obsession of his later life. This was easily the most ambitious, grandiose and far-reaching of all Corbin's dreams. Just north of the present village of Montauk there is a natural land-locked bay, its narrow mouth opening into the ocean. When Corbin first viewed this natural anchorage in the summer of 1881, he conceived the idea of transforming this harbor lying almost at the tip of the island into a deep-water harbor for ocean-going vessels. The advantages as he saw them were numerous: the trans-atlantic voyage would be shortened 120 miles, one day less than the current six days' running; the Montauk area would be built up into a great mercantile emporium like New York with ships of all nations docking in Fort Pond Bay, and most attractive of all, the Long Island R.R. would enjoy a monopoly of the tremendous freight business in handling all this cargo to New York and the eastern cities.

Visionary and improbable as the scheme sounds to us today, Corbin was convinced of its feasibility and set resolutely to work to bring it to realization. In August 1882, engineers of the Long Island R.R. surveyed a route for the extension of the railroad from Bridgehampton to Montauk. The whole Montauk area from Amagansett to the Point was owned at that time by one individual, Arthur Benson of Brooklyn, and managed as a sort of medieval fief. Corbin and representatives of the Long Island Improvement Co. conferred with Benson at Sag Harbor in October 1882 to discuss the purchase of a right-of-way over Benson's land and land sufficient for a depot. Benson reportedly declined an offer of \$100,000 at first but in less than two month's time succumbed to Corbin's charm and financial inducements and granted the needed land at Fort Pond.

Corbin lost no time in incorporating the Fort Pond Bay Railroad Company in January 1883, capitalized at five million dollars. The road was to run from Bridgehampton to Fort Pond and along the bay front to Culloden Point. Some dispute arose as to whether the railroad should follow a route along the

south beach line which would cut through existing farms, or along the north beach line through woodland and dunes, Mr. Benson insisted on the northern route and his view prevailed.

On February 28, 1883, Corbin again went to England to persuade the British investors in the Improvement Company to back the next step in his Fort Pond Bay scheme—the establishment of a steamship company to carry passengers, cargo and mail between England and this country. After much discussion the investors were persuaded to choose the port of Milford Haven in Wales as the British terminus.

Corbin returned to New York in April 1883 and incorporated the "Montauk & Milford Haven Steamship Company" in London and New York. British experts were set to work drawing plans for the first four steamships which would make a weekly trip.

Meanwhile, railroad agents circulated among the farmers in East Hampton and Amagansett getting estimates as to the price of their land. A few people public-spiritedly donated the right of way but the majority held out for a price. Corbin optimistically let out some of the contracts for building the railroad, work to begin in October. It was estimated that it would take eight months to complete the work. The docks at Fort Pond Bay were thought to cost about \$250,000 and a necessary break-water outside the harbor another \$100,000.

In the meantime, the investments of the Improvement Company on Long Island were increased during the 1883 season. In March, 12 new cottages were contracted for on the Argyle Hotel property for long-term summer residents; in addition, 300 acres of farm land west of Jamaica were purchased for home development. This eventually grew up into the village of Morris Park after the extension of the rapid transit service made access easier. Thus far, the Improvement Company had expended half a million dollars in land and resort promotion. Corbin is reputed to have offered \$80,000 for the giant five-block-long hotel at Rockaway Beach, but the receiver declined to sell at the price.

In January 1884, Mr. J. A. Bowman, an agent of the Improvement Company, purchased the remaining undivided common land, some 600 acres at Shinnecock Hills. In May, formal ownership of Shinnecock was filed in the County Clerk's office at Riverhead in the name of Austin Corbin and the syndicate. The

new resort was to be a select and quiet place; a hotel and cottages were to be erected and the rates were to be scaled to attract wealthy clientele only.

The remainder of 1884 was occupied by Corbin in lobbying through Congress and at Albany all the legislation necessary for the opening of a seaport, the registry of ships, establishment of customs, carrying of the mails, and a hundred minor details. In July the papers reported that he was in a fair way to obtain registration for his ships. The House Committee on Commerce had agreed to report favorably on the bill allowing them to sail under the American flag. Each ship was to make not less than 18 knots and to cost not less than a million and a quarter dollars each.

In May 1885, Corbin again journeyed to Europe and visited Milford Haven in Wales to reassure himself of the desirability of that point as a point of departure for a steamship line. He returned on June 2nd and renewed his political maneuvering among influential politicians. In 1886, he presented to the new Congress a petition to grant a subsidy for carrying the mails to Europe to his proposed new line of fast ocean steamers, stressing that the million-dollar boats would cut two days off the trans-Atlantic run.

Meanwhile, during late 1884 and 1885, the Land Improvement Co. purchased several farms and plots at East Jamaica and laid out the area into a new development under the name of Hollis. The Medford lands, bought three years before, were, in the summer of 1886, laid out in farming plots of 20 to 50 acres; tenant houses were built upon them and rented out to farmers, the whole community to be managed by an overseer whose residence was built first.

In the summer and fall of 1886, the new Corbin purchase at Shinnecock was developed. In September, Corbin sold 340 acres to William S. Hoyt, General Wager Swayne, Herbert E. Dockson and Charles E. Atterbury, all wealthy New Yorkers, who planned to build at once. In the first week of October, a side track was laid to facilitate the transportation of building materials for a large hotel and a score or more of cottages. Villa sites were placed on the market and commanded astonishing prices for that remote area. The average price was \$3,000 an acre and \$63,000 worth of sites were sold by the end of October. Expen-

sive "cottages" only, costing more than \$5,000, could be built on the plots. In December, a new station was established nearly opposite Sugar Loaf Hill; even in these winter months lumber by the carload arrived for the handsome country houses going up.

During the spring of 1889 the Improvement Company loamed and improved the roads over the sandy hills, and began the foundation for six more cottages. During the same year 1889, the Improvement Company began work on one of the most enduring of its projects—the development of Rockaway Park. In March the company obtained title to 140 acres of land from Morton, Bliss & Co., the owners, and set about to develop the tract into a seaside colony for cottages and villas. Rockaway Beach Boulevard was extended a mile west of Beach 116th Street and from this main avenue, thirteen branch streets were laid out. 11,000 lots were offered for sale. Corbin's nephew, Frederick W. Dunton was placed in charge. In mid-September of the same year, Corbin bought the west third of the mammoth hotel then being razed and converted it into a hotel for Rockaway Park.

In 1894, Corbin extended the Shinnecock Hills development by purchasing a piece of property fronting on Shinnecock Bay and another fronting on Depot Road.

One of Corbin's most unusual real estate dealings because of the great distance involved was his purchase of the Sunnyside Plantation in Chicot County in the extreme southeast corner of Arkansas; to get access to this remote spot, Corbin built a railway thirty-five miles long. He seems to have spent little time here and derived no profit from the place. Negroes at first worked the plantation; then in December 1893 Corbin made a contract with the state to use convict labor. In return, he had to furnish quarters, provide a superintendent and turn over half the crops to the state. In December 1895, Corbin imported 600 Italians from Lombardy to found a colony and develop the district.

Corbin's restless land speculations in Long Island real estate died down in the next few years and he became more and more absorbed in the Fort Pond scheme. The last big land purchase came in June 1895, when Corbin and his Long Island R.R. director, Charles M. Pratt, purchased 4000 acres of Montauk land skirting Fort Pond Bay at the same time that the Long

Island R.R. was being extended to Montauk Village. Again as so often in the past, Corbin envisioned a city of summer cottages arising from the then almost uninhabited wasteland. To show that even distant Montauk was not beyond the reach of home seekers, Corbin ran a fast test train from Long Island City to Fort Pond Bay; the engine covered the 110 miles to Amagansett in 109 minutes even with minor delays en route, and then ran at reduced speed over the new track to Montauk. Corbin took with him a small party of English investors in the improvement Company, among whom was Thomas Wood, chairman of the Milford Haven Dock Co., who had just arrived in America to determine arrangements for the steamship line which seemed to be about to be able to start runs between Milford Haven and the free port on Fort Pond Bay. In November 1895, Corbin selected a site for the projected Montauk Hotel at Cherry Tree Valley near the old indian landing place on Fort Pond Bay and not far from Fort Hill where the stronghold of the Montauks was built.

For the inhabitants of the east end of the island, the take-over of Montauk by Corbin was the end of an era. For two and a half centuries east end residents had grazed their cattle on the pasturage lands, but Corbin in October 1895 issued an edict that all hunting, fishing and pasturage would henceforth be forbidden. In mid-November Corbin's men rounded up 400 head of horses, sheep and cattle, drove them in a herd to a rendezvous and turned them over to their owners.

After intensive lobbying during the period 1882-1886, Corbin threw himself wholeheartedly into the active promotion of Fort Pond Bay and the trans-Atlantic steamship idea. In 1887, he got his friend, Congressman August Belmont, to have inserted into the Rivers & Harbors Bill for 1887 a provision for a preliminary survey of Fort Pond Bay harbor. Skeptics pointed out that before any money could be invested by the railroad in the project, Congress would first have to appropriate a few million dollars for a breakwater to enable the ocean steamers to ride out northeasters in Fort Pond Bay. In England the Fort Pond Bay scheme met with great favor. Sir William Allan of the Allan line of ships plying between Baltimore and Montreal and the London branch of the Rothschilds had entered into the scheme, and these two invited George M. Pullman of the Pullman Palace

Car Co. to join them. He declined, citing advanced age and other interests. Corbin met with a further check in 1889, when the United States Government refused to build a breakwater at public expense.

In the summer of 1890 Corbin again went abroad to push his pet project. During 1891 he was busy lobbying through a Postal Subsidy bill at Washington which would grant \$4 a mile to first-class ships carrying trans-Atlantic mails. Such a subsidy would go a long way toward underwriting the expense of operation.

During 1892, Corbin got Senator Chandler (New Hampshire) to introduce another bill in Congress to give American registry to prospective United States cruisers. The bill recited that Corbin and his associates proposed to incorporate a company known as the American Steamship Company with a capital of ten million dollars to build or purchase a fleet of first-class passenger vessels. In London, the Milford Dock Company obtained legislative power to raise \$700,000 to expend in providing dock accommodations.

In June 1893, the report of the government survey on the practicality of Fort Pond Bay as a harbor came through from the Engineers Corps. The report was almost wholly unfavorable. To enter Fort Pond Bay, the engineer said, that steamers would be obliged to cross Block Island Sound, going west of Block Island in good weather and east of the island in foul. Here there are sunken rocks dangerous to navigation. Fogs are as frequent as at Sandy Hook. Steamers entering Fort Pond Bay except in the fairest weather would therefore be obliged to slow up or to expose life and property to damage. The engineer was of the opinion that in thick weather but little if any time would be gained by the Fort Pond Bay route and said in conclusion: "It is not worthy of improvement in view of present or prospective demand of commerce." In this opinion he was confirmed by the chief of the corps.

Although this verdict seemed to others the death blow to the Montauk scheme, Austin Corbin refused to accept defeat and determinedly pushed his pet project. In May 1894, Senator Chandler introduced into the Senate a bill for the establishment of a free port at Fort Pond Bay. It would authorize Austin Corbin to establish such a port with the approval of the Secretary of the Treasury.

The secretary would then announce the port open for all vessels and the port would be treated as part of the government warehouse system, bonds to be given for the proper management of the port. Within the port merchandise might be transshipped from one vessel to another or warehoused. Factories could be maintained within the port and machinery, fuel and materials bought and used therein for the manufacture of products for export. Vessels visiting the port area were to be free from tonnage duties, entrance and clearance fees and from harbor master fees. American merchants resented the privilege of duty-free manufacturing in the port and strongly opposed the Chandler bill.

In his unbounded enthusiasm for his project, Corbin himself in 1895 wrote a monograph, well-illustrated and supplied with maps, entitled "Quick Transit Between New York and London." To better acquaint Americans with the little-known port of Milford Haven in Wales, Corbin describes its advantages over Liverpool and Southampton: it is most accessible at all times of the year, has an entrance more than one and a half miles wide with a minimum depth enough for the largest steamers, and is entirely land-locked with no seas to disrupt shipping. The water depth at the piers is 34 feet and serving the piers directly is the Great Western Railway station, giving trains to London in five hours' running time. Fog seldom lasts more than a few hours.

As late as March 1896, just three months before his death, Corbin ordered soundings of Fort Pond Bay to be made preparatory to building docks there. During June the dock builders were actually at work and a new steel pier was well under way when news arrived that Corbin had just died. Corbin's death of course put an end to the whole elaborate Montauk development. Congressman (later governor) Sulzer, one of the Corbin attorneys, commented: "The Fort Pond Bay matter is probably a thing of the past. Both committees of the last Congress reported favorably on the Corbin bill after a long fight to make Fort Pond a free port of entry. Had Corbin lived, the next Congress would undoubtedly have passed the measure owing to his great personal popularity at Washington. Little or no hope may now be entertained of its passage, as the sentiment of Congress is naturally opposed to the measure."

Seven years before his death, Austin Corbin felt the urge to return to the scenes and sights of his childhood, and in Novem-

ber 1889, he purchased a number of farms around Newport, New Hampshire, surrounded them with a fence and created the Blue Mountain Forest Park, a tract of 24,000 acres. The long ridge of Croydon Mountain ran through the tract and on it grew a forest of spruce and hardwoods.

One of the motivating reasons for establishing this great forest preserve was to provide room for the wild animal collection which Corbin had been gathering. In the summer of 1887 he had visited Yellowstone Park and had become struck with the majestic elk and buffalo there. Some months later in January 1888, he purchased six deer, five antelopes, one elk and two tame buffaloes from the Yellowstone preserve and had them shipped to Long Island where they were released in the 70-acre private deer park at Babylon. In December 1888, he bought a herd of 17 domesticated elk in Minnesota and added them to the Babylon collection of 30 deer and a few antelopes. The animals apparently found the combination of meadow, woodland and dense underbrush entirely to their liking. The two large bulls, 14 cows and heifer and baby were an impressive sight and many persons drove to Babylon in the hope of catching sight of them.

After Corbin bought the vast New Hampshire tract, he stepped up his purchases of game. By December 1890, the Blue Mountain range boasted 250 head of buffalo, elk, moose, blacktailed deer, red deer, caribou, antelope and wild boars imported from Germany. The animals were entirely free to wander in the park and no shooting or trapping was ever permitted. From time to time some of the tamer animals were taken to Manhattan Beach and exhibited there in a kind of 10 acre outdoor zoo for the amusement of the hotel guests. By 1892, the New Hampshire game farm had become a showplace. A cyclone fence had been run around the preserve 28 miles long and costing \$1000 a mile. Favored persons received permission to drive through the park. Printed cards introduced the guests to the gamekeeper, and on the back were printed the regulations that the visitor had to promise to obey. By December of 1892 the park sheltered 350 elk, 225 deer of all kinds, 30 moose, 23 buffalo and 250 boars. For the game birds Corbin made every effort to increase the number of partridges and quail, and warred on their natural enemies, the hawks and foxes. To increase the food supply, he

planted scattered patches of buckwheat. In order that the park might be perpetuated and not cut up, or its ideals defeated after his death, Corbin incorporated the tract under the name of the Blue Mountain Park Association, complete with stockholders, officers, etc. charged with continuing the place as a refuge for game and endangered species. Buffalo in Corbin's day were in real danger of extinction; by 1895, his buffalo increased by only two in two years, but the elk which had failed to breed at Babylon increased 50% in New Hampshire and the 60 moose proved equally prolific.

Early in 1895, Corbin got into a dispute with the customs officials over the high rate of duty charged on his imported animals and started court actions. He demonstrated that his animals were imported for educational purposes; that the park was a refuge against the extermination of the American buffalo, and that the public was admitted free to study the animals as they appeared in their native habitat. Corbin won his case and the duties were scaled down.

It must be remembered, in reading this lengthy recital of Austin Corbin's connections with his own real estate and that of the Long Island Improvement Company, that this was but one minor aspect of his immense activity. The management of the Long Island R.R. and its growing business must have taken up the lion's share of his time. When he assumed control, the railroad was operating not only its own lines, but the leased lines of former competitors like the Flushing & North Side, the North Shore R.R., the Central Railroad of L.I., the Smithtown & Port Jefferson, etc. In addition, there were operating agreements with the New York & Long Beach, the Brooklyn, Flatbush & Coney Island, and the New York, Woodhaven & Rockaway. Corbin spent at least the first six years of his presidency re-negotiating agreements to avoid ruinous fixed charges, disavowing others, and purchasing what he could acquire advantageously. In addition to these complicated and difficult negotiations, many of them going on simultaneously, Corbin steadily expanded the Long Island R.R. almost every year:

Montauk Extension: Patchogue to Eastport	1881
Cedarhurst R.R.: Woodmere to Cedarhurst	1885
Whitestone Extension: Whitestone to Landing	1886
Rockaway Extension: Hammels to 55th St.	1887

Oyster Bay Extension: Locust Valley to Oyster Bay	1889
West Hempstead Branch: Valley Stream to Garden City	1893
Wading River Extension: Pt. Jefferson to Wading River	1895
Montauk Extension: Bridgehampton to Montauk	1895
Pt. Washington Extension: Great Neck to Pt. Washington	1898

Each of these extensions required complicated and often long-drawn out negotiations, surveying the route and bargaining with land owners, or worse, setting up commissions to condemn land and award damages. Then came the letting of contracts to grade and finally lay track at reasonable rates. Corbin managed many of these details himself, traveling over the proposed routes and preparing the necessary legal procedures.

Nor was the Long Island R.R. Corbin's only preoccupation. In 1881, Corbin became a director in the Indiana, Bloomington & Western R.R. and took an active part in the management of its affairs. In 1883, he secured control of the Utica, Ithaca & Elmira R.R. and supervised its financial affairs. In 1886, he undertook his biggest outside job salvaging the huge Reading R.R. many times larger than the Long Island R.R. The Reading's gross receipts were then forty or fifty million dollars and it had 35,000 employees. Corbin took over the reins of the financially embarrassed railroad, scaled down its debts, renewed its worn rolling stock, restored its finances, and on January 1, 1888, presented the property to the stockholders in a solvent condition. Two years later, Corbin involved himself in the Central of New England R.R. and salvaged that ailing line also.

In all of these overwhelming responsibilities, Corbin relied on few outsiders for help. Four men, all closely related, helped to carry part of the burden of Long Island R.R. affairs. These were his brother, Daniel C. Corbin; his nephew, Frederick W. Dunton, who was president for a time of the Corbin Banking Company and active in the Long Island Improvement Co.; and his son-in-law and partner, George S. Edgell, a business man from St. Louis, Missouri and husband of his daughter, Isabella. Edgell assisted in Corbin's day-to-day decisions, managed his Sunnyside plan-

tation, managed the Cleveland, Canton & Southern Ry. which Corbin owned, and became executor of the Corbin estate. Benjamin Norton, who married one of Corbin's nieces, was another individual brought into the Long Island R.R. as general manager in the early 90's.

Corbin was a careful man in the choice of his directors for the Long Island R.R. and could therefore safely entrust much of the railroad's management to their capable hands. Chief among them was Alfred Sully, an old law partner from his Davenport days, and later closely associated with him in the formation and management of the Manhattan Beach enterprise, the Reading reorganization and other railroad manipulations in Virginia and Georgia. Almost equally able was J. Rogers Maxwell, for many years president of the Central Railroad of New Jersey and owner of an estate and mansion at Huntington, L.I.

In his private life Austin Corbin lived somewhat less ostentatiously than many other magnates of his day. Besides the country home at Babylon, Corbin bought the Fifth Avenue mansion of James Gordon Bennett at 425-27 Fifth Avenue, on the northeast corner of Fifth Avenue & 38th Street in 1884 for \$300,000. The newspapers of the day pronounced the place "not very comfortable, although a very showy house externally. Many of its rooms are small and inconvenient." In December 1886, Corbin bought the Terry mansion on the northwest corner of 38th Street, diagonally opposite his other mansion for \$165,000.

Corbin like other magnates of his day, did not hesitate to spend money on fine carriages and blooded horses, for these were the equivalent of the Cadillacs and Rolls-Royces of our day. In October 1895, Corbin purchased at East Williston a superb team of chestnut trotters for the sum of \$1500 - a year and a half's pay for one of his railroad engineers.

A newspaper columnist in February 1889 thus described the Corbin household:

"Mr. and Mrs. Austin Corbin are among the regular attendants occupying one of the most desirable slips in St. Bartholemew's Church. Mr. Corbin is the very exponent of completeness, and his clothes, shoes, gloves and habits seem to fit him as though a part of his organism. He rides to church in a closed carriage and the

style of the equipage and the men on the box are in keeping. Mrs. Corbin, like her husband, is active and energetic in all her undertakings and her receptions are delightful as to guests and entertainment. Not long ago at her solicitation, Mr. Corbin purchased James Gordon Bennett's city house at 5th Avenue & 38th Street, which, in reality, is two houses. Mrs. Corbin's furniture and decorative arts come from foreign castles, villas and shops, and every dress, wrap, bonnet, and glove bear the impress of Parisian fingers. Rumor has it that she goes to Paris for her bonbons and perfumes."

Corbin's immediate family consisted of his wife, Hannah; his eldest daughter, Isabella C., married to George S. Edgell; Mary C., who married the grandson of the great French Egyptologist Champollion, and who died in Paris in June 1893; Anna, still unmarried at her father's death; and Austin Jr. the youngest, a student at Harvard at his father's death.

Corbin personally displayed few of the eccentricities and love of luxury so common to prominent men of his day. He loved to make speed runs between Long Island City and his Babylon seat, and the fastest time on the Long Island R.R. was achieved by his engineers, generally 60 MPH. His only attempt at personal luxury was in his two successive private parlor cars, the "Manhattan", bought in September 1885 and the "Oriental" in November 1890. Both of these cars were mansions on wheels and fitted with every imaginable elegance. On occasion, Corbin traveled south to Florida or to the West with his family in the "Manhattan."

In appearance, Corbin was described by various contemporary sources as "bald-headed, serious in manner, a quick walker, with a smile that is apparently straight from the heart. He is a man of tremendous energy, tireless in industry, much patience and a judge of men." In August 1889, "Harper's Weekly" published a sketch of him describing him as "large, athletic, well-preserved, moving like a man of 30. Prompt and decisive, he is somewhat arbitrary in his judgments, but just in his treatment of his employees. Imperious and somewhat brusque in his manner, he has the faculty of winning loyalty and esteem. Aggressiveness is said to be the secret of his success." Another periodical saw him as "a large man nearly six feet tall, broad-shouldered and

weighing over 200 lbs.”

Corbin's character like that of most people's, was not without flaws. For all of his life, Corbin was an ardent Anglophile, and in his heart of hearts, probably believed that God was an Englishman, all other races being an unfortunate lapse in His program of creation. Corbin belonged to the Church of England, selected for his associates and partners persons of Anglo-Saxon origin like himself, admired and aped the manners of the English aristocracy whom he cultivated on his business trips to Britain, and on the Long Island R.R. tried to impose English-sounding names on various communities.

A corollary of this was a certain snobbery that grew with the years, a marked preference for the wealthy, cultivated and established people and a corresponding disdain for the lower orders. His great project of Manhattan Beach was designed for the patronage of the upper-classes of Manhattan and the rates were set to enforce this restriction. The Oriental Hotel maintained its aristocrat tone to the end, but Corbin was forced to lower his standards at the Manhattan to defray the heavy operating expenses of the resort. The cheap excursions, the fireworks and band concerts could not in the end stave off the successive bankruptcies of the enterprise. The Argyle Hotel and the Shincock project were also designed to appeal to persons of Corbin's own class. Two interesting anecdotes throw light on Corbin's autocratic side:

“One morning recently two young men boarded the Long Island R.R. train from Greenport for Brooklyn, and seeing that there was plenty of room, they turned over one of the seats and placed their handbags and feet on the seat in front. They rode undisturbed until the car reached Jamaica and was shunted over to the Brooklyn track. Then a tall, rather heavily-built, prosperous-looking man with white hair closely cut, a well-trimmed white beard, sharp dark eyes, a rather prominent nose, and a business like air, entered the coach. He glanced in the direction of the men, and walking directly up to them, he said a great many things that were not complimentary to the two heretofore self-contented passengers. His remarks were to the point and had an immediate effect. The young men looked first puzzled,

then indignant, then thoroughly frightened. Observing this and the fact that the feet were taken away from the cushions, the elderly gentleman walked to the end of the coach and gave some instructions to the brakeman. The alacrity with which that official went to the overturned seat and fixed it according to rule was a revelation to the other passengers in the car. By the order of the elderly man, he took the number of the pass carried by one of the offending men. After the small cyclone had passed over, the young men had an opportunity to recover their breath, and one of them asked who that officious old chap was. "You'd think he owned the railroad." The answer was short and direct. "He does; it is Austin Corbin."

On April 14, 1892 Corbin's visit to Long Island City again made the papers:

"Austin Corbin took a ride Thursday on the ferryboat 'Sag Harbor' of the 34th Street Ferry which was recently purchased by his railroad. Entering the women's cabin, he found a Chinaman there. Corbin ordered an employee to eject the Celestial. The Chinaman protested in his best pidgeon English at his command. The employee paid no attention to his remarks and obeyed orders. Since then Mr. Corbin has issued an order that Chinamen and Italians shall be excluded from the women's cabin on all ferryboats."

Not too long after the Manhattan and Oriental Hotels opened, Corbin issued an order excluding Jews from being accommodated at the hotels on the ground that they demanded too much service, were vociferous, and tended to drive away the better clientele. One of the editors of the New York papers could not resist this little sally:

"Austin Corbin is said to be so much opposed to Jews that he has given orders to Superintendent Barton to purchase no jew-niper timbers for his railroad, no jew-lips for himself, to hold no jew-bilees, and to shoot the first man who utters a jew-d'esprit in the new depot. Isn't this a little in-jew-dicious?"

From Corbin's personal relationships with some of his close associates, we can gather that his autocratic manner and insistence

on having his will was resented and cost him the friendship especially of his younger associates. Most of the alienation seems to have come about within a year or two of 1890. The first rupture was with his nephew, Frederick Dunton. In 1870, Dunton entered his uncle's bank and twenty years later in November 1890, retired as cashier and vice-president. Shortly before this event, Dunton had become interested in the Boynton Bicycle Railroad scheme as an investment, and in December 1889, purchased 100 acres of land at East Patchogue for a testing ground. In November 1891, Dunton was elected president of the New York & Suburban Improvement Company which owned tracts right across the Island. Austin Corbin saw in the Boynton project a dangerous threat to the Long Island R.R. and relations between uncle and nephew became very strained. Corbin opened hostilities by forbidding his officials to supply excursion trains to Dunton for the conveyance of real estate buyers to Dunton's developments in West Jamaica and Hollis. Dunton retaliated by pushing the Boynton Bicycle R.R. project all the harder. During 1892, 1893, and 1894, Dunton bought a right-of-way and additional land, and set up an experimental working model of the Bicycle R.R. near Bellport. Corbin refused to transport the locomotive and cars, naming a prohibitive figure, and Dunton moved the heavy equipment overland with the help of heavy teams. When Corbin began to assemble tracts to extend the Port Jefferson Branch to Wading River, he found himself blocked by his nephew who had bought land at Rocky Point and had even laid track, allegedly to build a cross-island bicycle road. When Corbin attempted to build a new round house at Morris Park, Dunton secured an injunction restraining his uncle from building on, the ground that the building would encroach on the public highway. Although Dunton was defeated in his Boynton Bicycle scheme in 1896 when the Railroad Commissioners refused to grant him a certificate of necessity, Corbin did not live to see his nephew checkmated and died with the enmity between them still unresolved.

A similar falling-out occurred with Benjamin Norton, his niece's husband. In 1880, Norton was a mere gateman on the Manhattan Beach Railway, but by marrying into the family and developing his native abilities, he worked his way up to 2nd vice president by 1889. For some reason not now known, Corbin

demanded his resignation and got it in November 1892. Norton got his revenge very shortly afterward. In January 1893, he was elected president of the Atlantic Avenue Railroad Company and since this road owned the Atlantic Branch which the Long Island R.R. operated under lease, Norton lost no time in making demands on Corbin for alleged failures to pay adequate compensation in freight and baggage fees while operating the branch; when Corbin demurred, Norton brought suit.

The most serious withdrawal from the ranks of officialdom occurred in April 1891, when the 1st vice president of the railroad, John Rogers Maxwell, his brother Henry W. Maxwell, and their partner Henry W. Graves, withdrew from the board of directors of the road and put up their block of stock—three million dollars or one-quarter of the capitalization—for sale. The Maxwells tactfully explained their move as necessary in order to give their full attention to the affairs of the Central Railroad of New Jersey which they owned, but it was felt in many quarters that the defection cloaked a disagreement on policy with Corbin and a degree of resentment at the old man's imperious ways. Considering that the value of Long Island R.R. securities was mounting steadily at the time, reflecting the remarkable and expanding prosperity of the road, it seemed strange that the Maxwells would sell off so valuable and desirable a holding. Corbin, in order to retain control, was obliged to buy up the Maxwell holding with the help of the wealthy oilman, Charles M. Pratt.

Corbin's record as an employer of railroad labor differs little from that of any of his contemporaries. The rates of pay on the Long Island R.R. were low and the working hours long by modern standards, but this was hardly unusual for the 1880's and 90's. Corbin personally was opposed in principle to organized labor and even contributed an article presenting his views to the "North American Review" for August 1890. After 1886, there was some labor unrest and attempts at organization among the engineers, producing some effort to mitigate conditions. Corbin's good fortune lay in the fact that he had as his general manager of the Long Island R.R. one of the ablest and most popular men in the railroad business, Isaac J. Barton. Barton possessed tact and human warmth and could talk to the men in their own language, and thanks to him, the labor force remained

not only reasonably contented but genuinely devoted to the railroad. Corbin generally remained aloof from personal contacts with his employees, but beginning with Christmas of 1883, he did donate annually a turkey to each of his 2,000 and more employees. Ten tons of turkey loaded onto a special train ran over the whole road, and each bird was labeled with the employee's name.

Like many paternalistic employers of his day, Corbin strictly supervised the morals of his employees. When president of the Reading Iron Company, he notified the 2,800 employees that no man would be retained who belonged to a labor organization or who indulged in strong drink. To enforce sobriety on the job, Corbin actively intervened to prevent the granting of liquor licenses to saloons near railroad stations. At Woodhaven Junction he got the Excise Commissioners to refuse a license to a saloon, and when a resident of Oyster Bay proposed to open a saloon, he sent a party of workmen who erected a nine-foot fence in front of the property, cutting it off from the station.

Corbin's demise was a sudden thing, and from the point of view of what he was then about to accomplish, most untimely. On the afternoon of June 4, 1896, he had made arrangements to visit a mountain pond on his Newport, N.H. estate with his grandson, the boy's tutor and a coachman. A new and untested pair of horses was hitched up to the carriage. Shortly after the party pulled away from the house, Mr. Corbin raised a sun umbrella which frightened the horses. They bolted and when they came to an abrupt turn where the private road entered the highway, the carriage left the road, struck a tree and threw its occupants down an embankment and against a stone wall. The coachman was killed; Austin Corbin suffered a double fracture of the leg which was also crushed, and his grandson a double fracture. Corbin lingered till 10 P.M. that night and then succumbed to his injuries. His funeral was attended in New York City by all the great and powerful in the financial world, after which he was buried in Woodlawn Cemetery. When his will was probated, it was revealed that his personal fortune was somewhere between 25 and 40 million dollars.

Corbin's death put an end to the Fort Pond Bay scheme just as it was on the eve of realization, but this scheme was not the only casualty. The Shinnecock investment collapsed even before

its founder's passing. In May 1893, Corbin had to enter judgment against his own Shinnecock Inn and Cottage Company on a note of \$3,179. The Long Island Improvement Company had taken half the stock of \$25,000, Mr. Corbin a quarter and a few other investors the remainder. Neither the cottage-selling venture nor the inn paid and foreclosure was the only way to recoup his investment. The suit was an amicable one and was adjusted by giving the land to Mr. Corbin.

The Argyle Hotel at Babylon which opened with such high promise in 1882 closed its doors on July 26, 1897. At no time in the fifteen-year history of the hotel were more than a third of the rooms occupied. On March 28, 1891, Corbin had wisely sold off his interests in the Argyle to William Ziegler, the Royal Baking Powder king for \$125,000, about half what it had cost originally to build and furnish. Ziegler sold off the 14 cottages in the hotel grounds, but was unable to make the investment pay. For seven years the big structure remained shuttered and empty. Ziegler's real estate managers finally ordered the destruction of the hotel and in the first week of March 1904, it was razed. From the lumber twenty modern cottages were erected on scattered sites around the grounds.

In June 1903, the Corbin children turned over Blue Mountain Forest Park to the management of the Forestry Department of New Hampshire, and began lumbering the spruce and hardwood timber on the land. The animals were left undisturbed and the status of the park as a game preserve was continued.

In August 1910, the Corbin heirs sold off their holdings in their father's Sunnyside Plantation in Arkansas for \$200,000. The tract had been a white elephant on the hands of the executors for some years and they were glad to be rid of the trouble of carrying it.

The great hotels at Manhattan Beach did not long outlast their builder. In 1906, the property underwent foreclosure and reorganization, and beginning in 1907, the land was sold off into building lots. In 1911 the Manhattan Hotel was razed and the Oriental followed in 1916.

The most lasting monument to Austin Corbin remains the Long Island R.R. It was he who expanded it to its maximum route mileage and enabled it to reach its peak in passengers carried and in tonnage of freight. It was Corbin who spent

millions modernizing the roadbed and equipment and keeping the road in the forefront of first-class carriers. No other president of the road before or since commanded the immense wealth, the wide influence, expert financial knowledge and potent political connections that Corbin did. Fittingly, his sixteen-year presidency of the road can be regarded as the Golden Age of the Long Island Rail Road.

CHAPTER 2

History of the Long Island R.R. as a Corporation 1881-1900

IN this chapter we shall try to present the significant events in the life of the Long Island as a railroad corporation during the period 1881-1900. On Monday, November 29, 1880, the Long Island R.R., bankrupt and in receivership since 1876, passed into the control of Austin Corbin. This transaction was the end result of a series of negotiating sessions between Corbin and the receiver, Col. Thomas R. Sharp. The Poppenhusen family of College Point who had controlled the Long Island R.R. and its leased lines for several years, was unable to make the road pay, and to meet the operating expenses, began to sell Long Island R.R. stock to Drexel, Morgan & Company of Philadelphia at 50% of its face value. In this way, 35,000 shares eventually came to be transferred. Drexel Morgan found themselves forced to make large advances to the road in order to protect their investment, and in October 1876, they petitioned for and won a receivership. At their request, Col. Thomas R. Sharp of the Baltimore & Ohio R.R. was appointed receiver. Sharp in his four years of management of the Long Island R.R. performed prodigies of renewal and by drastic economies put the road once again on a sound financial basis. Once he had reorganized the road and demonstrated that it could be operated profitably, Sharp began to look about intensively for a buyer. Sharp met Austin Corbin socially and gradually induced him to buy out the Long Island R.R. as an investment.

Corbin was already deeply committed to his own Manhattan Beach project and its railroad and was not in position to put up the large purchase price by himself. Corbin accordingly organized a syndicate of Boston and New York capitalists to buy out control of the Long Island R.R. The negotiations for the sale and transfer went on quietly for some time; but few persons outside

the parties in interest knew about it. The men forming the syndicate were as follows:

- | | |
|--------------------|---|
| Alfred Sully | met Corbin in his Davenport, Iowa, days, where he was a prominent lawyer. Came to N.Y. in 1876 at Corbin's invitation to manage the Manhattan Beach R.R. & hotels, then left to manage some of the Corbin railroad interests in Indiana. In 1881, he invested himself in railroads and became major stockholder of the Reading Company and was instrumental in making Corbin president of that road. Later he became controlling owner of the Baltimore & Ohio and the Central of Georgia. He retired from business in 1888 at age forty-seven. |
| Alfred C. Chapin | Lawyer, N.Y.S. Assemblyman, Mayor of Brooklyn and Congressman. |
| Edward Tuck | |
| M. P. Bush | of Buffalo, vice-president of the Hannibal & St. Joseph R.R. |
| Edmund S. Bowen | general superintendent of the Erie R.R. |
| Henry W. Maxwell | investment banker on the N.Y. Stock Exchange. |
| John R. Maxwell | president of the Central Railroad of N.J. |
| Col. B. S. Henning | |

These men with Corbin bought 35,000 shares of the Long Island R.R.'s stock from Drexel, Morgan & Company, a controlling interest, there being 65,212 altogether. These shares had been selling on the market at 20 to 25%; the Corbin syndicate paid 50% of \$875,000. Besides the stock Corbin bought up some of the liabilities and judgments against the road, at least \$200,000 in receiver's certificates, and possibly some of the second mortgage bonds. On December 3, 1880 Corbin and his associates filed articles of incorporation at Albany. The new company was organized under the Limited Liabilities Act of 1875 with one million dollars capital and with power to buy receiver's certificates, scrip, stock, bonds and other securities of railroad corporations. The sale of the Long Island R.R. to Corbin received the approval of the bondholders and the Attorney

General and the U.S. Court appointed Corbin as the new receiver.

At the first meeting of the new board of directors, the former board of eight members resigned and Corbin appointed the members of his syndicate to take their places. With great foresight he appointed as superintendent of the Long Island R.R. Mr. Isaac D. Barton, at that moment superintendent of the New York & Manhattan Beach Railway. On New Year's morning, January 1, 1881 at 11:30 A.M. Corbin formally took physical possession of the road. Col. Sharp, in retiring from the road, issued an address to the employees thanking them for their conscientious assistance and attributing to their skill much of the success which attended his administration.

Within a week's time Mr. Corbin's impact on the Long Island R.R. drew anguished cries from several quarters. During the first days of January 1881, he visited Jamaica, ordered the erection of a new building stopped, fired four clerks in the Roadmaster's Department and about 100 others, the majority being carpenters. With this one sweep of the ax, the payroll was cut \$300 a day. Corbin next cut service on the main line with only one train each way to Greenport and arranged for trains to connect at junctions rather than run through. Corbin next cut off the free passes of many politicians and influential persons, limiting that privilege to only a small number. When some Brooklyn aldermen loaned out their railroad passes to friends, Corbin ordered his conductors to take them up on presentation. The most vociferous protests were reserved for the general fare increase that went into effect immediately. On the average this came to 10%. Corbin justified the increase by pointing out that it cost the railroad about 2¢ per mile to haul each passenger, and that with the present fares, the company lost \$180,000 in 1880. In a public statement he declared:

"After we had assumed control of the road we were deluged with a flood of bills and claims against the road amounting to between \$300,000 and \$400,000 which, with the arrears due to the employees, was not a load we were expecting to be burdened with at the start and of which we had previously no knowledge. After the affairs and condition of the road had been investigated, it was deemed expedient to at once reduce the expenses

of operating and to put the road on a paying basis. To accomplish the many improvements contemplated and furnish first-class accommodations to the public, such measures were essential."

Corbin's drastic measures to revive the road began to pay off. By July 1, the market quotation on Long Island R.R. stock had reached 60. At the annual meeting of the stockholders on June 27, 1881, authority was given to the directors to increase the capital stock of the company from about \$3,200,000 to \$10,000,000. The purpose of the move was to sell sufficient stock to retire the receiver's indebtedness, about one million dollars, and second mortgage bonds of which one million dollars were outstanding, and to take the company out of receivership. There were still many receiver's certificates from the Sharp regime outstanding and numerous lawsuits had to be defended. After appropriate hearings the Long Island R.R. was authorized on December 10, 1881 to issue a five million dollar first mortgage on the property of the road and its interest in leased lines.

After spending a busy summer buying new rails and rolling stock and extending the Long Island R.R. from Patchogue to Eastport, Corbin applied early in September 1881 for a termination of receivership. The motion was made by Elizur Hinsdale, Long Island R.R. counsel, and requested the court to examine the accounts and to discharge the receiver. In the application the counsel stated that the receiver had paid or had money in hand to pay the outstanding indebtedness. This was an unprecedented motion, as most receivers wound up their company's affairs. The receiver stated that he had \$70,000 in hand, \$130,000 on deposit, and \$90,000 in outstanding certificates not yet due. The motion for a referee to examine accounts was granted by the Supreme Court. After a long careful examination of the books the court discharged Austin Corbin from the office of receiver as of October 17, 1881.

Corbin, when he took over the Long Island R.R., inherited a tangled patchwork of leases and sub-leases of many formerly competing roads, nearly all of which had gone bankrupt and passed through foreclosure sales. One of his biggest tasks, and one which took several years of effort, was the renegotiation or elimination of the fixed rental charges, the payment of which had dragged the earlier Long Island R.R. into bankruptcy.

The leased roads as of 1881 were:

Brooklyn & Montauk R.R.:	
Bushwick to Patchogue	51.078 miles
N.Y. & Flushing Jct. to Fresh Pond	1.515
Valley Stream to Neptune House	9.410
Flushing & North Side R.R.:	
L.I. City to Great Neck	14.050
Woodside to Flushing	3.993
Whitestone Jct. to Whitestone	4.000
Smithtown & Port Jefferson R.R.:	
Northport Jct. to Pt. Jefferson	19.015
Stewart R.R.:	
Hinsdale to Bethpage	14.530
Garden City to Hempstead	1.806
Brooklyn & Jamaica R.R.	9.678
New York & Rockaway R.R.:	
Hillside to Far Rockaway	8.912
Newtown & Flushing R.R.:	
The White Line	3.967

The first opportunity to renegotiate a lease came with the Flushing and North Side Railroad in 1881. This road had been built from Long Island City to Whitestone in 1868 and it had leased the North Shore Railroad which had been built in 1866 from Flushing Main Street to Great Neck. The North Shore was foreclosed by its bondholders in September 1880 and put in receivership as of December 1, 1880. Then, on December 11, 1880, the Flushing & North Side was itself foreclosed and bought in by Drexel, Morgan & Co. On March 21, 1881, Corbin, as lessee of both roads and with the approval of the bondholders of both, reorganized the road as the Long Island City & Flushing Railroad Company and re-leased it to the Long Island Rail Road for 50 years.

The North Shore Railroad had been allowed to drift into poor physical condition by its receiver, and on August 14, 1881, Corbin gave notice that he would no longer operate trains over the line. The receiver had no rolling stock of his own and could

only plead for time. Corbin gave the receiver a week's grace to repair the road. The bondholders refused to accept an assessment for repairs, and on August 20, Corbin withdrew his trains.

The residents of Bayside, left without train service, raised a bond of \$10,000 to insure the safety of Long Island trains, and as a result, Corbin resumed operation as far as Bayside station on September 24, 1881. The receiver of the North Shore, pressured on all sides by dissatisfaction, died on October 18 and on the 22nd, the line was sold at auction. The bondholders bought in the property, but were loth to sink money into extensive repairs. Negotiations were opened with Corbin and after much bargaining, the bondholders sold out to the Long Island R.R. in April 1882. In this way the North Shore R.R. passed out of existence. Two years later, on October 2, 1884 Corbin quietly conveyed the North Shore to the Long Island City & Flushing and finally on April 2, 1889, the Long Island City & Flushing itself was merged into the Long Island R.R. and extinguished as a separate company.

Another lease that soon came up for review was that of the New York & Long Beach Railroad. Col. Sharp in 1880 had entered into an agreement with the Long Beach promoters to provide train service during the summer months. Since the Long Beach resort competed for public patronage with his own Manhattan Beach interests, Corbin was not too inclined to do anything more than the letter of the contract called for. Corbin raised the rates to Long Beach in 1881 as he did to all other points on the island and offered scant excursion services. The Long Beach hotel enterprise, after a promising start, began to languish and in March 1885, the whole property was sold under foreclosure at two sales. The bondholders were unable to salvage their investment, and on November 1, the whole of Long Beach was sold at auction to Austin Corbin for \$375,000. On May 5, 1886, he was able to acquire Point Lookout and the Marine Railroad as well. Corbin, like his predecessors, was unable to make the Long Beach Hotel pay and eventually sold out. The Long Beach Railroad remained as a part of the Long Island R.R. on a lease basis for the whole Corbin era; in July 1904, it was finally merged into the Long Island R.R.

With Austin Corbin as president of the Long Island R.R., it is hardly to be wondered at that Corbin's own Manhattan Beach

Railway was almost at once brought into the Long Island Rail Road system. In December 1881, the New York & Manhattan Beach Railway was formally leased to the Long Island for 99 years, effective May 1, 1882. Since the whole Manhattan Beach system had been built as a narrow-gauge line, Corbin in 1883 went to the expense of rebuilding the whole road to standard gauge. To give the Manhattan Beach road access to Long Island City, Corbin also built a track connection of three miles from Maspeth to Ridgewood, and another track connection at East New York to provide access to Flatbush Avenue station. The Manhattan Beach property was retained by the Long Island Rail Road as a leased line not only during Austin Corbin's lifetime but for years thereafter, not being merged into the Long Island until June 1925.

In the mid-80's Corbin got another opportunity to acquire a railroad property at distress prices. The New York, Woodhaven & Rockaway R.R., built in 1880 between Glendale and Rockaway Beach, gradually fell into financial straits despite its enormous traffic to the Rockaways. The expense of annually repairing the five-mile cross-bay trestle ate up the profits earned in three months of beach traffic, and in 1886, Corbin got the chance to buy in the road. Corbin at first bought large blocks of stock until he secured control and then was elected to the board of directors. In 1887, Corbin built a track connection on the Rockaway peninsula between Hammels and his own tracks at Beach 55th Street. During Corbin's lifetime and for many years thereafter, the reorganized New York & Rockaway Beach Railway continued as a separate entity and the road was not formally merged into the Long Island system until July 1922.

The Central Railroad of Long Island or "Stewart's Railroad", formerly a part of Poppenhusen's Flushing, North Shore & Central R.R., regained its independence after the breakup of 1877 and reverted to the control of the heirs of A. T. Stewart, the merchant prince of Garden City who had built the road in 1872-3. The Stewart R.R., however, had no rolling stock of its own and had to depend on the Long Island R.R. to furnish train service. The Stewart heirs made a contract with Col. Sharp, the receiver, to run a fixed number of trains daily through Garden City. Sharp abandoned the Central track between Flushing and Hyde Park (today's Stewart Manor) in 1879 and

built a new curve between the Long Island R.R. tracks at Floral Park and the Central's Hyde Park station in 1878. The Stewart Estate paid \$35,000 for this connection to facilitate access to New York & Brooklyn. By 1878, the Long Island R.R. owed the Stewart Estate \$90,000 for rent, but the Stewart heirs agreed to forfeit the sum on condition that seven trains each way daily should be run over the Central tracks through Garden City, and in addition, the ties, tails and bridges, worth a good many thousands of dollars more, were transferred to the Long Island R.R. Receiver Sharp accepted this arrangement and the court approved it.

Surprisingly, Austin Corbin, on the timetable revision of February 6, 1881, withdrew all the trains but one from the Central Railroad and forced Garden City residents to come via Mineola and get off at Hempstead Crossing where there was no depot. Judge Hilton, attorney for the Stewart heirs, took the matter to court to compel Corbin to live up to the agreement, or to pay the \$90,000 rent due the estate. On February 16, the court which in 1881 still supervised the Long Island R.R., ordered Corbin to restore the eleven trains which had been running daily before the timetable change.

Two years later, in June 1883, Corbin again clashed with the Stewart heirs by refusing to admit liability for back rent owed to the Central R.R. by Receiver Sharp for the years 1876-77. The dispute went to court and the Stewart Estate lost on the ground that the lease to the Long Island R.R. was only a sub-lease, and that under the law, no liability exists to the original landlord.

A minor road involved with the Central Railroad complicated the picture at this time. The New York & Hempstead R.R., running from Valley Stream to Hempstead, had never paid very well and had caused extensive litigation far beyond its importance as a branch line. In December 1881 its bondholders forced it into receivership through foreclosure of a \$75,000 mortgage. The sale came in September 1882, and the entire property of the road except for two passenger coaches which the Long Island R.R. refused to surrender, passed by purchase to the Stewart Estate.

The two passenger coaches now became the subject of a protracted six-year struggle between Corbin and the bondholders

of the little New York & Hempstead. The first trial resulted in a verdict in favor of the plaintiff for the value of the cars and the value of their use. The Long Island R.R. appealed to the General Term and from there to the Court of Appeals, which granted a new trial on a technicality. The case was tried a second time and again the plaintiff recovered a verdict for the value of the cars and their use. The Long Island R.R. again appealed to the General Term and the Court of Appeals, which court on June 18, 1889 affirmed the judgment, leaving the Long Island R.R. no option but to pay and settle. The time and money and effort devoted to the case far outweighed the value of the two cars, which by this time had seen nineteen years' service.

In June 1884, the Long Island Rail Road's ten-year contract with the Stewart Estate expired and a new one was negotiated for the future running of the Central R.R. that was satisfactory this time to both parties. The Long Island's last dealings with the Stewart Estate came in February 1893. The estate was undergoing extensive reorganization at the time and was now willing to part with the Central Railroad for \$500,000. The Long Island bought title to all the roadbed, rails and installations from Flushing to Bethpage Junction and the Bethpage Branch. A mortgage on the property was given for the amount of the purchase money.

No less important than the Central R.R. purchase was the disposal of the Smithtown & Port Jefferson Railroad in 1891. The road had been organized in 1871 to build the outer end of the Port Jefferson Branch from Northport to Port Jefferson. Over the years the Long Island R.R. operated the road and paid all the expenses. When the 20-year lease expired in 1891, the Long Island R.R. brought suit against the Smithtown & Port Jefferson for a million dollars for alleged disbursements for operation, interest and taxes. The stockholders and officers of the company tried to defend the suit, claiming that the Long Island R.R. had taken all the earnings, kept the bonds and never rendered any accounts. In June 1891, the court rendered a verdict for \$1,179,437 in favor of the Long Island R.R. The directors were in no position to pay the award or continue litigation, and on September 23, 1892, the road was surrendered to the Long Island R.R. The Long Island transferred ownership to a new subsidiary, the "Long Island Railroad Company, North

Shore Branch". This was consolidated into the Long Island R.R. on June 23, 1921.

Today, the most important and heavily-traveled part of the Long Island R.R. is the south side or Montauk Branch. Built by the South Side R.R. Co. in 1867-8, the road was foreclosed and reorganized in 1874 as the Southern Railroad Company. This too was foreclosed and reorganized as the Brooklyn and Montauk Company in March 1880. The Brooklyn & Montauk was operated by Corbin under lease for several years and then merged into the Long Island R.R. on October 5, 1889.

The last line to be leased (1893) in the Corbin regime was the Prospect Park and Coney Island R.R., a small, six-mile suburban steam line running from Prospect Park to Coney Island. The purchase was made to enable Corbin to get a larger share of the Coney Island traffic and to make it possible for elevated trains to run through to Coney Island and Manhattan Beach. The building of the trolley lines in the mid-1890's siphoned off most of the traffic and the profits from Corbin's Coney Island venture, and the Long Island Rail Road was glad to get rid of the line in 1899 by a 999-year lease to the Brooklyn Rapid Transit Company.

Such is the complicated story of the Long Island Rail Road's involvements with its subsidiaries. Let us now turn to some other aspects of corporate history.

The year 1884 was for the Long Island Rail Road the 50th anniversary of its existence as a corporation. On April 24, 1834, a charter was granted by the Legislature to certain incorporators who were empowered to organize the Long Island Rail Road. The grants and privileges were extremely liberal because of that early date—the road, for example, was empowered to establish its own tariff of rates for carrying passengers and freight and no maximum sum was specified. The charter, however, was limited to 50 years and now that the time of expiration drew near, the company filed a petition for its renewal for 250 years. This was granted by the Legislature in June 1884.

On June 18, 1884, the directors of the Long Island R.R. celebrated their anniversary with a gala excursion from Long Island City to Shinnecock Hills. A train of ten cars drawn by engine #91, its headlight festooned with bunting, moved majestically out of the depot at 10 A.M. to the music of exploding

track torpedoes and the shrill whistles of many engines. On board were close to 600 excursionists including many notables, the directors and their families. President Corbin, attired in a spotless suit, dignified in his bearing and pleasant in his greetings, was the cynosure of all eyes. Superintendent Barton circulated through the cars, cheerfully greeting members of the press and friends.

At Babylon, the new Argyle Hotel was inspected; after leaving Babylon, the train proceeded straight to the Shinnecock Hills where the excursionists got off and where a Rhode Island clam bake was being prepared for their consumption. After all had eaten heartily, 13 Shinnecock Indians were brought to the hill and photographed with the guests. Mr. Corbin then gave a speech about the increasing prosperity of the road and how the Milford Haven-Montauk Point line would revolutionize the island. Many country people from the Hamptons turned out to witness the novel dinner on the rolling hills and Superintendent Barton saw to it that all were provided with seats and all that they could eat. The assemblage later adjourned to the train and returned to Long Island City at 7:30 P.M. It had been an eventful day and a fitting celebration of half a century of growth.

Perhaps the next most important event in the history of the road was the Great Blizzard of March 12-13-14, 1888. The conditions that produced the blizzard were unique and have never been duplicated. A warm front, centered over Georgia on March 11, moved northeast to the Jersey coast on the 12th where it met a very cold front from Southern Canada. When the two deep disturbances clashed, the results were memorable. The press of the day is full of vivid accounts of huge snowdrifts, gale force winds, stalled trains and horse cars, and narrow escapes from death on the white trackless countryside. The train service over the whole road was paralyzed for three days, and on the east end it took more than a week to clear the line. The loss to the railroad was estimated at \$100,000, the heaviest expense being in cleaning the tracks in which three or four thousand men were employed for about a week. The injury to rolling stock was considerable, a large number of locomotives being damaged more or less.

The prosperity of the Long Island R.R. was at its height as the year 1890 approached. In January 1889, the road increased

its capital stock from ten million to twelve million. When Austin Corbin took over the Long Island R.R. in 1881, the stock was quoted at 22. One year later confidence in Corbin made the stock soar to as much as 60, and it then leveled off at 58. In 1889, the New York Stock Exchange, replying to a question asked by a subscriber as to the par value of Long Island R.R. stock, said that LIRR stock was a "half stock", i.e. the par value was \$50, and though quoted at, say, \$95, the cost of a share on the exchange was \$47.50. In 1889, 29,761 shares of Long Island stock were traded, sales opening at 93, reaching their highest at 96 and their lowest at 89¾. The Long Island R.R. during the Corbin era paid dividends to its shareholders as follows:

1882	1%	1886	4%	1890	4%	1894	4½%
1883	4%	1887	4%	1891	4½%	1895	4%
1884	4%	1888	4%	1892	5%	1896	4%
1885	4%	1889	4%	1893	5%		

In 1889, the general offices of the Long Island R.R. were moved from the Boreel Building on the southwest corner of Cedar Street & Broadway to President Corbin's new building at the northeast corner of Broadway & John Street. The offices of the Corbin Banking Company occupied the third floor and the general offices of the Long Island Rail Road the fourth floor.

The most important change in the management and ownership of the Long Island R.R. came in 1891. A block of stock amounting to three million dollars, or one-quarter of the entire stock capitalization of the Long Island R.R., was owned by John Rogers Maxwell, vice-president of the company and president of the Central Railroad of New Jersey, Henry W. Maxwell, his brother, and Henry W. Graves of the Stock Exchange firm of Maxwell & Graves. The Maxwells for their own reasons made the decision to devote their full time and resources to their New Jersey holdings, and sold out their entire stock portfolio to Austin Corbin and Charles M. Pratt, the Standard Oil man who purchased the stock between them. It was assumed at the time that since Mr. Pratt had a magnificent estate near Glen Cove, this explained his interest in the Long Island R.R. Both the Maxwells and their partner pulled out of the board of

directors of the Long Island R.R. and their places were taken by Benjamin Norton, the husband of a niece of Corbin's, formerly purchasing agent of the railroad and now general manager; Everett R. Reynolds, a young and able manager and Norton's assistant; and Watson B. Dickerman of Mamaroneck, an unknown. In November 1892, Corbin quarreled with Norton and unseated him, and put in his place Andrew C. Culver of Brooklyn, builder and owner of the Prospect Park & Coney Island R.R.

An important policy step by the Long Island Rail Road in 1891 was the decision to take out insurance to settle claims for damages against the railroad. An agreement was concluded with the American Casualty Insurance & Security Company of Baltimore whereby the insurance company agreed to settle claims, to contest suits in court, and if the decision was adverse, to pay awards. Although the premium was \$60,000 a year, the railroad had been paying out in judgments and legal expenses about \$70,000 a year. The doctors and railroad detectives all over the line were notified that their services were no longer required and that the claim department of the railroad as such, now would cease to exist. This move backfired within two years, however, as a result of the two major accidents of 1893—the Berlin and the Parkville disasters—the American Casualty Insurance & Security Co. went bankrupt in paying out huge claims and Corbin was left to settle some \$500,000 in suits himself. Corbin attempted to hold the individual directors finally responsible for the half million dollars but the laws of limited liability protected the officers and Corbin lost his suit.

The sudden and unexpected death of Austin Corbin in a carriage accident in June 1896 left the directors of the Long Island R.R. with the difficult problem of finding a worthy successor. For the time being the management of the road was entrusted to the capable hands of Everett R. Reynolds, the general manager since Norton's departure in 1893. After some casting-about, the directors finally settled on William H. Baldwin Jr. Baldwin was born in Boston, graduated from Harvard University and was only 33 years old. He came to Long Island from Richmond, Va. where he had been second vice-president of the Southern R.R. Most of his day-to-day railroading experience had been gained on the Union Pacific, the Montana Union Railway and the Flint & Pere Marquette.

Baldwin took effective charge of the road on October 1, 1896. At the same time Everett W. Reynolds resigned as general manager and William H. Blood as superintendent. During the latter part of 1896, four men—August Belmont, the banker, Theodore A. Havemeyer, vice-president of the American Sugar Refining Company, George W. Young, president of the United States Mortgage & Trust Company, and Charles M. Pratt—formed a syndicate and jointly purchased from the Corbin family its holdings of Long Island R.R. stock. The syndicate was headed by Charles M. Pratt, son of Charles Pratt, and now head of the Pratt Refining Company, and took majority control of the Long Island R.R. as of January 6, 1897. The Corbin Estate owned 60,000 shares of the par value of \$50 each or three million dollars altogether. The Pratt Estate owned three and a half million dollars. Adding the Corbin stock, the Pratt syndicate now owned and controlled six and a half million dollars, or slightly more than a majority of the entire capital stock of \$12 million.

The background of the sale to the Pratt syndicate is an interesting one. Before Austin Corbin's death in June 1896, he had negotiated loans somewhere in excess of \$1,500,000 with about twenty banks and trust companies. To secure these loans, he pledged his Long Island R.R. stock and some other Long Island securities owned by him. At the time of his death, the Long Island stock was quoted at 84. Subsequently, it declined and by December, it sold as low as 42 or \$21 for each \$50 share. When the stock had sustained a heavy decline, but before it had touched the low point, additional collateral or security for the loans was requested from the Corbin Estate. A syndicate for the loans was formed, and the Corbin residence at 5th Avenue and 28th Street was placed in the hands of the Union Trust Company, as trustee, as a further protection of the loans. A three-man committee consisting of the president of the Union Trust, one man from the American Exchange National Bank, and George S. Edgell, executor of the Corbin Estate, was appointed to look after the Corbin Estate interests.

After negotiations lasting for some ten days, Charles M. Pratt, the manager of the Pratt Estate, agreed to pay off the Corbin loans in consideration of the transfer to the syndicate of the Corbin Long Island R.R. stock and other securities, and

a claim against the Long Island R.R. for some \$125,000 for money advanced by Mr. Corbin. This last sum was a part of the floating debt of the road. By this arrangement the Fifth Avenue house, held at \$500,000, reverted to the estate. The proposition was accepted and the Corbin control of the Long Island R.R. and allied enterprises on Long Island ceased. The cost of the stock to the Pratt Estate was between 40 and 45 or \$20 and \$22.50 a share.

President Baldwin brought to the Long Island R.R. William F. Potter of the Flint & Pere Marquette R.R. as his choice for general superintendent. Mr. Potter was 42 years old and had spent twenty-two years on the Flint & Pere Marquette in various capacities from clerk to general superintendent. He brought with him a thorough practical knowledge of railroading from the ground up and also a reputation for tact and skill in the handling and discipline of men.

The new management team spent most of 1897 in getting acquainted with the railroad. The most important change facing the road at this time was the Atlantic Avenue Improvement which the City of Brooklyn initiated, but which required the approval of the legislature and the governor to implement. The enabling legislation was passed in 1898 but legal objections by the Nassau Electric R.R. which owned the lease under which the Long Island R.R. operated on Atlantic Avenue, delayed matters through 1899 and physical work did not get under way before 1901.

The tempo of railroad betterment and development was never more hectic than it was under the management of the Pratts. The year 1898 brought the active involvement of the Long Island R.R. in the Spanish-American War, an involvement that meant the building and servicing of two large military cantonments: Camp Black at Hempstead and Camp Wikoff at Montauk Point, besides the transportation of troops and supplies. Concurrent with all this was the acquisition of the new 39th Street terminal in Brooklyn, the organization and planning of the Brooklyn, New York and Jersey City Terminal Railway Co. to build a tunnel under the East River between Flatbush Avenue Brooklyn and Cortlandt Street, New York; and finally, the opening of the last extension that the Long Island R.R. was to build, the line between Great Neck and Port Washington. Austin

Corbin, just before his death, had reached agreement with the landowners in Plandome and Port Washington to extend the North Shore Branch to Port Washington and the Pratts carried this out in June 1898.

The year 1899 chalked up another record of betterment and expansion. During this year the Pratts bought the land and opened up an extensive new freight yard at Jamaica on which Jamaica Station now stands. In May the connection between the Fifth Avenue elevated line and the Long Island R.R. at Flatbush Avenue was opened, permitting express service between the Brooklyn Bridge and Jamaica, and in late August, the electrification of the Rockaway peninsula by trolley was successfully carried out.

In March 1899, President Baldwin himself became a Long Island estate owner like the Pratts by his purchase of 60 acres on the Overlook Road in Locust Valley adjoining Lattingtown. This was a summer residence; Baldwin maintained a normal year-round residence at 112 Willow Street on Brooklyn Heights.

The year 1899 was a momentous one for the Long Island R.R. for another reason: at the April 11th meeting of the stockholders President Baldwin laid down the directions that the railroad was to follow for decades to come. In an epoch-making address he laid before the stockholders a plan to make a unified mortgage on all the company's property to secure an issue of \$45,000,000 in bonds bearing 4% interest and redeemable in 50 years. The money so raised was to be used to:

1. exchange or retire all the existing bonded indebtedness of the company and to acquire the securities of its leased and controlled lines, and to provide for the liquidation of all existing floating debt, real estate mortgages and equipment notes. \$28,000,000.
2. to pay for the improvements and additions recently made to the property, about \$1,000,000 (chiefly land purchases at Jamaica for the laying out of the new freight yard).
3. for the improvement of Atlantic Avenue as provided for by the Legislature. \$1,250,000.
4. for equipping the Atlantic Avenue Division for electrical operation. \$1,250,000.

5. for the elimination of grade crossings as provided by a recent Act of the Legislature. \$1,000,000. On May 31, 1897 an accident to a tally-ho coach at the Merrick Road in Valley Stream, resulting in the death of five socially prominent persons, drew great publicity to the grade crossing problem and sparked legislative action.
6. to pay the cost of a change of power to electricity on the lines in Kings and Queens Counties. \$8,000,000.
7. for further betterments and improvements. \$4,000,000.
 - (A) Better passenger facilities at Jamaica Station.
 - (B) Building of feeder trolley lines at Rockaway, Huntington and Northport, Sea Cliff and Glen Cove.
 - (C) Buying additional property at a rate not to exceed \$400,000 in any one year.

President Baldwin's far-reaching proposal for the Long Island R.R. received on April 6th the approval of over two-thirds of the stockholders. Four months later, on August 4th, the plan received the approval of the State Railroad Commissioners.

As fate would have it, the implementation of so grandiose a project as Baldwin envisaged for the railroad in the next decade was destined to be fulfilled by others. During the first week of May 1900, the Long Island R.R. passed into the ownership and control of the Pennsylvania Railroad, by the purchase of the stock held by the Pratt syndicate. The purchase process was a gradual one, some stock being bought in the open market, and more at private sale. The motive behind the purchase was partly the natural policy of expansion characteristic of the Pennsylvania road, but more importantly, the purchase represented the first step in a gigantic plan of the Pennsylvania for securing a terminal on Manhattan Island, and for securing additional extensive terminals, freight yards and depots in Brooklyn. The latest plan of the Pennsylvania contemplated the construction of a tunnel under the Hudson River to Manhattan, a large station there, and then another tunnel under the East River to Brooklyn to make connection with the Long Island R.R. tracks. In effect, this tunnel plan would carry out the Long Island Railroad's own tunnel project already approved by the authorities of New York and Brooklyn and signed by the Mayors.

The Pennsylvania, which regarded itself as the standard railroad of the world, envisaged a general upgrading of the physical condition of the Long Island R.R. which it regarded as in need of improvement, and a raising of the quality of its rolling stock and track. With the discipline and system of the Pennsylvania R.R. and the vast resources behind it, it was believed that within a short time a wonderful transformation could be wrought in the local railroad.

Surprisingly, the Pennsylvania attempted no sudden change in the management or operation of the Long Island R.R. Only four Philadelphia men were seated on the thirteen-member board of directors, and William H. Baldwin was retained as president.

CHAPTER 3

The Montauk Division Extension

WHEN new regimes take over, it is usual to issue an optimistic press release, belittling the accomplishments of the past and settling forth in glowing colors the new programs about to be launched. This was the case in January 1881 when Austin Corbin took over as receiver of the Long Island Rail Road. One of the promises glibly made was the extension of the Southern Railroad as far east as the public necessities demanded. The advantages of such an extension were loudly touted: direct access for south siders to Riverhead, the county seat, and through trains all along the south shore to Sag Harbor. It was even suggested that the Main Line might be abandoned altogether or be reduced to a freight line. Newspapers pointed out that the Montauk road passed through a fertile and rapidly-growing country, whereas the country between Farmingdale and Riverhead was a wilderness with endless pine and scrub-oak forests. The south side offered numerous villages, many of them summer resorts, that would make an extension through them pay.

The favorable remarks of Corbin and his spokesmen attracted attention in the villages east of Patchogue and the extension became the principal topic of conversation in the Moriches area. As early as mid-February 1881 land agents from the railroad were reportedly quietly circulating through the Moriches area, offering ready cash for land. There was some speculation as to where the Moriches depot would be located and many thought that donations of land for a right-of-way would be contingent to what the railroad committed itself as to station facilities.

The Long Island R.R. seems to have seriously committed itself to the idea of an extension by the last week of February, when Capt. Jonathan Sammis of Babylon and David S. Carll of Deer Park, surveyors, were observed at work in the area between Patchogue and Moriches and east as far as Manor. This had the

immediate effect of sharply increasing the price of farm land all over Moriches.

To help the railroad secure the right-of-way for the extension, the citizens of Moriches held a meeting on March 8. After several had expressed their views, a committee of three was appointed to draw up a paper soliciting subscriptions along the line of the proposed route from Moriches Station to Carmans River. Messrs. Sammis and Carll continued their surveying all through March and April; the railroad, meanwhile, was preparing the ties and iron.

In the first week of April 1881, Justice Dykman of the Supreme Court, upon application of counsel for the Long Island R.R., appointed a condemnation commission of three men to condemn land that could not otherwise be secured by purchase. The commissioners were William Nicoll, Henry W. Carman and Edmund Halleck. On April 12, the court granted permission to Austin Corbin, as receiver of a bankrupt railroad, to enter into a contract with the Brooklyn & Montauk R.R. to operate the road upon the payment of certain fixed charges, and to extend it fifteen miles to a junction with the Long Island R.R. at Eastport.

In the last days of April the surveyors received orders to extend the survey to Riverhead and estimates were called for from various contractors to build the road. On Monday, April 18, some 30 Italians went to Yaphank for the purpose of grading the extension from Patchogue to Moriches. Others were dropped off at South Haven; a larger body of 60 men arrived in Patchogue on Wednesday, April 20. That afternoon, ground was broken by Kingsley & Co., as sub-contractors on the Montauk Extension at Patchogue. Mr. Holmes, the foreman, flanked by his interpreter, put 75 Italians to work to break up the ground. On the following day, 50 more Italians went to work farther east. The contract called for the completion of the road by July 1. Meanwhile, the committee of three appointed to condemn land and assess damages, held their first meeting on the 20th, and on the 21st began to take testimony.

Because of the great scarcity of iron prevailing at the moment, the Long Island R.R. took the unprecedented step of tearing up the rails on the Main Line from Winfield Junction to Jamaica Cross-Switches, and transporting them to Patchogue for use on the extension. As soon as new rails became available, the

Jamaica-Winfield stretch was to be relaid so that the anticipated heavy summer travel would suffer no inconvenience.

Work on the new road was slow since there was no earth-moving machinery available in 1881. Men brought with them their own horses and carts or used those of the contractor. Digging and moving of earth all had to be done with pick and shovel. By the end of April the work had moved on to Bellport. On May 3, work was begun in East Moriches with 40 Italians as shovelers and with several teams hired in the village. By this time the total work force was in the hundreds with a new group assigned to Center Moriches. The weather was proving very favorable and this expedited the project. In these same weeks the three land damage commissioners were making their awards.

In early May 1881, Austin Corbin returned from Europe and immediately convened a stockholders' meeting to finance the extension. The proposition submitted was to guarantee an issue of mortgage bonds of one million dollars by the Brooklyn & Montauk R.R. There was an existing mortgage of \$750,000 maturing in 1887. With the new issue of a million, it was proposed to take up the old bonds and with the remaining \$250,000 build the extension to Moriches. The stockholders were reminded that the Long Island road extended to Sag Harbor through a thinly-settled section of fifty miles whereas the Montauk road traversed a thickly-settled part of the island at its eastern end, and it was believed that the new route to Sag Harbor would be remunerative as it would touch several important towns. The stockholders agreed to guarantee the principal and interest on the extension bonds, and the interest on the \$750,000 of new bonds.

Work went on, meanwhile, all along the 16-mile right of way. At the end of May, 400 men were at work. Another shipment of old rails arrived, this time from the section between Belmont Junction and a point six miles east of Babylon, which had just been upgraded with new steel rails. All the rails went down during the long pleasant June weather. In the last days of June the contractor pushed the work rapidly forward, working two gangs of men night and day so that construction trains could run.

By July 1, construction trains were running to east of Bellport. By July 15, the whole roadbed was completed and trains running through to the junction at Eastport. On Tuesday,

July 19, the rails were connected at Eastport, and on Friday the 22nd, the contractors declared the line completed.

On Monday, July 25th, a test train was run over the new line, and on Thursday, the 28th, passenger trains for Sag Harbor, instead of going via Manor, ran over the Southern or Montauk Division via Patchogue. The new railroad was just sixteen miles long, almost all of it long, straight stretches with occasional slight shifts to avoid the deeper creeks and bays that indent the south shore. Only two waterways of consequence required bridging, Carman's or Connetquot River and Forge River, and for both of these trestle work on piling was sufficient. The road was single track throughout with sidings at most of the stations. The extension created five new stations:

	Distance from L.I. City	Distance Between
Bellport	58.03	3.84
Brookhaven	59.86	1.83
Mastic (Forge before 1892)	63.95	4.09
Center Moriches	66.59	2.64
Eastport	70.19	3.60

CHAPTER 4

The Cedarhurst Railroad

ONE of the obscurest and least known of the Long Island Rail Road's branches is the mysterious Cedarhurst R.R. It first appears without explanation in the railroad's annual report for 1885 and disappears just as quietly in 1893. What was it?

The story goes back to March 1882 when a group of New York capitalists calling themselves the Ocean Point Company bought a 1200-acre tract of meadow land fronting Reynolds Channel opposite Atlantic Beach, and extending from Woodmere to Lawrence. They named the tract the "Isle of Wight" and began elaborate plans to develop the place into a summer resort by erecting hotels and cottages. A hotel went up 100 x 150 feet, the "Osborne", and it was intended to build a railroad from Woodmere to the hotel.

During the summer of 1883 further extensive investment continued at the Isle of Wight to make it attractive and a few cottages went up on the newly-laid out streets. During the following season of 1884, the first plans were made for a railroad to bring down passengers from Lawrence or Woodsburgh. On November 25, 1884, the "Cedarhurst Railway Company" executed its certificate of incorporation, and this was filed at Albany on November 28, 1884. The backers of the project were the Cheever family, and a prominent physician, Dr. Joseph Auerbach. The Cheevers—John Havens Cheever, father, and his three sons—were wealthy people, officers of several New York corporations and active in Rockaway real estate. They laid out and developed the Wavecrest section of Far Rockaway and were socially prominent members of the local yacht clubs and the Rockaway Hunt.

By mid-December 1884, the Cheevers had graded a right-of-way over the two and a half miles that separated the Isle of Wight on the shore from Woodmere station. In a statement to

the press, Edward H. Frame, engineer in charge (and chief engineer on the New York, Woodhaven and Rockaway R.R.), stated that "the road was intended for the convenience of summer residents of the Isle of Wight, the members of the Rockaway Hunt and visitors to the new driving and steeplechase track now nearing completion at Cedarhurst."

Some time after January 1, 1885, the policy of the Cedarhurst Railway changed in respect to the Isle of Wight. Building in the development failed to come up to expectations, bankruptcy and foreclosure followed, and it became clear that no railroad was needed to carry the small number of visitors to the Osborne Hotel. At this point the Cheevers received new backing from another source along the route of the railroad. This was the Rockaway Hunt Club in Cedarhurst on what is now Ocean Avenue on the lands of the present-day Rockaway Hunting Club. A number of wealthy men who were members of the American Racing Association conducted races at East Meadow every spring and fall since 1881. The racing scene was then transferred to Cedarhurst in 1885. The elaborate new clubhouse of the association opened on July 1, 1885 and cost \$25,000. Its first story was brick and the upper three of Georgia pine. The building was 100 x 150 and commanded a fine view of the race track and grounds with verandas from which the ocean was visible. The club soon attracted large crowds who turned out to witness the polo and racing events and to watch the brilliant social gatherings that took place on the lawns and verandas.

The Rockaway Hunt Club took advantage of the graded right-of-way made by the Cheevers the previous November, but cut back the proposed railroad to just west of what is now Hollywood Crossing. The Rockaway Hunt Club, in taking over the responsibility of building and completing the Cedarhurst Railway, was fortunate in that several of its officers were also officers of the Long Island R.R., Austin Corbin himself, for example, director Daniel D. Lord and others. These men were therefore in a position to secure Long Island R.R. assistance. However, the railroad did not officially undertake to acquire the land of the Cedarhurst Railway, or to supply the rails and ties or to pay for the labor. All this was privately financed in the name of the railroad men who were officers in the Hunt Club and title to the railroad property remained in their name. The

Long Island R.R. very probably supplied at cost the materials and labor to build the road and officially undertook to operate it once completed.

This odd arrangement, strange as it may seem to us now, was not altogether without precedent. The New York & Long Beach R.R. had been privately financed by the Long Beach Association, two important officers of which had been Colonel Thomas Sharp, receiver of the Long Island R.R. and William Laffan, the general passenger agent. Both of these men had taken charge of building the Long Beach branch, and the work and materials had been furnished by the Long Island R.R. under contract. The Cedarhurst Railway was simply a far less ambitious undertaking of the same kind.

The entry "Cedarhurst Branch" in the annual reports of the Long Island R.R. is certainly a misleading term. The Cedarhurst Railway was only 1.7 miles long, hardly more than a healthy walk in length, and might with more appropriateness have been called a spur or siding. It was certainly no branch in the usual sense of the word.

On Wednesday, January 21, 1885, a construction gang went to work on the already partially graded right-of-way between the Club House and Woodsburgh Long Island R.R. station. The width of the roadbed was set at 29 feet to provide for a wagon road alongside. The plan was to run steam trains over the line direct to the Club House on race days and horse cars every day in the year.

In late January 1885, Charles A. Cheever, manager of the Cedarhurst Railway, obtained rights-of-way for a railroad and carriage drive through the intersecting properties, and legal documents were signed on Monday, January 26. Extreme cold temperatures through February brought all construction work to a halt. A shanty built for the accommodation of the Italian laborers engaged for the railroad work was so leaky and full of holes that out of 50 men brought out from the city, 40 took one look and returned rather than brave the zero weather under such conditions. On Thursday, March 19, work was resumed on the railroad, and the number of laborers largely increased on April 1 to rush things. During the week of May 1 the ties were being laid all along the line.

On May 4th, the first special train filled with railroad officials

passed over the new road on an inspection trip. Next day, May 5th, another train filled with officials and a select company of invited guests, visited the Club House and surroundings. During opening week telegraph poles were set in place alongside the track and wires strung.

Steam trains along the Cedarhurst Railway must have been uncommon, probably a few days at most during the year. The most usual vehicle was a horse car; since no picture of it survives, we have no way of knowing either its appearance or dimensions. There appears to have been no shelter along the route for the horse car over the winter, so in the fall it was run down the Rockaway Branch on its own wheels to Far Rockaway station, and stored in the car barn on Central Avenue of the Rockaway Village R.R., the other transit line operated by the Cheever family.

In June 1887, the *Street Railway Journal* reported that the horse car was still being operated and that the company even contemplated a short extension south to the Isle of Wight.

We hear nothing further of the Cedarhurst Railway until 1888. On July 14 of that year the lone horse car took fire during its run and was badly burned. How the fire originated could not be determined, but it was supposed that it was caused by the explosion of one of the lamps. Mr. Cheever, the manager, rose to the occasion by bringing up to Woodsburgh one of his own Far Rockaway horse cars.

The following year—1889—reports got about that the Cedarhurst Railway would not run but these were officially denied. It is probable that the Cedarhurst Railway closed at the end of the 1892 season, or, at the latest, on June 30, 1893, because on July 1, 1893, the handsome clubhouse of the Rockaway Hunt Club burned down and put an end to the racing at Cedarhurst that season. Without steady patronage there would be no motive to run the horse car. Significantly, too, in the listing of branches of the Long Island R.R. in its annual reports, the Cedarhurst Railway appears for the last time in 1894.

During 1894 the Cedarhurst Racing Association gave up its grounds and the track fell into disuse and became overgrown with weeds and brush. Even the switch connecting the "branch" with the main Long Island R.R. track at Woodsburgh was taken out.

In mid-January 1895, a local lawyer, Benjamin E. Valentine, who was erecting a villa beyond the Rockaway Hunt Club, induced the Long Island R.R. to replace the switch with the intention of using the old line to ship the material to where he was building. No one made any opposition to the replacing of the switch, but on the night of January 25, 1895, a gang of 50 Italians in the employ of the Hewlett Land & Improvement Company tore up the whole railroad track in an effort to prevent the Long Island R.R. from continuing in possession of the land over which the track was built. The Hewlett Company was a new organization, chartered in the fall of 1894, and had purchased the old Woods Estate as part of their plan for local development. According to the Hewlett Company's lawyers, when the land had been deeded to the Cedarhurst Railway in 1885 on which to build the track, a stipulation had been made that should the track at any time be abandoned, the land should revert to its original owners, the Woods Estate. The company claimed that the Long Island R.R. Company had, in fact, ceased to operate the horse car, and as a result, the land reverted to them. To enforce their claim, they had torn up the whole railroad and erected a fence on their property line.

What happened next is a bit obscure. Lawyer Benjamin E. Valentine apparently sued the Long Island R.R. for non-delivery of his building materials on the branch, not officially declared abandoned by the railroad, and for which the Railroad Commission had issued no certificate of abandonment. In some manner, he also obtained possession from the Hewlett Land & Improvement Company of the 120 tons of iron torn up from the branch.

Four years passed quietly without event. Then, in 1899, Valentine attempted to ship the iron over the Long Island R.R. to a consignee. The Long Island, silent all this while, accepted the shipment and then seized it on the ground that the rails were their own property, illegally torn up and seized. Valentine brought suit for \$3,500 damages, a little more than the \$3,000 valuation on the old iron. The Regular Term handed down a verdict in favor of the Long Island R.R., which in the meantime had sidetracked and stored the rails and the flatcars they were loaded on at Morris Park Shops.

Valentine appealed his case to the Appellate Division, a

process that took three more years. This time the verdict was in his favor. However, the Long Island R.R. was not to be done out of its own property, and appealed the case to the Court of Appeals. This move consumed three more years. At last, on January 10, 1907, after the rails had rusted in storage for eight years, the court reversed the order of the Appellate Division and affirmed the original judgment in favor of the Long Island R.R. In this bizarre way the history of the Cedarhurst Railway came to a close.

Today, no one walking the streets of Woodmere and Cedarhurst would ever suspect that the Cedarhurst horse car had once run its placid course here. However, Woods Lane preserves the right of way of the old line and Railroad Avenue on the eastern edge of the Woodmere Club owes its name to the track that was once there. The old terminus of the road at Hollywood Crossing reveals nothing of the fact that a locomotive and cars once unloaded crowds of racing fans eighty-five years ago.

CHAPTER 5

The Whitestone Extension

WHEN the Flushing & North Side R.R. built its road from Long Island City to Flushing and then north to College Point and Whitestone in 1868-1869, the road terminated at Whitestone village on 14th Road between 149th and 150th Streets. The railroad officials, however, among whom was John D. Locke, the father of Whitestone, wanted the railroad to continue down to the village dock at the foot of 154th Street, an extension of only .8 mile. Locke had come to the village in 1853 and established there a large tinware and japanning works at what is now the northwest corner of Cross Island Blvd. and 12th Avenue. A railroad spur into his factory would greatly enhance the movement of raw materials into his plant and manufactured goods out of it, and give him quick, year-round access to the New York markets. In addition, Locke owned a great deal of land east of 154th Street and south from the Sound shore. Railroad communication and a suitably located depot would enormously enhance the value of this acreage.

Within six months of the opening of the railroad to Whitestone village (November 27, 1869), Locke and his fellow directors were at work on plans to extend the road down to tide-water. In August 1870, the public dock was purchased in the interests of the Flushing & North Side R.R. to provide terminal facilities and to permit the steamers, which in those days were numerous and carried many passengers, to discharge freight and passengers; the railroad even planned a ferry connection to Westchester.

For a year there was no further action toward extending the road. Then, late in 1871, the directors of the Flushing & North Side R.R. decided to incorporate a separate company and carry out construction under that name. On November 14, 1871, the Whitestone & Westchester R.R. Co. was incorporated with a corporate life of 100 years and a small capitalization of \$30,000.

John Locke was named as president of the road.

In August 1871, the extension was put under contract, and the contractors brought steam shovels, then a great novelty in railroad work, to the site to cut through the high ground from just west of 150th Street to beyond 152nd Street, and north to about 12th Avenue. The railroad entered Whitestone Village at the 55 foot contour at 149th Street. At 150th Street the land rises to 65-70 feet; at Cross Island Blvd. a block away the grade rises steeply to 90 feet and slowly falls away to 60 feet at the crossing of 14th Road and 30 feet at the 12th Road crossing. During May and June and July 1872 the steam shovels slowly chewed their way through the high ground, creating a sizeable chasm through the east end of the village.

Because the new right-of-way cut off five or six heavily used Whitestone streets, the Whitestone & Westchester R.R. contracted in December 1872 for the building of wooden bridges to carry each street over the railroad cut. Then, suddenly, in the midst of all this progress, all work came to a complete halt. Weeks passed and then the story came out. It developed that in the month of July 1872, John Locke had made an agreement with his fellow directors to accept the bonds of the Whitestone & Westchester R.R., and, in return, furnish the cash to build the road. On this basis, construction of the Whitestone & Westchester had begun in 1871. Then, in September 1872, when the contracts for five bridges over the railroad cut were about to be let, the directors called upon Locke to guarantee the cash for the contractors, and to their surprise, he refused. Pressed by the village of Whitestone to open 150th Street and Cross Island Blvd. immediately to public travel, the directors urged Locke at least to furnish enough money to build the five bridges so that the hardships of crossing the railroad cut should not remain intolerable. Locke refused even to go this far. The directors, feeling some obligation to make amends for the damage done to the village terrain, made other arrangements, and as soon as the money was raised, put the construction of five bridges under contract, to be completed February 1, 1873.

The erection of the five bridges over the railroad cut marked the end of all action on the Whitestone Branch for a period of thirteen years. On August 1, 1874, the directors of the Flushing & North Side R.R. merged the Whitestone & Westchester

and other underliers into a new corporation entitled the Flushing, North Shore & Central R.R. Co. When the united railroad system of Long Island fell into bankruptcy in 1877, the Whitestone & Westchester shared in the general collapse. Trains continued running over the Whitestone Branch all during the long reorganization under Colonel Sharp, and Corbin profitably operated the road when he took over on January 1, 1881.

It is difficult to guess, at the distance of a century, exactly what it was that induced the Long Island R.R. to notice the then-obscure village of Whitestone and to consider completing the road to the shore. It could not have been a need for facilities on the branch, because the road already enjoyed ample shop, storage and round house facilities at College Point. It would appear that what really attracted the railroad's attention to Whitestone was the complaints of the local village board to the railroad about the deteriorating condition of the five bridges over the cut. These were wooden bridges, and from 1873 to 1885, twelve years of wind and weather had taken their toll. The village saw no reason to incur the expense of repairs to bridges over a chasm that was not of its creation and served absolutely no purpose. The railroad, similarly, felt no enthusiasm for spending money on a folly of one of its predecessors and from which it derived no benefit. Informal talks between the village board and the railroad appear to have begun early in 1885, but the railroad did not want to concede anything that would occasion great expense, and the village insisted on full maintenance and replacement. Matters dragged on; the railroad, all powerful in those days and accustomed to deferential treatment by local officials of little sophistication and less education, became exasperated at what it regarded as the intransigence of the board, and imperiously notified them that "all propositions made by the company in regard to running their trains over the old Whitestone & Westchester R.R. cut to the shore in that village, and in regard to the repairs of the bridges over the cut, etc., whether made orally or in writing, are withdrawn unconditionally." The railroad probably hoped by this tactic to bring the village trustees to adopt a more conciliatory attitude.

It would seem that the railroad in any case had made up its mind to extend the Whitestone Branch to the shore, for, in October 1885, the railroad very quietly purchased the John D.

Locke homestead on the waterfront for a terminal yard.

The village of Whitestone, unwilling to be browbeaten into repairing the bridges by delaying tactics, forced the issue in January 1886 by indicting the company for maintaining a public nuisance. The Cross Island Blvd. bridge over the cut had been closed to travel seven months already because of its dangerous condition, and the board had set a penalty of \$25 a day on the railroad for every day that it should remain closed because of the railroad's refusal to repair it.

The railroad responded on January 20th with a proposal that it would "pay over to the village annually such sums as shall be necessary for the maintenance and repair of each and all of the bridges provided the village shall assume responsibility for the care thereof." There was one hedge: all estimates of the amounts needed for maintenance and repair must be subject to the approval of the superintendent of the railroad.

This proposal was a difficult one for the Whitestone trustees. If the railroad went to court and the court ruled that the old Whitestone & Westchester was legally dead, then the maintenance of all the bridges would automatically become a charge on the village. Once this had occurred, the Long Island R.R. could then re-apply to the Legislature for a new charter for a new corporation to build to the shore and so evade all bridge responsibility. The trustees, therefore, prudently decided to accept the Long Island Rail Road's proposition. At least the railroad would be extended to the shore and the village would get a new depot. A few die-hards wanted to fight the railroad to a finish, but cooler heads realized how long and expensive a lawsuit against a wealthy and powerful organization could be and how doubtful the result.

The Long Island R.R. in the meantime purchased a large tract of thirteen acres at Whitestone, a wedge of land from the Sound on the north to Cryder's Lane on the south, with 152nd Street the west boundary and 154th Street the east boundary. Incredibly, the selling price was only \$17,000.

In March 1886, a formal agreement was worked out between the Long Island Railroad and the village that, in substance, provided:

1. The bridges shall be considered parts of the streets and highways, and the village will forever assume and keep the care,

custody and control of the bridges. The Long Island R.R. agrees within 30 days to undertake all repairs to said bridge necessary to put them in safe condition. Thereafter, the Long Island R.R. agrees to pay maintenance expenses, this sum to be estimated by the president and trustees of the village, which sum must be approved by the superintendent of the LIRR.

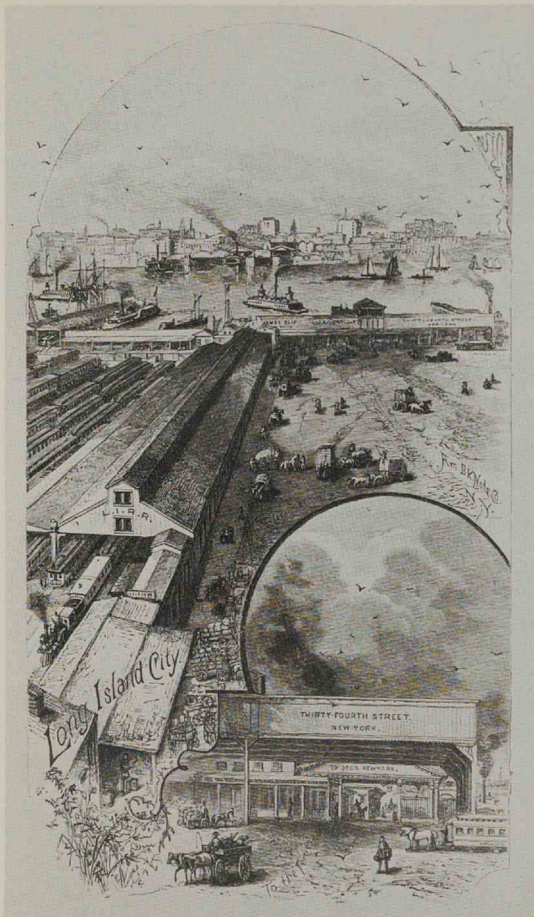
2. In the event of disagreement, each party shall choose a disinterested outside expert who shall fix the sum; if these two can't agree, the two shall choose a third, and this board of three shall decide.
3. Any new bridges shall be built and maintained by the village of Whitestone alone.
4. The Long Island R.R. agrees to give to Whitestone the same or better passenger train service.

In the week of March 28th, President Austin Corbin and other high officials of the Long Island R.R. paid Whitestone a visit to view the bridges, cuts, etc. preparatory to beginning immediately the work of extension.

In May 1886, the railroad after a nudge from the village, notified the trustees that it hoped to commence work on the Whitestone & Westchester R.R. that very week. The railroad was as good as its word. A local contractor, D. L. Godley, under the direction of the railroad management, began employing Whitestone men about May 20th to assist in unloading ties, rails, etc. Meanwhile, most of the material arrived at the village dock and was landed at the bulkhead.

The extension to the Sound was so short—only eight-tenths of a mile—that it did not take much time or attract much attention. Were it not for the fact that the work had to be done in a deep cut with the sides needing shoring and draining, the work would have gone much faster. The first half of June 1886 was largely consumed in grading; on the morning of June 19th, the laying of rails was commenced. The work proceeded uneventfully.

On Saturday, August 8, 1886, the track laying was completed, and on Sunday, August 9th, the first train ran. The extension, as built, was a small thing, hardly comparable to the much larger extensions elsewhere. There was only one track and this expanded into two at the terminus area. In 1887, a large brick



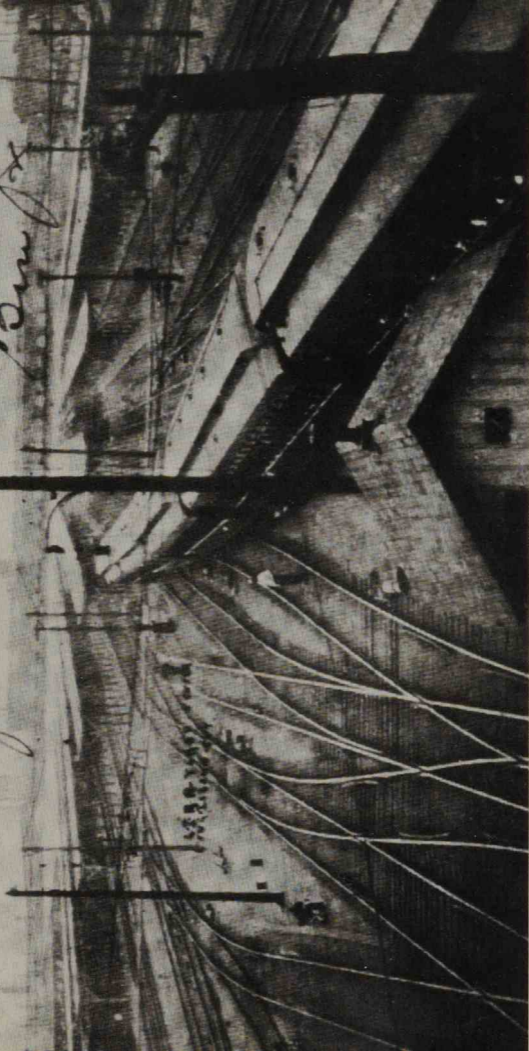
Old Long Island City terminus 1860-1890. Looking West along Borden Avenue to the ferries (Annex, James Slip, 34th St.) From an engraving of 1884 (Rugen)



Front of the Long Island City station on 2nd Street as it looked after rebuilding in May 1903. (Eagle) (Top)

Interior of the Flatbush Avenue terminus as it looked between 1892 and 1906. (Ziel) (Bottom)

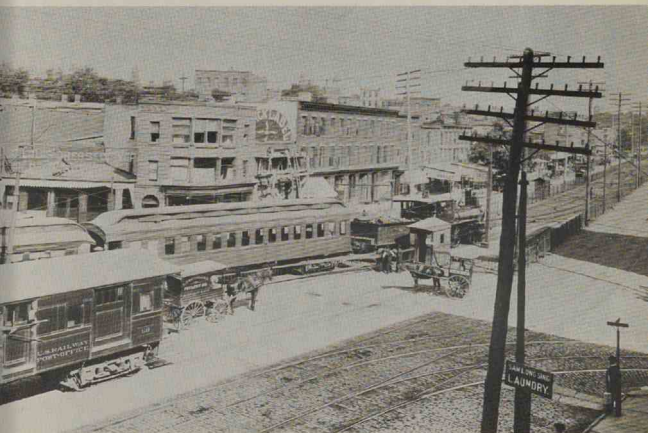
A train for Chatham
Bund.



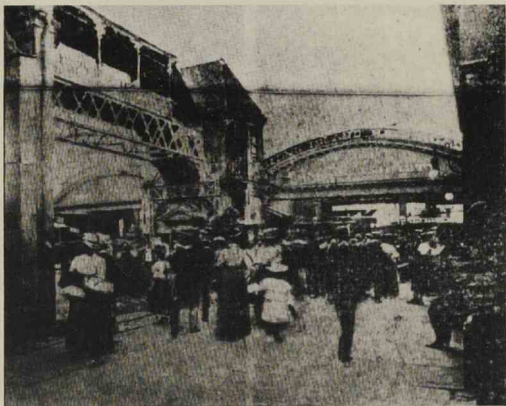
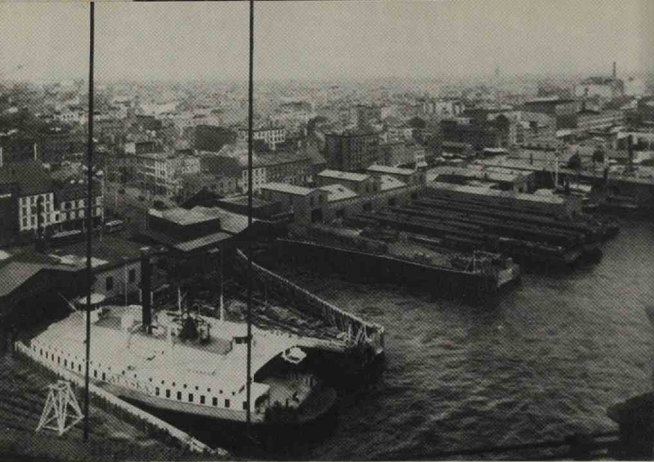
The yards at Long Island City with 9 platforms, each with canopy, in the busy days before 1910.



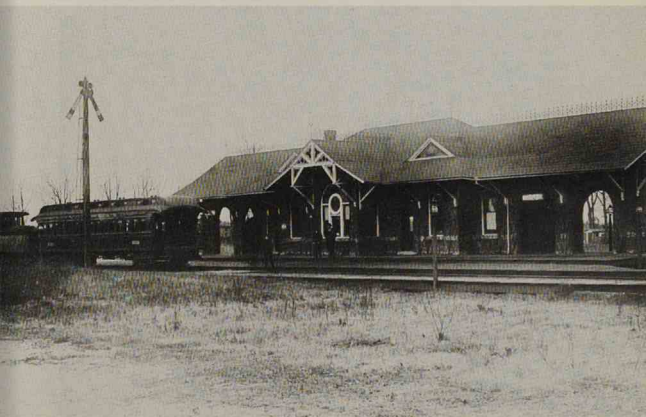
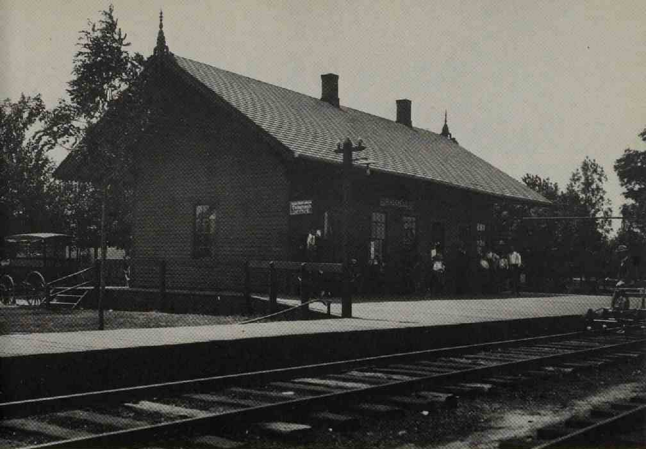
Flatbush Avenue terminal as it looked before 1906. The buildings in the rear are the backs of private houses fronting Hanson Place. (Huneke) (Bottom)



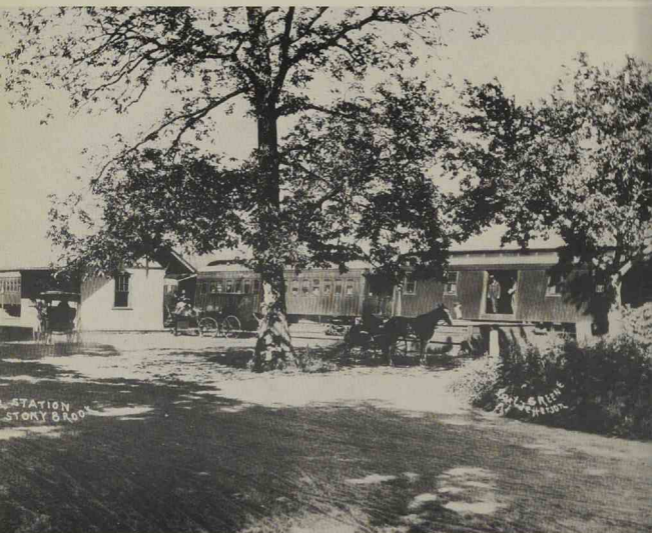
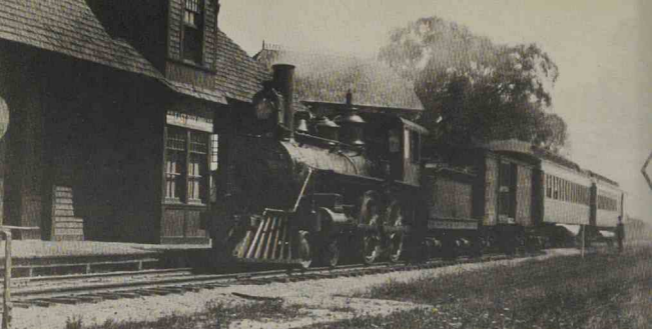
Power at end of Flatbush Ave. yard at So. Elliott Place in 1896. Suburban engine #106. (Watson) (Top)
Looking east along Atlantic Avenue from 5th Avenue in 1896. Mail car #68, coach #196 (Pullman 1894)
and engine #115 (Rogers June 1888) (L.I. Hist. Soc.) (Bottom)



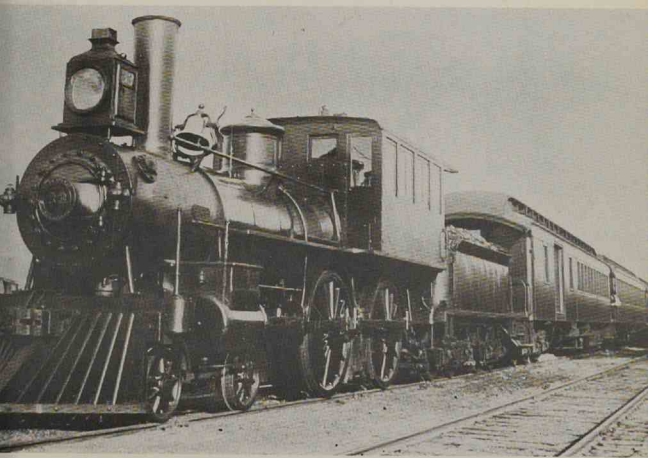
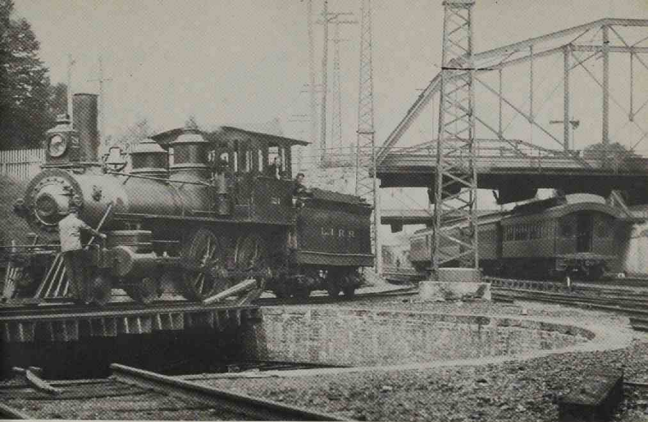
LIRR freight terminal, piers 32 & 33 at James Slip as seen from the Brooklyn Bridge. Built 1885. (Brooklyn Lib.) (Top)
The East 34th St. Ferry terminal with stairs to elevated trains. July 1902. (Herald) (Bottom)



Typical old wooden railroad station of the 1870's—Riverhead, as it looked in 1905. (Ziel) (Top)
An example of a station built (1891) by wealthy patrons and donated to the railroad.
Massapequa station in 1897. (Suffolk Co. Historical Society) (Bottom)



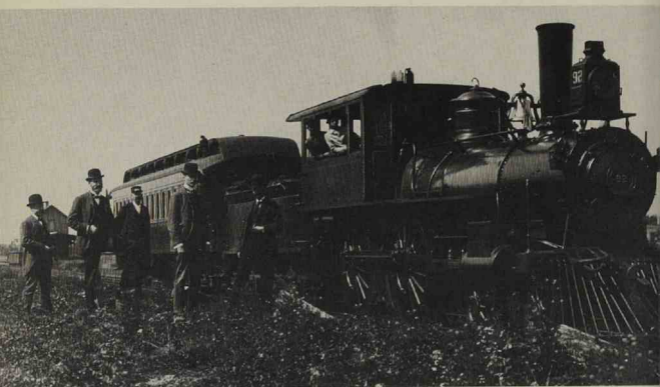
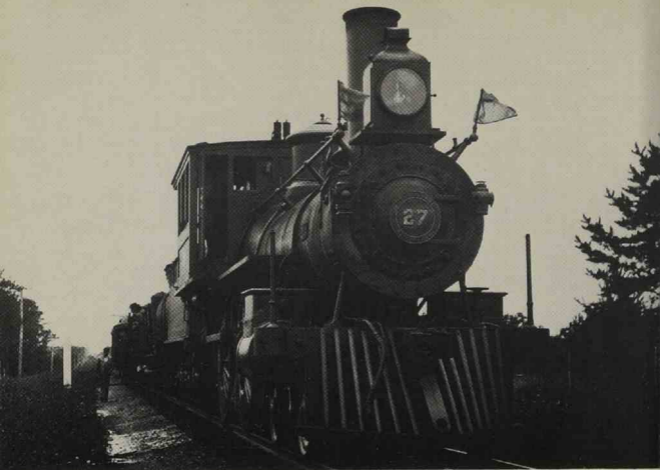
A typical suburban station—East Rockaway in the 90's. (Nassau County Museum) (Top)
A country station in 1905—Stony Brook. Coach #56 (Jackson & Sharp 1879) in front of station building. (Keller) (Bottom)



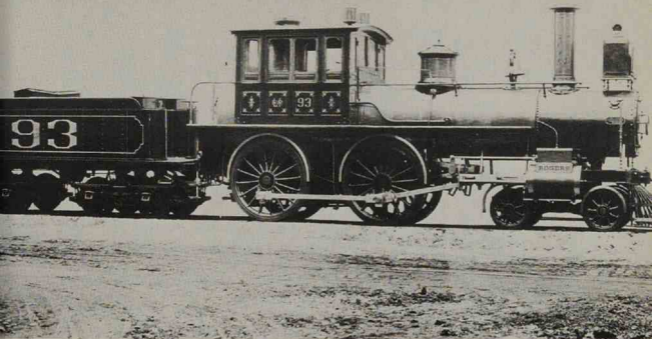
The old engine "Seaside #71", Baldwin July 1878 on the turntable at Union Hall Street in 1904.

Renumbered #24 in 1898 & #524 in 1903. (Ziel) (Top)

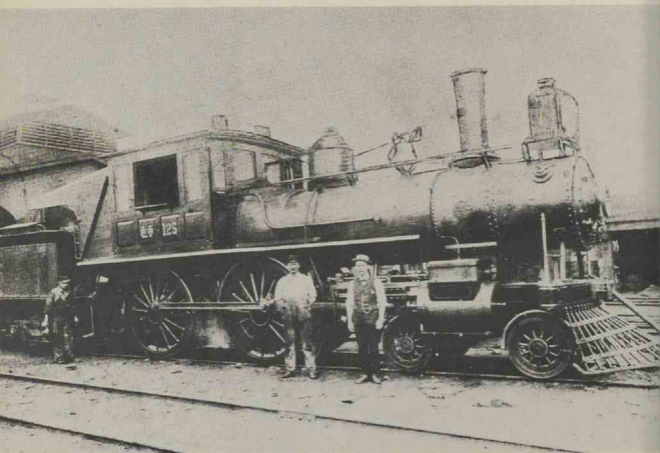
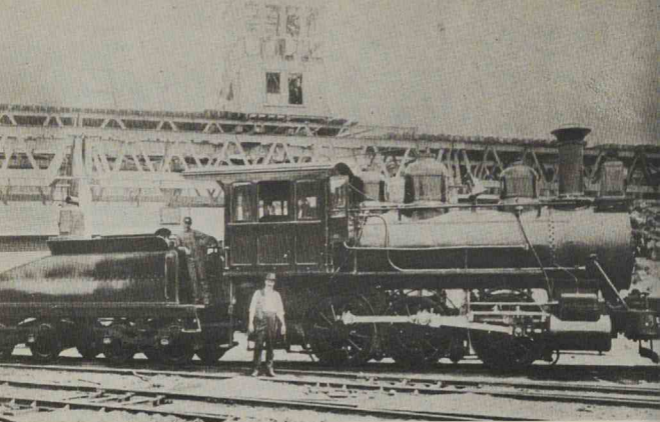
Engine #33 and train. A 4-4-0 built by Rogers April 1883, formerly #86. (Fagerberg) (Bottom)



Engine #27 at Central Islip hauling the oil train, July 6, 1899. Rogers 1882, ex-80. (Ziel) (Top)
Engine #92 (Rogers 1883) hauling Supt. Potter's inspection train at Ronkonkoma in 1897.
#92 became #39 in Oct. 1898. Potter, then 42, is fourth from left. (Ziel) (Bottom)

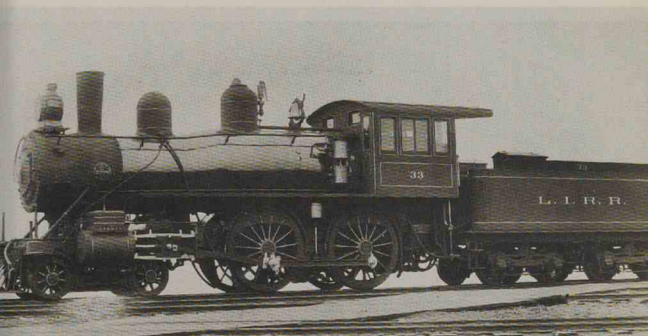
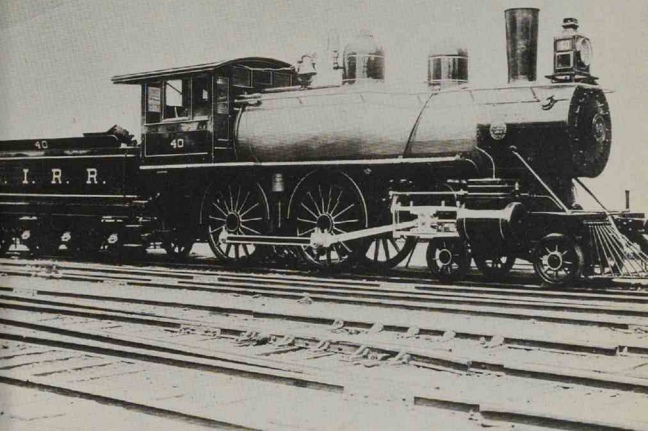


Engine #93 (Rogers May 1883), Renumbered to #40 in Oct. 1898. (Fagerberg) (Top)
Engine #97, a 4-6-0 type, built by Rogers in 1884. Renumbered to 107 in Oct. 1898.
(Fagerberg) (Bottom)



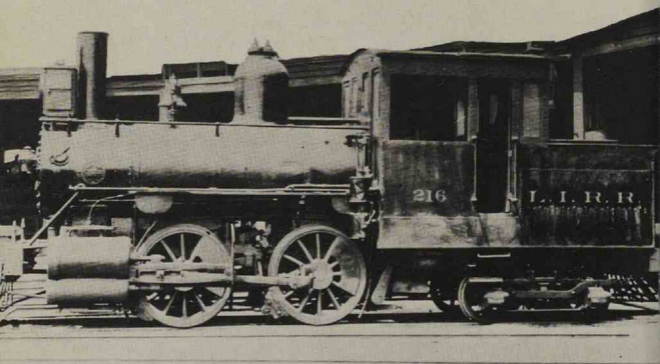
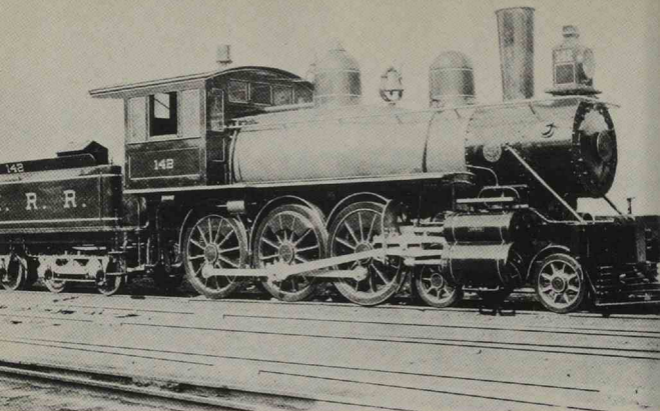
Engine #20, an 0-6-0 type, built by Schenectady in March 1889, photographed at East New York on May 19, 1894. (Fagerberg) (Top)

Engine #125, a 4-4-0 type, built by Cooke in 1890. Became #57 in October 1898. (Fagerberg) (Bottom)



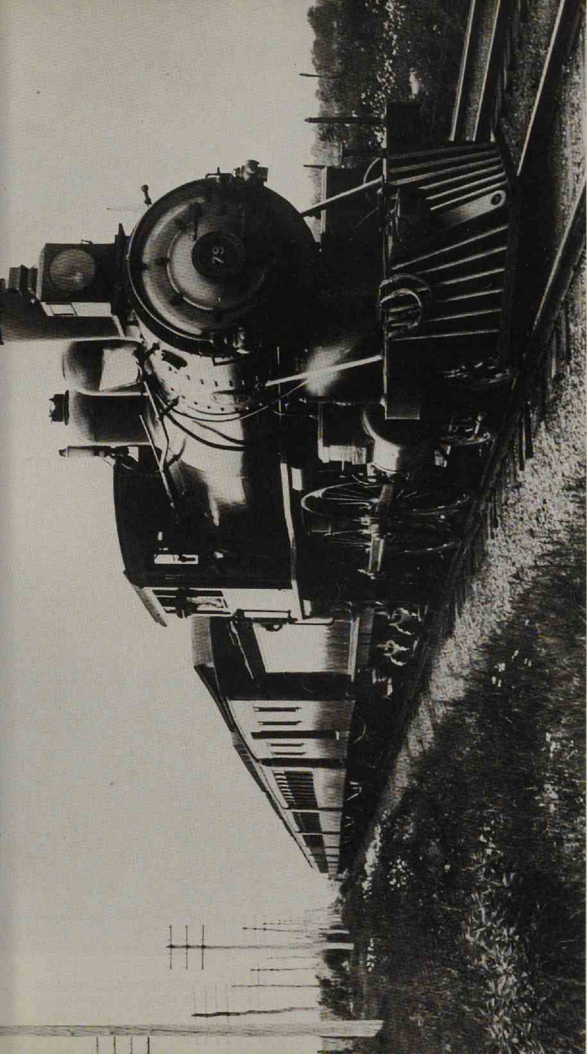
Engine #40, a 4-4-0 type, built by Baldwin, June 1893. Became #76 in October 1898.
(Fagerberg) (Top)

Engine #33, a 4-4-0 type, built by Brooks in March 1898. Became #79 in October 1898.
(Fagerberg) (Bottom)

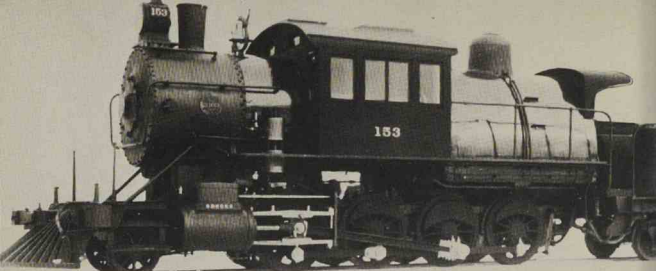


Engine #142, a 4-6-0 type, built by Baldwin February 1892. Became #118 in October 1898.
(Fagerberg) (Top)

Engine #216, a 0-4-4T type, built by Baldwin in February 1892. Became #159 in October 1898.
(Fagerberg) (Bottom)



Engine #79 in New Hyde Park on June 9, 1899. Brooks March 1898. Formerly #33. (Ziel)



Engine #153, a 2-8-0 freight Camelback, built by Brooks in 1898. (Gene Collora) (Top)
Engine #54 at Long Island City, a 4-4-0 Rogers engine of 1882 rebuilt to a Camelback.
(ex.-122) (Ziel) (Bottom)

engine house with at least six bays was built on the shore line and immediately east of the station area. In front was a large turntable and water tank with a pump house. Back from the water's edge by a hundred feet or so stood Whitestone Landing station, a small one-story frame building with peaked roof ornamented with scrollsaw "gingerbread" trimming.

It is interesting to note in passing that for a brief moment in 1892 Whitestone Landing entertained hopes of glory. The Long Island R.R. during the brief time that it operated the Boston Express route via Long Island Sound, considered the possibility of substituting Whitestone Landing for Oyster Bay as the transfer point for the train ferry to Wilson Point. In February 1892, the Long Island R.R. filed plans for a forty-track terminal on the shore, equipped to load and unload freight from floats, but for some unknown reason, the grandiose plans were never carried out.

CHAPTER 6

The Long Island R.R. Reaches Oyster Bay

THE Locust Valley Branch, as built during 1867-69, was ten and one-half miles long and terminated at the present corner of Forest Avenue and Brick Hill Road. It is highly probable that the branch would have ended here almost indefinitely had it not been for a series of pressures during the 1880's that carried it forward. The first of these was the appearance on the scene of the Northern Railroad of Long Island. This company was incorporated on March 23, 1881 to build a road from Astoria to Northport via Flushing, Great Neck, Glen Cove, Oyster Bay and Huntington to Northport. The Northern Railroad began its own survey of the route on March 26, 1881 under the supervision of J. C. Lane, a New York Civil Engineer and G. A. Rouillier of Flushing. In June the Northern directors accepted the plans and specifications for the construction of the road and requested Col. Lane to consider taking the contract for building the road; in mid-July the contract for building and equipping the Northern R.R. was signed, sealed and delivered to Col. J. W. Lane, the directors issuing two million dollars in bonds and one million in stock. Col. Lane as contractor asked for and received 90 days to dispose of these securities. The work on the road was to begin in August.

This Northern R.R. would have posed a most serious threat to the three branches of the Long Island R.R., the North Side, Locust Valley and Port Jefferson. Before the Northern R.R. could sell its stock and begin to acquire a roadbed, the Long Island R.R. decided to defeat the project by linking its north side branches together with short stretches of track and so making a continuous north shore railroad of its own between Long Island City and Northport.

As early as April 11-15, 1881, Corbin sent out surveyors between Locust Valley and Huntington, passing through Oyster Bay and Laurel Hollow. In June 1881, Corbin made a proposition

to the people of Oyster Bay to extend the road and circulated a subscription paper with a view to placing stock; 25 persons who subscribed later withdrew their names and this dissuaded others. The pressures to extend, even if necessary without local support, remained and in December several of the railroad officials went over the proposed route through Oyster Bay and Cold Spring to Huntington. Surveyors were put on the route in January 1882, and continued through the winter and spring till June. While the surveyors were on the ground, they also surveyed a route from Greenvale Station through Glenwood along the shore through Sea Cliff to the Glen Cove Starch Works.

The cost of the extensions from Great Neck to Roslyn and from Locust Valley to Northport was estimated at \$400,000. Austin Corbin himself went over the Locust Valley Branch by rail and coach through Roslyn, Glenwood, Sea Cliff and Glen Cove, where he again boarded the train and continued his trip to Locust Valley. With the details of the completed survey in his hands, Corbin in February 1883 made an offer to supply the iron and rolling stock for an extension of the line from Locust Valley to Oyster Bay provided the local residents along the route would provide the right of way and grade it. A meeting of the citizens was scheduled to consider the offer. The amount needed was \$25,000 and the chances were thought good to raise that sum by subscription. In May it was reported that the Long Island R.R. had finished the survey of three different routes to Oyster Bay for the people to choose from. The shortest was about three miles and the longest a trifle over five miles. To build the shortest route would cost more than to build the longest route owing to the heavy cuts that would have to be made. A meeting of persons interested in the project was to be held and an effort made to raise the sum required to purchase the right of way and do the grading.

After 1883, the danger posed by the Northern Railroad of Long Island faded, that company finding it difficult to raise money. In 1883, only 53 stockholders had paid in their 10% on 409 shares of stock subscribed, yielding the pitiful sum of \$4,090. During 1884, the company remained moribund, and after 1885 ceased even to report to the Railroad Commission. The Long Island R.R. became complacent and for two years nothing further was heard of an Oyster Bay Extension, much

less a line to Huntington.

Surprisingly, the project revived in 1886, thanks to a small but apparently determined clique, based partly in Oyster Bay village and partly in Huntington. The Oyster Bay people stated rather confidently that they would secure the right of way from Locust Valley to Oyster Bay within 30 days and urged the citizens of Huntington to give the right of way from Cold Spring to Huntington. The promoters interviewed Austin Corbin and found him willing to commence the extension at once if the right of way were donated. Nothing was said this time about grading. One would have thought that the Long Island R.R. surveyors had thoroughly covered the ground in their 1883 labors, but once again the ground between Locust Valley and Northport was gone over on March 27, 1886.

In the first week of May 1886, the route was inspected by LIRR vice president Maxwell and other officials of the company. The citizens of the several villages had guaranteed the right of way but, unfortunately, persons who had been expected to donate land were holding out for a good round price. As an evidence of good will, both President Austin Corbin and V.P. Maxwell donated \$1,000 each to the purchasing fund and this unexpected and most uncharacteristic gesture triggered other citizens into subscribing more liberally.

In June 1886, a public meeting was held at which a committee of 15 was chosen to inquire privately as to the terms upon which a right of way might be secured between Locust Valley and Oyster Bay. The Long Island R.R. had still not given up the idea of a through line, for its surveyors were still kept busy driving stakes on three prospective routes: #1, Locust Valley-Oyster Bay; #2 from the head of Northport Harbor to the junction; and #3, across from the White Oak Tree terminus to the Cold Spring Ponds. There was still strong sentiment for the Locust Valley-Northport route and the "East Norwich Enterprise" of East Norwich, fearing that the line would end in Oyster Bay, urged the line through Norwich and White Oak Tree.

In the midst of all this vacillation between one route and another, the Long Island R.R. decided to crystallize the situation by organizing the Oyster Bay Extension Railroad on August 31, 1886 and incorporating it in the first week of September 1886. The charter provided for a corporate life of

1,000 years and authorized a road from Locust Valley to Oyster Bay Harbor, a distance of five miles. The capital stock was \$50,000 divided into 50 shares of \$100 each. Within the next two weeks maps were filed and notice thereof served upon all the landowners preparatory to the work of acquiring the land.

In mid-November 1886, Austin Corbin notified the residents of the village of Oyster Bay that the company was prepared to proceed if they would furnish the right of way. A committee of citizens was appointed to solicit subscriptions to the fund for the acquisition of the right-of-way, estimated at only \$12,000. The momentum that the project had gained and the rising public enthusiasm was reflected in the sum of \$4,600 subscribed in just two weeks. Nonetheless, the editors of the "East Norwich Enterprise" continued to throw cold water on the project by pronouncing it neither feasible nor in the interest of the north side of Long Island.

During January 1887, a Long Island R.R. representative conferred one by one with the owners of property on the line of the proposed railroad. Since agreements could not be reached with all the owners, the railroad moved on April 2nd in Supreme Court for the appointment of commissioners to assess damages. On May 13, the commission held its first session at Locust Valley. At the hearing witnesses both interested and disinterested testified, but their estimates varied widely. Nevertheless, a few cases were disposed of:

Townsend D. Cock	\$1,750.00
Elbert Bailey	2,200.00
John D. & D. Kirk Underhill	400.00

On subsequent days other awards were made:

John Baylis	\$1,250.00
Mrs. Stephen Hendrickson	375.00
Addison A. Gates	600.00
Augustus G. Cock	1,000.00
Butler Coles (Oyster Bay)	4,850.00
Gerard Beekman (Oyster Bay)	100.00

The committee wound up its long weary sessions on August 4, 1887. The total awards for land damages had footed up to \$18,525.00 close to the \$20,000.00 estimate of engineers. Some

of the landowners who were opposed to the railroad and who demanded \$90,000 or at least not less than \$30,000 were dissatisfied with the work of the commission and threatened legal battles. On August 15, the first ground was broken.

Early in April 1888, the railroad managers made numerous small cuts in the hills along the route to show the character of the soil between Locust Valley and Oyster Bay in order that the contractors might know how to make their estimates. In the latter half of May contracts were let with a completion date set for November 1. The people of Oyster Bay were pleased to see that the railroad was a fact; predictably, the price of real estate began to rise and there was an increased demand for building lots.

On May 29, 1888 there was a formal ground-breaking ceremony. Col. Robert Townsend lifted the first shovelful of dirt, loaded a wheelbarrow, and Mr. Wilson Palmer, editor of the "Oyster Bay Pilot", had the pleasure of carting and dumping the dirt. In the first weeks of June, wheelbarrows, axes, picks, crowbars, shovels and rails began to pour into Locust Valley for the construction of the railway.

The first step was to clear the trees from the right of way which was done by the 8th. By the end of the month 90° weather moved in and compelled the Italian laborers to stop work. During July and August the work proceeded very well but the engineering problems were formidable since everything had to be done with hand tools and horses and some of the cuts were up to 90 feet deep.

On the first of August an important meeting of the shareholders of the Long Island R.R. was held, the occasion being to give them the opportunity to vote upon the issue of \$3,000,000 in 4% bonds. Out of this, the majority was earmarked for improvements on the road, but \$250,000 went for the expenses of extending the road to Oyster Bay.

During September 1888, large quantities of stones from Connecticut were dumped along the right of way to make the necessary fills. The next step was the building of a bridge over what is now Tunnel Street, Locust Valley; this bridge which still stands, is a heavy masonry affair and was begun in mid-October 1888 by Thomas Kelly, the contractor. In the meantime, a gang of men was at work under the direction of Engineer

J.J. Coons of the Long Island R.R. on the two substantial stone bridges, one over Meadow Creek and the other over a highway near the old mill near Oyster Bay. A temporary railroad track was built along the meadows so as to give access to the two sites and the hundreds of tons of stone used in these massive bridges were transported from the landing in the harbor near the mill to both of these bridges by means of cars drawn by horses. The completed bridges were expected to be lasting specimens of workmanship. Other contractors were wrestling with some of the most expensive cuts ever made on Long Island, the largest half a mile and pushed through as much as 62 feet of sand. The Shoe Swamp Bridge was expected to be completed by the end of November 1888.

Late in December the freezing weather made it impossible to continue work, especially the bridge building, the masonry of which would be cracked by frost. In February 1889, however, the grading gangs returned to work with renewed vigor. The steam shovel had chewed its way a good distance east of Mill Neck station to the G. Beekman estate so that one could walk the entire line to Locust Valley. All the bridges were now complete except that at Tunnel Street, Locust Valley, and that at Shore Road, and 60 men were working to finish these.

For some reason not now known, work came to a complete halt during all of March but resumed in April. The bridge near the Locust Valley station was near completion and the structure in the village was progressing. Other men were engaged in grading and in sloping the bank. On April 13, the Arch on the Tunnel Street bridge was completed even though the tenders to the masons struck briefly on the 9th.

In mid-April 1889 the people of Oyster Bay began to be aware of the track gangs of Italians suddenly putting in an appearance in the village streets as the grading at Oyster Bay crept toward completion. Things were moving so smoothly that the railroad looked forward toward opening the extension on June 22nd, the day the summer timetable was scheduled to go into effect. At Locust Valley the terminal tracks were taken up and realigned to the new grade and the depot was moved a short distance farther south, and the turntable was dug up preparatory to removal to Oyster Bay.

The time had come to lay track and since the extension was

so short—4.14 miles—the work went very rapidly. Surprisingly, the railroad did not lay new steel rail as might be expected but rather old 40 lb. rails salvaged from the Bay Ridge Division.

On June 1, 1889 President Austin Corbin rode out to the end of track near Oyster Bay in his private car, the "Manhattan" to inspect progress. It was now possible to announce that the extension would be opened to the public on Monday, June 24th. The village of Oyster Bay went to work to make this occasion a gala day in the history of the Town. A general committee was formed to oversee the overall celebration with sub-committees on firemen's parades, decorations and salutes, reception of guests, reception of officers, entertainment, finances, general parade and exercises. The "Oyster Bay Pilot" enthusiastically outlined the program:

"At sunrise the national salute will be fired, the bells upon the churches and schoolhouses rung, a general display of bunting and upon the boathouses will be requested, especially along the line of march. A special train, consisting of 10 cars, admittance upon which will be by invitation tickets, will leave Long Island City about 9:30. At Locust Valley ten young ladies from the village will meet the train and decorate the locomotive with flags and wreaths. Upon the arrival of the train at Oyster Bay, it will be met at the station by an organized procession consisting of visiting fire companies, trustees of churches, school children, delegations of colored citizens, and all others desiring to join the line of march. Other guests will be escorted through the principal streets to a point near the bay where appropriate exercises will take place, after which a Long Island clam bake will be provided for the invited guests. Opportunity for sailing or rowing will then be given and the train will return in the afternoon. In the evening fireworks will be displayed."

On Monday, June 24th, everything worked out as planned. The desire to have the distinction of riding the first train was so great that over 200 of the local residents went to Long Island City on the early morning train out of Locust Valley and returned on the special which left Long Island City at 9:40. It consisted of engine No. 124, Austin Corbin's private car, the "Manhattan", and twelve coaches, the last being the director's car.

The train, upon its arrival at Oyster Bay station, was greeted with deafening cheers and shouts of fully 5,000 residents and visitors. Flags were waved and hats were everywhere in the air. It was truly a new era for the village and its visitors realized the fact. The fire engine companies paraded the various streets of the village and ended the line of march at Ship Point, where the exercises commenced with music. Col. Robert Townsend, chairman of the celebration and a member of the oldest and most prominent family in town, made the first address, followed by President Austin Corbin; and the editor of the "Oyster Bay Pilot". At 4:05 P.M. the whistle blew and "All Aboard" was shouted and the train started on its return. The opening of the road was the biggest day Oyster Bay had ever seen, the oldest residents asserting that it was the first time in their lives that they had seen the village alive.

The new extension, though only four miles long, traversed one of the most picturesque sections of the island with woodland and coastal meadow, high hills and numerous ponds and streams. The track wound its way through cuts as much as 60 feet deep in Beekman Hill and then skirted the shore for a mile offering magnificent views of Center Island, Lloyd's Neck and the Sound, and terminating on the shore in the rear of the Townsend estate. The elevations on the extension are still the steepest on the whole railroad; in only four miles the track climbs from sea level at Oyster Bay to 60 feet at Mill Neck and 150 feet at Locust Valley. Thanks to the heavy cuts and fills necessary through this very irregular terrain, the extension cost \$50,000 a mile, and when completed, just over \$250,000 altogether.

On Tuesday, June 25th, the extension opened for business with eight round trips daily. Even then, work on the road was not entirely finished. The stones for the bridge over Tunnel Road were very slow in arriving from Connecticut. Meanwhile, the engine house at Locust Valley was demolished on July 9, 1889, and its wooden beams and brick lining used to build a new freight house. Late in July the masonry contractors, the firm of Clark, O'Brien & Dwyer, departed for their home in Connecticut. In September, the Tunnel Street bridge was at last completed and the extension was pronounced finished.

CHAPTER 7

The New York Bay Extension Railroad (West Hempstead Branch)

A tour of the short and lightly-traveled West Hempstead line today gives no hint that this was once one of the railroad's grandiose projects to link up Hempstead with the East River and Brooklyn. The late 1880's and 90's were a period of feverish railroad activity both steam and street, a period when the air was full of projects of all kinds enthusiastically backed by capitalists with funds to invest, though they seem far-fetched to us today.

In 1888, the South Brooklyn Railroad & Terminal Co. under its ambitious president, John Ambrose (after whom Ambrose Light Ship in New York Harbor is named) secured some waterfront acreage on the Brooklyn shore at 39th Street and during 1888-1892 constructed a large terminal. The company at first hoped to serve as a tidewater terminal to various existing Brooklyn steam lines, but the terms demanded proved too high and the facilities remained unused. In 1892, the South Brooklyn Terminal determined to build its own line inland and began petitioning the three independent Towns of New Utrecht, Flatbush and New Lots for permission to run its line of railroad through these townships to the Brooklyn-Queens line. By 1892, the road had succeeded in building seven blocks of road in a cut between 38th and 39th Streets to 9th Avenue and New Utrecht Avenue. This was not the limit, naturally, of the South Brooklyn road's ambitions; it intended to continue through East New York and Woodhaven and go on to Jamaica.

The Long Island R.R. saw the South Brooklyn line as a dangerous threat to its own traffic. Such a line would siphon off passengers and freight from the Atlantic Avenue Division and would imperil the profitable freight traffic of the Bay Ridge line and the expensive port facilities there. Austin Corbin de-

cided to counter-attack during 1891 by forming the "New York Bay Extension Railroad"; this would build "from a point near Garden City to a point in the City of Brooklyn at or near the intersection of the New Lots Road with the track and right of way of the New York & Manhattan Beach R.R." In other words, the Long Island R.R. proposed to build an almost identical route to that of the South Brooklyn Co. but more extensively. The proposed route would go from Hempstead to Valley Stream, then dip south, paralleling the north shore line of Jamaica Bay and link up with the existing Manhattan Beach tracks at Linden Blvd. & Van Sinderen Avenue in Flatlands. Such a route, if built, would shut out the South Brooklyn completely.

The stretch from Hempstead to Valley Stream had already been built by the New York & Hempstead Railroad in 1870 as a part of a road identical in route to that planned by the Long Island R.R. at this time. The waterfront property at 65th Street, now part of the Long Island Rail Road's Bay Ridge Division, had, in fact, been originally bought and developed by the New York & Hempstead as a part of its road, and considerable grading had been done besides through Flatbush, New Lots and Woodhaven (See Vol. I, pp. 49-54). Operation over the completed section of the New York & Hempstead between Hempstead and Valley Stream had started on September 28, 1870. Then, unexpectedly, in June 1873, the New York & Hempstead had been leased to the South Side R.R. The Hempstead-Valley Stream service became involved in the extensive litigation and bankruptcy surrounding the South Side R.R., and when the atmosphere eventually cleared in 1877, a receiver was running the whole Long Island rail network. As an economy measure the branch was sacrificed and the last train ran on April 30, 1879.

For years, thereafter, the rails quietly rusted away and overgrowth took over the right of way. In 1882, there were rumors that the Long Island might purchase the derelict line as a feeder to the Rockaway and Long Beach Branches. The trade of Hempstead, Mineola and the North Shore would have direct access to the branches with this line. It turned out that the mysterious purchaser of the old New York & Hempstead was not the Long Island R.R. after all, but Judge Hilton, manager of the Stewart Estate which owned the Central R.R. What his motive was for

the purchase no one knew. An inspection revealed that the rails and roadbed were in pretty fair shape but the ties were generally rotten.

Judge Hilton spent the whole of 1883 perfecting his title to the much-litigated road by procuring deeds from the owners of lands through which the road ran; most of the deeds had never been obtained or recorded by the old management. Supposedly, when the task was accomplished, Judge Hilton would open the road and unite it with the Stewart-owned Central R.R. (present Hempstead Branch of the LIRR). Years passed and nothing happened. Judge Hilton probably thought that Corbin would make an offer for the road and he would recoup his investment. After seven years of waiting, Hilton lost hope and in March 1890 tore up the badly-rusted old rails.

Just a few months later in July 1891 Corbin tipped his hand for the first time, when he remarked to the press that "the only new track contemplated at present is a connection between Mineola and Valley Stream. The need for it grows out of the greatly increased traffic in that section." No one took seriously the rumor that Corbin might build a new road since it would be far cheaper to unite the New York & Hempstead terminal on Greenwich Street, Hempstead, with the Long Island R.R. terminal on Front Street, the properties being only one block apart. A new route would be very expensive, running through improved properties in villages and would meet with a great deal of opposition. Everyone was somewhat astonished, therefore, when the newspapers reported that on September 16, 1891 over 300 acres of land, comprising the farms of M. Picard, Alanson Abrams, the Rhodeses, Duryeas, J. Morris Gardner, and others had been sold to a syndicate formed by the Long Island R.R. The land was situated along the Woodfield Road and ran back to the old New York & Hempstead right-of-way. At the same time the railroad announced the construction of an enlarged and improved freight yard at the Bay Ridge terminus.

The next step was taken on January 26, 1892, when the articles of incorporation of the New York Bay Extension R.R. were filed at Albany. The corporate life was 500 years; capital stock \$600,000. At the same time, teams of surveyors went about Hempstead village, running various lines between the existing LIRR property and the newly purchased ground.

The railroad settled for a route that branched off from the Hempstead Branch at the present Country Life Press station in Garden City rather than at some point in downtown Hempstead. The railroad route then ran in a straight line southwest all the way to Lakeview, where there was another slight curve to the southwest, and again in a straight line to the Montauk Division track in Valley Stream. The new line intersected the old New York & Hempstead right-of-way at two points: one in Valley Stream at about Hawthorne Avenue and again at about South Oak Street in Lake View.

For almost the whole right-of-way of the new railroad, no complication arose; however, in the western part of Hempstead a prolonged and hotly-contested dispute arose when the Long Island R.R. attempted to condemn property in new residential developments just north of the Hempstead Turnpike at Cathedral Avenue and St. Paul's Road. Charles W. Mulford owned this tract of land and in 1889-90 had laid it out, opened streets, and developed a select residential section. The railroad, as laid out, ran through many of the Mulford lots on a sharp diagonal, ruining them for residential use. Mulford had a railroad survey made at his own expense that he claimed would materially shorten the distance and cost less to build, and asked the court to appoint a commission to consider substituting his route for that of the Long Island R.R. The court accepted the survey and appointed a committee.

During April the three-man committee looked over the route and quizzed property owners. In the meantime, the State Railroad Commission approved the original route, further complicating the picture. Mulford appealed to the General Term to have the Railroad Commission withdraw approval of the route as laid out by the commission, but the court affirmed the judgment of the commission. In the meantime, the Long Island R.R. hated to see the good spring weather wasted in litigation and began clearing off the land beginning March 15. Grading began the first week of April in Lake View, and near the Garden City line on April 29th. However, when the legal difficulties began to look formidable, the contractors, Hawman Brothers of Reading, Pa., stopped work and moved their material away.

In the first week of August 1892, the railroad appeared before the Hempstead Village Board, seeking permission to cross

certain streets at grade. According to the railroad map, the grade at St. Paul's Road and Cathedral Avenue would be 1½ feet below ground level and at Hilton Avenue 2½ feet above. The railroad professed its willingness to do whatever was necessary in the matter of crossings, drains, etc. and to do it under village supervision. The railroad also had to negotiate with the City of Brooklyn to get the right to cross the aqueduct line at Valley Stream.

In mid-August about 30 carloads of ties were delivered at the Garden City end of the proposed line. Late in November 1892, the Supreme Court appointed a condemnation Commission of three men to assess damages. By this late date a considerable portion of the right-of-way way had been cleared and graded, and the engineers were prepared to finish track laying in two weeks from the time the order was given to complete the work.

The three awards commissioners held hearings on November 26 at Garden City and December 10 at Jamaica. In the meantime, the railroad reached agreements on its own with two property owners in Hempstead:

G. D. Van Vranken -	(North side of Hempstead Tpk. from Cathedral Ave. to St. Paul's Ave.	
	\$5,000
Seaman L. Pettit -	(Adjoining Crandall property)	
	\$4,750

On December 10, 1892 the three commissioners held another meeting in Jamaica. A Mr. Sexton who had bought a lot fronting 100 feet on Cathedral and 100 feet on Hilton Avenue at a price of \$10 per front foot, testified that he felt his lot was worth \$40,000 and that the new railroad damaged it one half. A surveyor testified that the railroad line ran diagonally through fourteen of the lots of Mulford; taking each lot separately, he established the worth of all without the railroad at \$135,000, and that the railroad would injure them one-half. Hearings went on through January 1893 and by mid-February all the evidence was in. The commissioners awarded Mulford \$23,000.

At almost the same time that the condemnation hearings were reaching their climax, the newspapers carried the startling announcement that Judge Hilton and the Stewart Estate of Garden City had sold the Central R.R. track and right-of-way from Flushing Creek to Bethpage Junction for \$500,000. Surprisingly,

this purchase had been made in June 1892, but the railroad kept it secret for almost a year, although it is difficult to see what was gained by such a tactic. By June 1892, the railroad had already committed itself irrevocably to the present West Hempstead Branch right-of-way and the Stewart Estate knew that the old New York and Hempstead line would never be purchased by the Long Island R.R. even at a bargain price. The sale did, however, benefit both parties. The Stewart Estate unloaded a railroad property that it could not operate since it owned no rolling stock and for the operation of which it was wholly dependent on the Long Island R.R. The Long Island gained a very large block of real estate and control of the Central R.R., plus an opportunity to get rid of one more leasing arrangement inherited from a past regime.

Meanwhile, the situation in Brooklyn was growing increasingly threatening for Corbin's New York Bay Extension R.R. The South Brooklyn R.R. Co. came to an agreement with the Brooklyn, Bath & Coney Island R.R. on February 27, 1892, allowing the latter's trains to use the South Brooklyn's 39th Street terminal. This did not directly affect the Long Island R.R.; however, on April 23, 1893, a much more aggressive company, the Atlantic Avenue R.R. Co. bought out the Brooklyn, Bath & Coney Island, and with it, the lease of the South Brooklyn Terminal Co. By coincidence, Benjamin Norton, husband of one of Corbin's nieces, had just become president of the Atlantic Avenue R.R. (January 1893). Corbin and Norton had quarreled and Corbin had expelled the younger man from a directorship on the Long Island R.R. and from the post of second vice-president. Norton resented his summary dismissal and lost no time in retaliating by initiating a court action against the Long Island R.R. for alleged back rent owed by the Long Island R.R. to the Atlantic Avenue R.R. for the use of the Atlantic Branch. Corbin well knew that Norton would lose no opportunity to injure him through the South Brooklyn R.R. as well if he could. (See Vol. IV, pp.96-100)

In the first week of April 1893 the South Brooklyn Terminal R.R. made application to the Supreme Court for an order to allow the company to extend its lines through New Utrecht, Flatbush and Flatlands on the way to Jamaica. Corbin must have been pleased when the court on May 13 denied the appli-

cation because the property owners along the line of the proposed railroad opposed the application on the ground that it would run through some of the finest highways and destroy their beauty.

Corbin meanwhile, went ahead with his New York Bay Extension R.R. In mid-April 1893, he filed a mortgage with the Kings County Register for \$600,000 on the properties. More awards were also made by the commissioners:

F. W. Crandall	property fronting on St. Paul's Road and running back to Fulton St. over 2,300 ft.	24 acres
C. C. Parsons Gibney	on Front Street opposite Crandall tract,	14 acres

A civil engineer surveyed the proposed railroad line: width of right-of-way 50 feet; length through Crandall property 580 feet; through Pettit property 225 feet; through Bedell property 630 feet.

Austin Corbin now lost no time in getting the West Hempstead stretch of his railroad completed. In mid-May a large gang of Italians went to work, finishing the grade of the railroad extension through to Valley Stream. In this same month the track arrangement at Hempstead Crossing was changed about. The new West Hempstead Branch turned off at what is now Country Life Press station; the wide-curving Central R.R. track leading to Hempstead was abandoned, and a new connecting track laid from the present Country Life station to just below Meadow Street where it joined the old Central R.R. track. This new alignment produced a slight reverse curve in the Hempstead Branch still visible today at Country Life Press station. It now became possible for the first time to run trains across the island from Oyster Bay to Rockaway or Long Beach.

In the first week of June the rails were laid over the short five mile stretch and the work progressed rapidly. By June 9th, three miles had been laid starting from the Valley Stream end. The upper end was delayed because a new commission had to be appointed to condemn land owned by George T. Sexton, half of the title to an avenue crossed by the new line.

Speculation was rife in Hempstead at the time as to where the stations on the new line would be located. One was supposed

to go up on the Onderdonk property just south of Hempstead Turnpike and that is what happened, for West Hempstead station was opened there. Meanwhile, a brother of the railroad's chief counsel, Frank M. Kelly, superintendent of floating equipment, bought the large Rhodes tract on Woodfield Road and this insured the location of a depot at Chestnut Street, Woodfield, later Hempstead Gardens, about seven blocks from the old Woodfield depot of the New York & Hempstead R.R. By June 30, 1893, all the rails had been laid and the track was being ballasted.

With the opening of the West Hempstead line now only a matter of days away, Austin Corbin turned his attention to the Brooklyn terminus. He was investing at that moment over \$60,000 in building new piers and a floating bridge at the 65th Street terminus of the New York & Manhattan Beach R.R. The terminus was being widened at the same time and many new tracks laid for fuller freight accommodation. Corbin also petitioned the New Utrecht Town Board to allow the opening, changing of the lines, and widening to 200 feet of 65th Street from Fort Hamilton Parkway to the Bay. Permission was granted.

Corbin was determined that his New York Bay Extension R.R. would outshine anything the South Brooklyn people could offer. Once the connection between Valley Stream and Flatlands was built, South side and West Hempstead trains could run direct to 65th Street instead of Long Island City. It was perhaps more as a freight depot that the Bay Ridge terminal was to assume great importance because of its proximity to Jersey City, Staten Island or Bayonne. All of the Long Island R.R. freight had then to be towed all the way up the East River to Long Island City, a trip both lengthy and expensive especially in winter because of tides and currents. Goods landed at 65th Street, Bay Ridge, would make a much shorter trip across the bay, and Brooklyn freight would not have to be detoured via Jamaica for delivery.

The South Brooklyn Co., not to be outdone by Corbin's accomplishments, refused to be discouraged by the opposition of property owners, and resolutely went to work to conciliate owners or buy them out. The secretary of the company gave out a press interview stating that the South Brooklyn had plans which they had not yet divulged and that these included one or

more roads parallel to the Corbin system. While it was true that there was a large and growing passenger business between Jamaica, intermediate points and New York which in itself would be profitable, the territory beyond Jamaica was rapidly being filled up by suburban residences whose business was in the city. The eyes of the South Brooklyn were fixed upon this promising territory, and if they succeeded in reaching Jamaica, they would unquestionably build to other prosperous towns on the island.

At this point in the competition between the roads in Brooklyn, the West Hempstead line quietly opened on September 12, 1893, the date of the fall timetable. The event was scarcely noticed by the people or the press.

In April 1894, the South Brooklyn obtained the consent of the Brooklyn authorities to build from Flatlands through East New York to the Queens line at Liberty Avenue. In March 1896, the Atlantic Avenue R.R., which sub-leased the South Brooklyn through the Brooklyn, Bath & Coney Island R.R., was itself absorbed by the Nassau Electric R.R., a giant trolley syndicate. During the years 1895 & 1896 the South Brooklyn was too absorbed with Brooklyn traffic and rapid changes in railroad ownership to undertake building eastward to Jamaica, and Corbin for his part made no move to build the Flatlands-Valley Stream segment to connect the two ends of his New York Bay Extension R.R. Austin Corbin died suddenly in June 1896, and that made it further unlikely that the New York Bay Extension would ever be built.

Finally, on June 30, 1897, the Nassau Electric R.R. surrendered to the Long Island R.R. its lease of the South Brooklyn Terminal R.R. and so the Long Island Rail Road's arch-rival fell into its hands. Now there was no question of parallel rival lines and no question of the Long Island R.R. building its own New York Bay scheme. So it happened that the West Hempstead Spur fell at once in importance from a trunk line to an obscure suburban branch, a humble status that it still occupies today.

When the West Hempstead line first opened, there were no station buildings and trains stopped only at Mineola, Hempstead Crossing and Valley Stream. With the spring of 1894 the intermediate stations came into use producing the following schedule:

Mineola

Hempstead Crossing

West Hempstead (the several hundred acres of the Corbin Estate lay just west of West Hempstead station)

Hempstead Gardens (named by Corbin's daughter Anna; station built May 1899)

Norwood (because of the Norwood in St. Lawrence Co., name had to be changed; Long Island Railroad officials selected Malverne in March 1913)

Valley Stream

The West Hempstead service was limited to five or six poorly patronized trains a day until 1913, when storage battery cars were substituted on the line, with 15 trips during the rush hours and frequent mid-day service.

CHAPTER 8

The Wading River Extension

AFTER the building of the Port Jefferson Branch in 1868, it seemed unlikely that the railroad would ever for any reason be extended eastward. There were absolutely no villages of any consequence beyond Port Jefferson and the country was relatively uninhabited until one reached Riverhead. There were, of course, periodical rumors about the Long Island R.R. running a link along the shore to connect with the main line at Riverhead, but nothing ever came of these rumors, if only because the railroad seemed always fearful of endangering its mid-island right-of-way by providing an attractive alternative. Once, in August 1883, a railroad corps of surveyors defined a route from Port Jefferson eastward to Riverhead but nothing came of it.

In the 1890's the rumors grew again. Many of the shore villages on the island had developed a growing and profitable summer resort trade, and for this railroad accommodation was an essential. There had also been talk in Port Jefferson about trolley connection with Patchogue on the south shore, and the Patchogue and Port Jefferson Traction Company had already applied for a franchise. Many people felt that a cross-island line would be of no great benefit to them and instead preferred a through railroad line that would link them to New York on the west end and the county seat on the east.

The Long Island R.R. was informally sounded out on the possibility of an eastward extension. It was said to be willing to extend its line eastward from Port Jefferson to Wading River if reasonable inducements were held out. A local man, Elbert Woodhull, took it upon himself in 1890 to make a canvass of the north side with a view to ascertaining the sentiment of the people on the question of bonding the Town of Brookhaven for railroad purposes.

The first sign of real interest on the part of the railroad came

in May 1892, when a team of surveyors began work on a survey of a possible road from the eastern outskirts of Port Jefferson Station (Echo) to Manor. All doubt about the seriousness of the Long Island Rail Road's intentions was eliminated when three weeks later on July 14th, the road filed at Albany a certificate of incorporation of the "Long Island Railroad, North Shore Branch" with a capital of \$100,000. The papers provided for a standard-gauge steam railroad about 12 miles in length from a point in Port Jefferson east to a point near the Brookhaven-Riverhead Township boundary. The incorporators were all lawyers and officials of the Long Island R.R. The capital stock was \$120,000 divided into 120 shares of \$100 each. The indefiniteness of the eastern terminus of the projected road disappointed many people in Riverhead; it seemed improbable that the road would really terminate in the middle of nowhere, a spot which happened to coincide with a hamlet called Wading River.

At a special meeting of the stockholders held in Jamaica on August 23rd, President Corbin of the Long Island R.R. recalled how, twenty years before, the Long Island R.R. had guaranteed the principal and interest at 7% of \$600,000 of Smithtown & Port Jefferson R.R. bonds, due in 1902. The railroad had been paying interest on the bonds since issuance, and in so doing, a debt accrued to the LIRR of over one million dollars which was now in judgment. Corbin then described his project to extend the branch 12 miles. For the purpose of funding the old bonds and to fund a portion of the debt that had accrued, and to furnish funds for the extension, he now proposed the consolidation of the new North Shore Branch with the old Smithtown & Port Jefferson Railroad so as to make one company and to issue a mortgage of \$1,500 000 upon the entire property. This proposal, he felt, would eliminate the old liabilities and promote the development of the North Shore. The stockholders routinely approved the proposal and the way was now clear to organize the new road. The first step would be to make a survey of alternate routes and to choose the most desirable.

On September 23, 1892, articles were filed with the Secretary of State at Albany announcing the consolidation of the roads and setting the capital stock of the new one at \$320,000. One thousand two hundred shares went to Long Island R.R. stock-

holders and two thousand to holders of the old Smithtown & Port Jefferson at a conversion rate of 4 for 1. The Long Island Rail Road's second vice president Benjamin Norton became president of the new road. In the third week of October 1892, representatives of the railroad began sounding out residents to buy up a right-of-way from the Port Jefferson terminus as far as Mt. Sinai. There was more to this than met the eye. The fact was that Austin Corbin had quarreled bitterly with his nephew, Fred W. Dunton, and the younger man had retaliated by backing the Boynton Bicycle Railroad, a monorail line that was to undercut the Long Island R.R. by establishing a rival road from Brooklyn to Bellport and from Patchogue to Port Jefferson. The projectors of the Bicycle R.R. owned large tracts of land at Rocky Point, and viewed the whole Long Island Extension to Wading River as a disguised manoeuvre on the part of Corbin to frustrate the cross-island bicycle railroad. Since the extension went nowhere and offered accommodations to only a tiny handful of people in four little hamlets, Corbin's motives for building the road were quite reasonably suspect.

At any rate, during September and October agents of the railroad quietly purchased tracts of land without regard to cost in and near Rocky Point, seven miles east of Port Jefferson. Since the land purchases adjoined continuously, it became apparent that the railroad was the real purchaser and prices went up. Some substance was given to the local suspicions when Austin Corbin himself, accompanied by an engineer, appeared in the vicinity.

On October 25, a team of surveyors appeared in Port Jefferson with their instruments and commenced surveying a possible route. The men continued at work all during November before returning to the city.

Land purchases continued all during December. Optimists expected contracts for building to be let at any moment and the trains running by the summer of 1893.

By the end of January 1893, the third and supposedly the last survey of possible routes was completed. Still the railroad was not satisfied and the surveyors came once again on February 16th, this time sighting along a route curving north to the Sound shore from the Port Jefferson Station and then continuing as near to the Sound shore as possible. Two months passed quietly

because of the winter cold; then on April 3rd, the surveyors returned to Port Jefferson. Meanwhile, the fight between Austin Corbin and the Bicycle Railroad heated up considerably. The Hagerman Land Company and Fred Dunton himself had by this time secured enough land at Rocky Point to force the Long Island R.R. to adopt a route so roundabout as to make the Wading River Extension impracticable. To further block Corbin, the Bicycle Railroad surveyed its own route to the Sound through Rocky Point and even distributed ties and rails along the route in the second week of April to establish a prior legal right over the Long Island R.R.

Late in April, the surveyors again went over the latest and seemingly preferred inland route for the extension. On May 9, a special train came to Port Jefferson with the Long Island R.R. consulting engineer, chief surveyor, and first vice-president Pratt who drove over the surveyed route and expressed their views on it. On May 20, the inland route was officially adopted; this ran parallel to the North Country Road and just north of it to Miller's Place. Two reasons motivated the choice: the greater part of the land had already been donated and the cost of construction on flat ground would be less. In mid-June 1893, six different contractors were riding over the route, calculating their costs before submitting a bid for grading.

In the midst of the planning of the extension, the depression of 1893 swept over the country and affected corporations and industries alike. Retrenchment became the order of the day and new projects tended to be shelved to a better time. Surprisingly, the Long Island R.R. did not drop the Wading River Extension probably because it had become too deeply committed and because the extension was relatively short. In the first week of November agents of the company went along the proposed route, paying property owners for the right-of-way. One minor setback had also developed over the summer: the State of New York had passed a law requiring all new railroads in the state to be double-tracked. Corbin, using his political influence, immediately made strong efforts to get a bill through the Legislature to exempt the Wading River Extension and in 1894 he was successful.

Other contractors during December 1893 toured the proposed route with a view to putting in bids for the work of

grading. The Long Island R.R. opened the grading bids in mid-December 1893 and awarded the contract to Allison & Company of Philadelphia, Pa., the work to be completed by June 1.

During January 1894 the Long Island R.R. announced that local labor would be given preferential status and that teams provided by local farmers would be used rather than mules. The railroad, meanwhile, made a deal with Frank Strong of St. James to furnish several thousand ties cut from his woods near the Smithtown Driving Park. The Long Island R.R. on February 2 secured from the courts an order allowing the construction of the new extension to cross the highways of the Town of Brookhaven.

On February 17, 1894, the contractors arrived and rented a building in downtown Port Jefferson for their headquarters. It was expected that work would be begun where considerable excavating would be required in the neighborhood of Shoreham. Allison & Co. meanwhile sublet the grading contract to a Mr. O'Brien, who had had previous experience on the Oyster Bay Extension.

Hardly had the contractor arrived when a heavy February snowfall put an end to the work. The engineers in the meantime gathered a carload of lumber for the construction of working men's bunk houses and stables at Woodville (Shoreham). A large bunk house for Italian laborers, 18 x 60, went up at the corner of the North Country Road and Coram Road in Miller's Place.

On March 8, 1894, a group of 90 Italians arrived by train. Their household paraphernalia filled several wagons and was conveyed to the shanties at Miller's Place and Woodville. The poor workmen were not as lucky as their baggage—they had to trudge on foot the whole distance and were much disgusted. Promptly the next day, March 11, they began work in the cut at Shoreham. On March 14, another contingent of 75 Italians arrived.

Progress on the work was slow because the early spring months were just the time of year when the farmers did their own plowing and were not too inclined to neglect their crops for a few weeks' work on the railroad; apparently, too, the contractors had failed to set an attractive enough figure for teams and this uncertainty kept away a number who would otherwise have

applied for work. To attract laborers, the sum of \$3.50 a day was then offered for a man and team. Even then, so few teams appeared that there was not enough work to keep the Italians busy and some returned to New York.

On March 29, vice-president Pratt and Corbin's son-in-law George Edgell came to Port Jefferson by special train and drove along the line of the extension and inspected their real estate holdings in and around Woodville.

On April 9, a special train of 10 flat cars loaded with ties and steel rails for the extension arrived at Port Jefferson. The ties were immediately distributed for three-fourths of a mile along the route. Five days later on the 14th, Long Island R.R. Superintendent William A. Blood, Chief Engineer Ford and Assistant Chief Engineer Cattell came to the extension site to insure that all was going smoothly.

On April 20, the day for paying off the hands, the contractors failed to disburse wages as usual, and in protest, a group of Italian laborers on April 23 went on strike. The following day they visited other laborer groups along the line and induced them to quit also. Those teamsters who were disinclined to join the strikers were driven from the work. There were then 200 Italians and 50 teams on the project all idle. Investigation developed that the time-keeper had gone to the city on Tuesday, the 17th, to get funds for his payroll but had to return on Thursday empty-handed. Several thousand dollars were due the laborers, teamsters, boarding housekeepers, etc. Soon the rumor spread that Allison & Co., the contractors, had taken the work at a figure far below what the work could be done for and had failed.

A whole week went by in silence with no statement forthcoming from the contractors or the railroad. The idle Italians wandered the highways and byways all along the route between Port Jefferson and Wading River. A few continued work desultorily but the majority became disheartened, packed up their belongings and returned to the city. No less hard-hit than the Italians were the grocers who had supplied credit for feed to the teamsters in the belief that pay would be promptly forthcoming.

Finally, on May 5th, the Long Island R.R. took the initial step toward straightening out the tangled affairs of the Wading River Extension. Several extra cars were dispatched to Port Jefferson for the conveyance of the Italians to Long Island City

and money was sent to pay the men a portion of what was due them. As soon as the Italians had received their pittance, they began to concentrate in large numbers at the depot and later departed on the afternoon train. Others who arrived too late were taken away on the Sunday afternoon train and the last detachment left on Monday. No one of the local farmers who furnished teams received any money but the railroad company asked for bills from all those who had anything due them, so as to ascertain how large were the outstanding debts. The contract of Allison & Co. was due to expire on June 1st, and since this was now only days away, it was decided to do nothing until then.

The railroad appeased some of the creditors by announcing that the money installment due to Allison & Co. for work performed would instead be distributed among the creditors of the contractors as far as it would go, the percentage to be determined when all the claims were presented. Beyond this, it was explained, the railroad was not legally responsible. To emphasize that the railroad did intend to push the extension to completion despite the setback, several carloads of steel rails arrived on May 16. On May 22, the railroad sent its Chief Engineer Cattell to Port Jefferson to make the promised settlement with those who had claims. Cattell was authorized to pay 48¢ on the dollar and the amount was accepted not very cheerfully; it was but natural that the claimants were dissatisfied and regarded the whole pay-off as a "skin-game" on the part of the railroad, in which they were the victims. The settlement in no way paid for the feed of the horses or for wear and tear on wagons. Mr. Cattell defended the railroad and held out hope to the creditors that further damages might be obtained from the bondsmen of the contractors.

During the first week of June other contractors came out to Port Jefferson to look over the route and calculate bids. On Sunday, June 3, another train of flat cars arrived, hauled by two engines and loaded with steel rails, closely followed by a freight train loaded with locust posts for fencing in the line of the extension. Fifty carloads of rails now lay stacked at Port Jefferson depot, ready for laying.

In the first week of July, the Long Island R.R. awarded the contract for completing the extension to Messrs. A. H. & P. W.

Hawman, general contractors of Reading, Pa. These men were no strangers to Long Island, for it was they who had built the West Hempstead Branch in 1893 and left a good reputation behind them. They were prepared to take on the work immediately and let it be known that they stood ready to employ all the teams in the area at 35¢ an hour or \$3.50 a day—a fair but not lavishly generous wage rate.

In mid-July the Italian workmen began to stream back to Port Jefferson. Hawman Bros. proposed to excavate the heavy cuts with steam diggers and moved onto the ground their hoisting engines and derricks. At Rocky Point, the new headquarters, Davis & Co. sank a four-inch well 127 feet deep, using a new steam digger. By the third week of July, 165 Italians had resumed work.

At 11:20 A.M. on the morning of July 24, 1894, the first rail of the new extension was laid and engine #118 was the first to roll on the new track. Engine #52 commenced duty on July 26 hauling the gravel train.

By August 1, the work force had expanded to no less than 300 men, and the rails had been pushed eastward as far as Mt. Sinai. So many farmers and teams volunteered their services that Hawman Bros. had to refuse further help. Once, a group of 15 Italians attempted to stir up a strike, but they were paid off and escorted out so quickly by Mr. Hawman that their summary expulsion came as a great surprise to them; within an hour they asked to be reinstated but were refused.

In mid-August engine #52 was taken off the gravel train and replaced by #48, the old "Benjamin Hitchcock", later the "Port Jefferson", a larger and more powerful engine. The big derrick was moved to Miller's Place to help in the erection of a bridge over the Miller's Place-Middle Island Road. On August 15, the work of ballasting the track so far completed was begun. On the 22nd, ten carloads of stone arrived for the Miller's Place Bridge.

The harmony and progress of the extension work was rudely shattered on August 26, a Sunday, and therefore a rest day, when an Italian laborer named Liberati slashed the throat of a companion, Rocco Strazza, with a stiletto. Liberati had induced Strazza to raid a nearby orchard for fruit, and when he got the man into the woods, demanded his money. Strazza refused, and Liberati slashed his throat. Fortunately, the cut just missed the

jugular vein. The other workmen, indignant over the assault, excitedly attempted to lynch Liberati but were dissuaded at the last minute and induced to hand him over instead to the authorities in Port Jefferson.

Progress despite all setbacks was so good that on September 11, a special train bearing the superintendent of the Long Island R.R. and his engineers was able to run over the new extension to the end of track at Miller's Place, the first passenger train on the new roadbed. Fresh shipments of material from the Long Island R.R. continued to arrive but in diminishing amounts, causing a falling-off in the work tempo during October and November. By mid-December the stone Miller's Place Bridge had been completed and was in use and grading was started on the outer end at Wading River.

Although winter had set in all along the line, work was resumed on January 8, 1895. By the first of February, the rails had been laid to Woodville Bridge, only $3\frac{3}{4}$ miles from the Wading River terminus. This bridge was the largest on the road, located just a half a mile west of Woodville Road, and roughly half way between the later Rocky Point and Shoreham stations. The bridge at this date had already consumed 350 barrels of cement and 40 carloads of stone and had reached half completion. When the masons completed this bridge, they were scheduled to construct an arched stone bridge at Rocky Point in place of the temporary structure thrown up to permit the running of the construction train.

On January 27, the thermometer dropped so low that the Italians, now reduced to 75, refused to work, and the extension remained at a stand-still for days on end. On February 6, the temperature sank to four degrees below zero and even Port Jefferson Harbor and Peconic Bay froze over solid. It is with some amazement that we read that Woodville Bridge was completed just the same on February 15. Probably as a result of the cold weather, engine #90, employed on the construction train, broke its pony wheel on February 24 and had to be sent to the city.

In an effort to get an early start for the spring season, the contractors brought in from the city on February 23, 175 Italians, but when they saw the cold, bleak landscape and the cheerless, gloomy bunkhouses they were expected to sleep in,

they drifted the next day to Port Jefferson Station, and 100 of them left on the afternoon train for the city. This was an expensive decision for them, for while the railroad brought them out free, it collected fares for the return trip.

On March 5, Supt. Blood and his engineer again came out in an engine and one car to check on progress. There was good reason to come, for the next day on March 6, the last rail was laid at Wading River and the track laying was now at last complete. Messrs. Hawman, the jubilant contractors, phoned the Long Island R.R. officials at Long Island City and a special train was immediately dispatched filled with officials; at Smith's Hotel in Port Jefferson, a luncheon was served. A large number of residents gathered at the station as the good news got around and the visiting officials expressed their pleasure at the way things had worked out. The matter of locating the stations was the next thing to be considered, and many expressed their opinions.

As a precaution against possible interference by the Bicycle Railroad, the construction train was ordered to occupy the spot in Rocky Point where the monorail was to cross and to remain there until a bridge could be constructed over the spot. However, on the evening of April 4th, the train was withdrawn without any explanation.

In late April the remaining work on the extension was pushed with unwonted vigor. The contractors had meanwhile taken another contract in another part of the state and were very desirous of finishing up on Long Island. During May and June various individuals and pressure groups exerted their influence to persuade the railroad to locate stations at points favorable to their interests.

On May 3, 1895, 200 Italians were released by the contractor, while 150 were retained for three or four days more to clean up debris scattered along the roadbed. Many of the 200 had come during the Allison regime, and as they still had not received the full amount due them, they now threatened dark vengeance on the railroad. The railroad, to protect itself, stationed detectives at Port Jefferson Station to deal with possible outbreaks.

On May 6, Hawman Bros. completed their work and the extension was formally accepted by the company's representatives. Side tracks, stations and terminal facilities were all missing

as yet and would have to be provided by the railroad. The contractors left the neighborhood of Port Jefferson in good odor, having met all their obligations and left no unsettled accounts. The following week a telegraph line was strung up all along the extension. Then, on May 20, the superintendent and engineers made a formal inspection of the line, and on May 22, President Austin Corbin himself toured the road and announced he was well pleased.

The first passenger train over the new Wading River Extension was the Saturday afternoon special on June 22. Regular daily service began on Thursday, June 27. All trains were scheduled to go through to Wading River, and Port Jefferson now became only a way station. The first trains on the extension actually stopped only at Miller's Place, but Rocky Point appeared on the timetable.

At Wading River work on necessary terminal facilities around the depot was pushed. Carpenters built a large tank to furnish water for the engines, and a well was sunk to supply water. On June 18, a large boiler and steam engine were sent from Long Island City to work the water pumps. A new wye was built to turn the locomotives at Wading River and engine #86 was the first to use it.

The schedule of the first trains was as follows:

EASTBOUND		WESTBOUND	
9:00 AM	Arr. Wad. R. 11:28	Lv. Wad. R. 6:38 AM	LIC 9:03
4:35 PM	7:06	7:48 AM	10:14
5:35 PM	7:59	3:03 PM	5:33
Saturdays Only:		Saturdays Only:	
1:35 PM	3:58	4:38 PM	6:57

Stations and distances:

From Long Island City:	Port Jefferson	57:36 miles
	Miller's Place	60:56
	Rocky Point	64:36
	Shoreham	65:45
	Wading River	68:67

CHAPTER 9

The Montauk Extension

IN the biography of Austin Corbin presented in the first chapter, something was said about his obsession with making Fort Pond Bay at Montauk a terminus for ocean liners. Corbin worked tirelessly both locally and in the halls of Congress at Washington to enlist support for his favorite scheme which was on the eve of realization at the time of his sudden death. As early as August 1882, Corbin sent a corps of engineers to Montauk to survey a route from Bridgehampton eastward, and in October, he opened negotiations with Arthur Benson of Brooklyn, owner of all Montauk, for the purchase of a right-of-way. Finding Benson agreeable, Corbin incorporated the Fort Pond Bay Railroad Co. in January 1883. There was no point in following through with the construction of the railroad until the trans-Atlantic shipping scheme was likely to be realized and this effort consumed the next dozen years. That Montauk was constantly on Corbin's mind is shown by his purchases of the Shinnecock Hills in January 1884 and its development in 1886, 1889 and again in 1894.

Serious work on the extension to Montauk got under way in 1893 after years of rumor and inaction. In the late fall of 1892, more surveys were made east from Bridgehampton and Corbin was quoted as saying that the road would be built at once. On April 5, 1893, a whole party of important persons—Corbin, Benson and four directors of the railroad—came to East Hampton and then toured Montauk by carriage. Corbin said he would convene a meeting of all the Long Island R.R. directors within a week and that if the property owners of East Hampton would donate the right-of-way, the road would be built immediately.

On April 19, there was a mass meeting of the citizens at East Hampton on the question of railroad extension. Corbin was present and submitted a proposition to the people that he would build the road immediately if the right-of-way were donated.

This seemed extremely likely as the real estate people and property owners took a favorable view of the extension.

Another meeting of all the citizens of East Hampton Town was held on April 26th. Again Corbin was present and with him Manager E. R. Reynolds. There was a strong feeling in favor of extending the road. Again Corbin offered to build within 60 days if the people would go to work at once and secure the right-of-way between Bridgehampton and Benson's line at Napeague Beach. Corbin sweetened his offer with promises of first-class trains and low fares for those who bought 1,000-mile books or commutation tickets, and extension of the line eventually through to Montauk. Though nearly everyone welcomed the coming of the railroad, some of the people were opposed to the old survey made by the railroad, and although a new survey had already been made to gratify them, the railroad authorities were much committed to the old line and not inclined to build on any other.

Late in May, a delegation from the Committee of East Hampton citizens for the Railroad went to see President Corbin and guaranteed him all that he requested; as soon as the right-of-way could be secured, part of which would have to be taken by a condemnation commission, they hoped to see construction begun.

On May 27, 1893, the Montauk Extension R.R. Co. was incorporated at Albany with the Secretary of State with a capital of \$500,000 and a charter to build from Bridgehampton to Culloden Point, Montauk. Early in June Corbin secured from the stockholders of the Long Island R.R. subscription to the bonds of the new company and he applied for appointment of a condemnation commission. Railroad agents circulated through the countryside along the right-of-way while the atmosphere was favorable to the extension, and bought as many tracts as could be secured with perhaps three-fourths of the property owners yielding their land on reasonable terms.

The State Railroad Commission, whose permission for the construction of any railroad in the State was a must, gave its blessing to the Montauk Extension R.R. on July 23. In the last week of August, the railroad committee of the citizens of East Hampton served formal notice upon owners of land over which the railroad extension was to pass that a condemnation commis-

sion would convene.

Six months had passed by so harmoniously and smoothly on the extension plans that trouble had to come. It did in October of 1893, when lawyer George C. Raynor, president of the Sag Harbor & Bulls Head Turnpike Company brought suit against the Long Island R.R. to force a change of route, the turnpike company contending that the present two railroad crossings had injured the value and earning capacity of the road, and a projected third crossing would do worse. Happily, within a month the Supreme Court dismissed the suit.

Another thorny problem that took up much time was the exact status of the Montauk lands that Austin Corbin was negotiating to buy from Frank S. Benson, son of Arthur Benson who had died in December 1889. The lands east of Amagansett extending from Napeague Harbor all the way to Montauk Point comprised 9,000 acres. Ownership of this vast tract had been divided into 35 shares which had in turn been sub-divided into eighths. These, over the decades, had come to be still further divided in a manner that caused deep confusion. To clear up this hopeless legal tangle and establish clear title, the courts ordered a sale in partition in December 1879. Arthur W. Benson, a wealthy resident of Brooklyn Heights, bought the immense tract for \$160,000, exactly as Corbin had bought up all of Manhattan Beach a few years earlier.

After Arthur Benson's death in 1889, the vast Montauk tract passed to his children, Frank Sherman Benson and Mary Benson. Austin Corbin contracted with Frank Benson to buy some of the Montauk tract in his own name and some in the name of the Long Island R.R. However, Corbin's lawyers advised him that the language of Arthur Benson's will raised some doubts as to whether a sale of a portion of the land would be valid, and whether the purchasers could obtain a clear title.

To solve this problem, Corbin and Frank Benson worked out a legal plan of action. Corbin would renege on his plan to purchase the Benson land, and, in turn, Benson would bring a friendly suit against Corbin to compel the completion of the purchase. The court would then have to examine the issues that seemingly raised impediments to a clear title, and in this way make a clear ruling as to whether a sale was possible or not under the terms of the will. If the court declared for Benson, he would still be in

possession of his modern-day medieval fief; if the court declared for Corbin, the way would be clear to sell land and extend the railroad.

In December 1893, both sides presented arguments to the Supreme Court. Within two weeks the court gave a ruling in favor of Mr. Benson. Corbin, deciding to take no chances, appealed the case to the Court of Appeals, where hearings went on for over a year.

Meanwhile, the Long Island R.R. began to piece out the right-of-way through East Hampton and Amagansett. Some farmers had willingly sold a strip of land to the railroad; others held out for a higher price. In late April 1894, agents of the railroad served notice upon parties who owned land at East Hampton to be condemned for railroad purposes that the railroad would make an application to the Supreme Court in Brooklyn, on May 16th, for the appointment of a commission to condemn land. The commissioners spent the whole summer of 1894 taking testimony and holding hearings. In October, the commissioners submitted their report, and on October 8th, the Supreme Court in Brooklyn confirmed it.

With all obstacles cleared away, the railroad energetically pushed the extension in the spring of 1895. On March 11, President Corbin and General Manager Reynolds visited Bridgehampton to look over the line of the new extension as far as Amagansett; they took time as well to examine into the proposed location of the East Hampton station. A few days later in the final week of April, the Court of Appeals in Brooklyn rendered its decision that the Benson heirs could, in fact, sell parts of the Montauk land. Corbin lost no time in dispatching surveyors to lay down the line of the extension eastward from the Benson line at Napeague Bay.

In the first week of April the railroad set gangs to work grading the right-of-way through East Hampton and Amagansett. The land was perfectly flat and offered no problems. On the 25th the contractor treated the surprised inhabitants of East Hampton to the sight of a construction locomotive, the "F. H. Clement #1" hauled on a flatbed trailer through Main Street by eight horses. It was taken to the proposed railroad crossing on Newtown Lane, where it was set up and a piece of track laid. With an engine to do the heavy hauling, work now began on a

24-hour basis.

On Saturday, May 4, 1895, President Corbin and a carfull of officials came to East Hampton in carriages, inspecting the grading and the contractor's accomplishments. So rapidly did the work move on the 9.78 mile stretch between Bridgehampton and Amagansett that three weeks sufficed to grade the roadbed, lay ties and spike down rails. On Thursday morning, May 16, 1895, a special train pulled into the village of Amagansett, bearing General Manager Reynolds, the chief engineer and the roadmaster. Work was about to start also on the station buildings. At the end of May, Reynolds gave notice that all passenger and freight trains now passing Bridgehampton would, on Saturday, June 1st, run through to Amagansett.

On May 31, 1895, Austin Corbin and the LIRR First Vice President Charles M. Pratt purchased together 5,500 acres of Montauk land from Frank Sherman Benson, Mary and Jane Ann Benson for \$200,000. There were two deeds: the one for 4,000 acres, covering a tract running from the center line of Fort Pond Bay to the west border of Oyster Pond; and a second deed for 1,500 acres, the land actually bordering on all sides of Fort Pond Bay. The Bensons retained the eastern tip of Montauk and also the whole Hither Hills tract from Napeague Bay to the center of Fort Pond Bay, over 3,000 acres. The Long Island R.R. secured title from the Bensons to the right-of-way through Hither Hills, but the projected terminus just north of Fort Pond Bay lay on land now privately owned by Corbin and Pratt.

With the land ownership problem all cleared away by the last day of May, work went forward night and day on the long 11.43 mile stretch between Amagansett and Montauk. Two hundred and fifty men and 34 teams labored along the line from Amagansett to Napeague Harbor. On Thursday, June 6th, there was an accident on the unballasted section of the railroad track at East Hampton when an engine, six flat cars, four freight cars and a caboose were overturned. Nothing, however, was allowed to delay the progress of the road. Chief Engineer Molitor and his army of 400 laborers pushed on through the sand and pine wilderness of Hither Hills to carry the steel pathway to Fort Pond Bay.

On Friday evening, June 28th, at 6:45 P.M., the last spike was driven in the new track section at Napeague Beach. A few

minutes later an engine drawing President Corbin's special car that had just reached Amagansett at 6 P.M. entered onto the new track section and rolled through the wilderness of Hither Hills. The train ran as far as the end of track just a short distance west of Fort Pond Bay, at which point all disembarked and rode to the home of one of Corbin's friends. It was thought possible that excursion trains might begin to run to Montauk beginning the next week.

July through November 1895 passed with little fanfare; the laborers continued at work on the last stretch of track and on the construction of a terminal yard with side tracks, turn table, water tank, etc. Corbin in October did announce that he had selected a site for a hotel at Cherry Tree Valley, the terminus of the road. The place chosen was historic ground, being near the old Indian landing place on the bay and not far from Fort Hill where the famous stronghold of the Montauk tribe had been built.

Early in November there was some slight difficulty about crossing lands at Fort Pond Bay. The Montauk Dock & Improvement Company, a corporation in which the Bensons and their lawyer, A. W. Hoyt, were large shareholders, lay in the way of the railroad, as did also a parcel privately owned by A. W. Hoyt. Both these parcels would have to be crossed by the railroad if it were to run within a third of a mile of the shore. Corbin, ever the diplomat, reached an amicable understanding with the Hoyts and Bensons and the work went on.

Not until the year 1895 had almost passed into history did the railroad to Montauk officially open. The first regular passenger train left Long Island City on December 17, 1895 at 8:30; it consisted of the road's private car, a mail car, a parlor car and two-day coaches. Inside were the secretary of the Long Island R.R., the superintendent of buildings and newsmen, but none of the top officials. Upon the arrival of the regular noon train at East Hampton, about a dozen passengers bound for Montauk boarded the train at Bridgehampton, nearly 50 at East Hampton and about 25 at Amagansett. As the train drew near to Fort Pond the engineer blew his whistle and kept it on until he reached the terminal. The excursionists then scattered about among the hills in order to obtain a better view of the scenery. After spending about an hour and a half admiring the beauty of this superb

region, they boarded the return train at 1:53. A small temporary station was being built, but the intention of the company was to extend the road to Culloden Point as soon as a right-of-way could be obtained. Before anything like this could be achieved, Austin Corbin was dead and the terminus to this day has remained at Fort Pond.

The coming of the railroad to Montauk did not please one local group, the Montauk Indians. In 1897, the Indians under the leadership of their chief and king, Wyandank Pharaoh, began a suit against the Long Island R.R. to recover possession of certain lands in Hither Hills. The Indians lost the first skirmish. In April 1898, the Appellate Division sustained an interlocutory judgment entered on the railroad's demurrer to the Indians' complaint. The court held that the Indians had no capacity to sue, but only a right to the beneficial use of the land; the court added that there was no provision in law by which they could bring an ejectment suit as a body or tribe, and that they had no corporate name by which to institute a suit.

On June 19, 1898, the Indians brought a new action for ejectment, but this time in the name of Eugene A. Johnson, a clergyman and one of the half-dozen or so full-blooded Montauk Indians. The argument came before the court in November. The railroad claimed that the Indians could not sue, either as a tribe or as individuals; in fact, that the red man did not actually exist, the Indians having intermarried with Negroes until the genuine red man was quite extinct and overwhelmed by the black, and that there was really no longer a tribe of Montauk Indians. The Indians' counsel claimed New York State and Federal laws recognized his tribe and its rights. On February 28, 1899 the court handed down its decision against the Indians. The Montauks again appealed to the Appellate Division, and on July 8th, won a favorable ruling to the great joy of the tribe. However, in April 1900, the railroad secured a verdict once again, a final one this time, in the Court of Appeals. The court held that the Montauks could get legal redress only through a special Act of the Legislature which would specifically confer power on them to bring an action, since neither as a tribe or as individuals did they possess legal status in the courts. So ended the Indians' pathetic fight against the encroaching Iron Horses.

CHAPTER 10

The Port Washington Extension

THE extension to Port Washington was not only the last enlargement of the railroad undertaken by the Corbin regime but turned out to be the final stretch ever built by the Long Island R.R. With the completion of this extension the Long Island R.R. reached its peak route mileage, and in the last 75 years since then, nothing has been added.

Although the Long Island R.R. had considered the possibility of an eastward extension of the North Shore Branch from time to time, and rumors of moves in that direction had circulated every few years, nothing had come of it. The extension eastward, in any case, did not include a terminus at Port Washington; the talk always was of a link between the end of the North Shore line and the Oyster Bay Branch at Roslyn. The distance was not great: only 4½ miles and the advantage would have been the creation of a long North Side Branch and a more direct outlet to New York for Roslyn, Glen Cove and Locust Valley residents.

The first serious move in this direction was made in 1882, when the officials of the road toured Roslyn, Cold Spring and Oyster Bay, prospecting for the extension of the North Shore Branch from Great Neck to Roslyn and thence through East Norwich to Syosset. Surveyors were then sent out to mark a line from Great Neck across Manhasset and Barrow Beach to Roslyn, and another from Locust Valley to Northport. The cost of such an extension was estimated at \$400,000 and this high cost alone doomed it. Corbin himself took an interest in the mapping and went over the Locust Valley Branch by rail and coach through Sea Cliff, Glen Cove and Locust Valley.

For three years all was quiet and then in 1885, the same extension to Roslyn and from Oyster Bay to Cold Spring was reported under consideration by the Long Island R.R. In December, the local press reported that farmers living along the line of the intended extension to Roslyn, and from Oyster Bay

to Huntington were donating the right-of-way.

Four months later, in April 1886, a reporter called on Superintendent I. D. Barton and asked questions about the railroad's intentions. Barton conceded that the railroad had been thinking of the extension and had looked over the land but nothing had been decided on and it was impossible to tell when anything would be done.

For ten years the matter was allowed to rest with no sign of any movement. Then, in 1895, the residents of Port Washington succeeded in persuading Austin Corbin to revive his extension scheme but to adopt their village as a terminal instead. During September 1895, another survey on the route through Flower Hill was undertaken and finished on the 27th. The winter of 1895-96 went by without any movement but as soon as the harsh winter weather abated in the spring of 1896, work was resumed. On March 30, the Long Island R.R. set men to staking off the line of the proposed extension between Great Neck and Port Washington. In the first week of April 1896, the Long Island R.R. filed with the Secretary of State at Albany the articles of incorporation of the Great Neck & Port Washington Railroad, the date of the charter being April 15. There were 500 shares of a par value of \$100 each; the officers and directors were all officers of the Long Island R.R.

In May 1896, the surveys for the extension were completed and received the approval of the road's chief engineer. The subsidiary company was charged with the responsibility of land acquisition after which actual construction would begin. The Long Island R.R. had already acquired the right-of-way across the Manhasset meadows. On June 1, 1896, the State Board of Railroad Commissioners whose authorization was essential to the construction of any railroad in the state, granted the application of the Great Neck and Port Washington Railroad to build.

The sudden death of Austin Corbin in June 1896 put the completion of the Port Washington extension in some jeopardy. There was some doubt whether the new Baldwin regime would assume the commitments of the former one; a whole new board of directors had taken over and the latter half of 1896 was given over to getting these men familiar with the system and to studying the railroad in terms of needs, policies, shortcomings, prospects, etc. When President Baldwin was interviewed by reporters

in the spring of 1897, he remarked that he and Superintendent Potter had toured the country between Great Neck and Port Washington and were pleased with what they saw, nevertheless, the depression of the tracks on crowded Atlantic Avenue in Brooklyn was the primary consideration now.

Perhaps since the Port Washington Extension was so short (only 4.13 miles) and because so much engineering and legal work had already been done, the new president and directors of the road decided to go through with Corbin's commitment. For some reason not now clear, the railroad decided to alter the projected line on the east side of Manhasset Bay, and to run the line through property not heretofore affected. New condemnation proceedings now became necessary and, of course, there would be further delays.

Plans and specifications were prepared in late September 1897 for the iron trestle bridge over the channel at the head of Manhasset Bay and for smaller bridges over streams in Plandome, and bids were to be let quickly. In October, work was commenced on the grading. The railroad profitably utilized the winter months of 1897-98 to set up a board of condemnation with three commissioners. Public hearings were held all during January to give both sides an opportunity to state their views and to call witnesses. These hearings wound up on February 2, 1898, and on February 5, the commissioners met in Jamaica and filed their report. The following damages were awarded:

James Larkin, nine one thousandth acre in Manhasset, \$100
and the erection of a steel bridge to preserve
his right of way into School House Lane.

Charles Hehn, one-half acre, \$700

Dr. D. H. Hoag, one-quarter acre, \$500

Travers Estate, one and one-sixth acres at Manhasset, \$750

Marie Homans, one-sixth acre fronting on the Pt. Washington
Road, \$200

John H. Willetts heirs, \$50

Tyndall & Raynor, lessees of the Bloodgood Farm, \$175

A. C. Bayles of Pt. Washington, two and four-fifths acres,
\$1,500

The awards, though they seem very low to us today, were considered very fair at that time; the legal proceedings, however, proved expensive for all concerned.

Late in February 1898, the Travers Estate at Manhasset donated a parcel of land to the railroad as a site for the Manhasset station. The site lay 250 feet west of Plandome Road and south of the railroad tracks. The trustees of the estate were at first unwilling to give the land without stipulating for a large number of trains daily which should stop a certain number of minutes at this station. When they learned, however, that several other landowners were not only willing to give their land without conditions but were also ready to contribute toward building the station, they withdrew the conditions and gave the land without stipulations.

Work proceeded rapidly through March and April 1898 and July 1 was set as a completion date. The principal difficulties in the construction of the branch were the treacherous ground around Manhasset Bay and the viaduct. The marshy ground was composed in spots of quicksand and the railroad lost several thousand dollars from the caving-in of the roadbed. The viaduct was, and still is today, the highest bridge on the road, and in 1898, it was something of an engineering feat for the island. It is a steel trestle 679 feet long and 81 feet above mean high water, supported by seven piers and required nearly 480 tons of steel. The abutments are built of brick and concrete. The piers rest on foundations of stone and concrete and these foundations rest on piles driven into the meadow.

Thanks to favorable spring weather the construction work on the extension moved so rapidly that President Baldwin was able to advise the secretary of the celebration committee in Port Washington that June 23 would be the opening date.

On June 15, a trial run was made over the new tracks and all went smoothly. President Baldwin declared the new extension completed and accepted the invitation of the Port Washington Celebration Committee to take part in the festivities scheduled for Thursday, June 23.

Opening day was a memorable one for Port Washington, one of the biggest if not the biggest event in the history of the village. Months had been spent in making preparations for the event in which nearly every man, woman and child in the place

participated, while the well-to-do population aided liberally with funds. All the houses were decorated with flags and bunting. The first regular passenger train left Long Island City at 11 A.M. and arrived at 11:40. From Great Neck on, the train was greeted with loud cheers all along the right-of-way through Manhasset, and as it came in sight of Port Washington, the cheers were deafening. President Baldwin and his official party met the welcoming committee at the new depot and in a short time, the parade formed. A reviewing stand had been set up in front of the Baxter homestead on the north side of Main Street about midway between Monroe and Madison Street. Then, led by the Port Washington Band, group after group marched past the stand including the Fire Departments of Mineola, Sea Cliff, Hyde Park, Roslyn, Great Neck and Port Washington. Later, the railroad officials and guests proceeded to the orchard opposite the railroad station where addresses were made by President Baldwin and others. Fully 3,000 people were assembled on Main Street and the railroad grounds. After the festivities President Baldwin and his party left for Long Island City and the residents assembled in a nearby grove where a picnic was held.

At first Port Washington was scheduled for only six trains a day each way; after all the facilities were moved from Great Neck, the old terminus, a fuller schedule was offered. The opening of the road marked a new era for Port Washington and Manhasset. The only way of reaching either village formerly had been by water from New York or by taking a "stage", as public carriages were called in those days, from Great Neck. Now it became possible to reach New York in an hour. When we realize that the train was the sole public transportation available at that time, we can better appreciate how anxiously isolated communities looked forward to railroad service. The north shore communities especially suffered from geographical isolation because of the deep indentations of the various bays or fjords, creating long necks of land. Road travel was a matter of constant climbing and descending because of the deeply indented terrain and this inhibited travel and commercial development. The railroad extension was understandably greeted with open arms by the residents, business men and realtors all through Manhasset, Plandome and Port Washington.

The sole group not too happy with the new extension was

the sizable number of Long Island R.R. employees—brakemen, conductors, engineers, firemen—who lived in Great Neck and had located there because it was the eastern terminus of the branch; most of these planned moves to Port Washington and were already scouring the place for vacant houses.

CHAPTER 11

The Oyster Bay Sound Ferry and the Boston Service

CERTAINLY one of the most unusual innovations ever attempted by the Long Island R.R. was the train ferry between Oyster Bay, L.I. and Wilson's Point, Conn. From the time the railroad was built, the age-old dream had always been to reach Boston. The Boston business remained the keystone of the railroad till 1850, when an all-rail line along the Connecticut shore destroyed the Long Island Rail Road's monopoly of the fastest route between New York and Boston. Even after the through business disappeared, boats continued to ply for years afterwards between Greenport, Sag Harbor and New London, Newport and Providence.

When Austin Corbin, in the course of his involvement with railroad securities, became interested in New England railroads, he conceived the idea of reviving the old Boston route but in a new and more unusual form. This was no less than transporting a Long Island R.R. train bodily from Long Island across a ferry to the Connecticut shore and then sending it on its way to Boston over the tracks of the New England road.

The background to this unusual experiment lay in the then-current rivalry between the New York & New England R.R. and the New Haven R.R. for the lion's share of the passenger and freight traffic across Southern New England and between Boston and New York. The New York & New England was the weaker of the two financially and had the poorer route, but it had tried bravely to build up its traffic and had even secured an entry into New York City through a junction at Brewster, N.Y. with the New York & Northern R.R. (later the Putnam Division of the New York Central).

It is difficult to be sure at this date whether the suggestion for a sound ferry came from the New York & New England R.R. or from Austin Corbin. In any case, an informal agreement was

entered into in the spring of 1891 between the New York & New England R.R., the Housatonic R.R., which had a lease of the Danbury and Norwalk trackage, and the New England Terminal Company, a joint creation formed in 1888 to own and operate a line of car floats from Wilson's Point to East River ports. This agreement called for the New York & New England and the Housatonic jointly to form a new car float company to be called the "Long Island & Eastern States Line", which would float loaded passenger and freight cars to Oyster Bay for trans-shipment by the Long Island R.R. All in all, the contemplated route for the joint venture was as follows: Long Island City to Oyster Bay; car ferry across the Sound to Wilson's Point; then over the Housatonic's Danbury & Norwalk Div. to Danbury, and then via New York & New England trackage through Hawleyville, Waterbury, Bristol, New Britain, Hartford, Willamantic, Putnam, Franklin to Boston. If this is plotted on a map, the route crosses central Connecticut, emerges at the northeast corner, skirts the northern border of Rhode Island and then heads directly north-east to Boston.

In June 1891, the Long Island R.R. made the first moves towards preparing the Oyster Bay depot area for its new role. The company first bought what little space could be secured on the open market for cash; only one tract along the shore belonging to John Hutchinson could be so acquired, and that at a cost of \$7000. In the first week of July, the railroad petitioned the Supreme Court for the appointment of commissioners to condemn land adjoining the tracks to secure space for the erection of passenger and freight buildings and docks. The court acquiesced and appointed three commissioners.

On July 10, 1891, the Long Island R.R. formally entered into a contract with the New York & New England and the Housatonic in the matter of the Long Island & Eastern States. In a press release the new line on completion would carry passengers and freight for Boston and other eastern points from Long Island City and Brooklyn. Sleeping cars would be run straight through to Boston, and the New York & New England would derive new and needed strength from the connection. The twelve miles across the Sound was scheduled to take forty minutes. Two through trains, one at night and one in the morning, would make the 250 miles between Brooklyn and Boston daily.

In mid-July the Long Island R.R. awarded the contract for building the railroad dock at Oyster Bay to Messrs. Cofrode and Saylor, bridge builders and engineers of Jersey City. The contract called for a crib dock, 180 ft. in length connecting with a dock 400 ft. in length, to be made of spruce piles. At the end was to be a floating bridge and a ferry slip. In order to get the requisite depth of water at the bridge, there would have to be 10,000 cu. yds. of earth removed from the bay. The dock would be sufficiently strong to run a train of cars on it. On the west side would be a foot passenger road of six feet width along which vessels could be made fast.

Two steamers were to do the cross-Sound hauling, the "Cape Charles" and the "Express". The former was built in 1885 to cross the Chesapeake Bay and cost \$250,000. She was an iron steamer, 253 x 36, and was licensed to carry 1200 passengers. She drew seven feet of water and had twin screws. The "Express" was a vessel of the same dimensions but a little faster.

On July 27, the Town Board of Oyster Bay expedited the project by granting to the Long Island R.R. a tract of land under water for dock purposes. The moment the grant was signed, the railroad put 100 men to work erecting the dock. The New York & New England R.R. for its part laid a telegraphic cable across the Sound to connect the wires of the New England Terminal Company and the Long Island R.R.

In the first week of August the Long Island R.R. readied some rolling stock for the new route. The passenger cars were done up in white and gold and in a panel on the side was emblazoned a map of Long Island. Some of the best coaches on the road were picked out, repaired and repainted at the Morris Park shops. The first car was turned out on August 5 and taken to Long Island City for inspection. The map was beautifully done but the old yellow paint began to show through the fresh white under the influence of the summer sun and the car had to be sent back for a fresh dressing.

In the last days of August work on the extension and dock at Oyster Bay was pushed. A second gang of men was put on the dock, while the train filling in the meadows around the shoreline brought down an immense amount of dirt daily from the deep cuts west of the village. By the end of August most of the piles for the dock had been driven and the heavy timbers laid.

Dredging to deepen the water had commenced. Over 6,000 yards of mud had been removed by the dredge at the end of the dock and it was estimated that the removal of 12,000 yards more would give the requisite depth of water to float the "Cape Charles" and the "Express". Work on the pontoon had also advanced and the track had been laid for some distance on the dock from the depot. At the end of the dock extended a 100 ft. bridge, resting upon the dock at one end and at the other supported by the pontoon so that at any time trains could be run from the dock to the ferry boat or vice versa.

The first experimental trip was made on Saturday, September 12, 1891. The shores along Oyster Bay were crowded with people anxious to see the first boat leave. The two-car train, filled with railroad officials only, was run aboard the "Cape Charles" at noon and made the landing at Wilson's Pt. successfully. From here the run was made only as far as Hawleyville because it was not thought necessary to proceed further. On the return to Wilson's Point, as the train was passing Branchville station, it crashed into a Danbury-Norwalk regular train which had been hurrying to make the siding. The special train had the right-of-way and was going at a high rate of speed. The rear car of the local was wrecked and the Long Island R.R. engine and forward car were derailed, but no one in either train was seriously injured. The accident occurred at 3 P.M. and it was not till midnight that the obstructions were cleared away and the track relaid.

Despite the unfortunate accident an operating schedule was set up. The running time was calculated at about six hours for the day train and a little longer for the night. On and after September 21, solid vestibule trains were to be run regularly over the road, consisting of elegant coaches and Pullman sleepers. This new service, besides being an innovation in sending Long Island R.R. passengers cars into other states, was unusual in that it was the first time that sleeping coaches ever appeared on the Long Island.

On Wednesday, September 16, the first through train from Boston to Long Island City ran over the new route. It left Boston at 10 A.M. and was scheduled to arrive at Wilson's Point at 3:49 but arrived two minutes early. There was a delay of over an hour at Wilson's Point and another of over a half hour at

Oyster Bay. Between Boston and Hawleyville, a run of 62 miles in 60 minutes was made, and nine miles in 8 minutes was clocked between Mineola and Jamaica. It was a poor time of the year to begin a service of this sort, since the schedule depended on the prevailing weather in the Sound. Rough water and winter storms could easily delay the "Cape Charles" and make the crossing an unpleasant experience.

One Jamaica builder sued the Long Island R.R. for \$5,000 personal injuries because of the rough treatment he experienced. One dark night in late November 1891, the float carrying the cars could not be attached to the wharf at Oyster Bay because of the turbulent water, and the passengers had to leave the cars, walk along the float and climb up a ladder to the dock. There were no lights on the float and no guard rail, and the man, in groping along in the darkness, walked over the side and fell into the water.

Less than three months from the opening day, the Boston train which left Brooklyn at 11 P.M. Thursday night, December 3, was involved in another spectacular accident. The train consisted of a baggage car, a passenger coach and two Pullman sleepers, the forward one the "Cato." All went smoothly until 6:45 A.M. the next morning, when the train was nearing East Thompson, Conn. About an hour earlier two freight trains of the New York & New England R.R. had collided, supposedly because of an open switch during an early morning fog. Flagmen had been sent out to flag the Boston train from Long Island and the Norwich-bound steamboat train, both due in a very few minutes. Because of the fog, the engineer of the Boston train did not see the warning flag until it was almost under his cab window. The engine was reversed, but it was too late. The Long Island train went crashing into the freight wreck already on the track. Although the speed of the train had slackened somewhat, the impact demolished the engine, tender, baggage car and the passenger coach, killing the fireman and engineer and injuring the baggage master and train conductor.

Hardly more than a minute after the first crash, the Norwich train thundered along. The fog also prevented the engineer seeing the warning flag until he was almost on top of it. He also reversed his engine and put on the brakes but the big machine plunged along and crashed into the rear Pullman sleeper on the

Long Island train, sparks from the engine setting it on fire. The concussion drove the tender halfway through the baggage car, smashing it to pieces. The engineer and fireman on the Norwich engine jumped and so saved their lives. The fire burned through the rear Pullman on the Long Island train, one of the two baggage cars of the Norwich train and also one of the freight cars.

The four-train wreck presented a terrible scene. Freight cars were piled about, the Long Island coach and one Pullman lay shattered to splinters, three locomotives were demolished and the fourth turned completely around. The Long Island coach which had been split in two contained no passengers; the forward Pullman "Cato" contained five passengers, all of whom escaped unharmed; the last Pullman held four passengers, two of whom perished. No one was hurt on the Norwich train.

To make the 250 mile ride through Connecticut and Massachusetts function as safely as possible in the future after the two recent disasters, Corbin, in January 1892, relieved his ablest man on the Long Island R.R., Isaac D. Barton, and sent him to Boston as acting general manager of the New York & New England R.R.

Barton had hardly time to arrive in Boston and get his bearings when notice was served on the men in charge of the ticket and freight offices on the Long Island R.R. not to accept business for a later date than February 1, 1892, because passenger and freight service via the Sound would then be discontinued. This abrupt notice set off a flurry of speculation and at the offices of the Long Island R.R. in New York, it was explained that the train would be discontinued for a month in order to permit a reorganization. Rumors circulated among railroad men that the Standard Oil Company had guaranteed the Long Island R.R. and the New York & New England against loss in the venture out of desire to injure the New Haven Railroad. The water connections between Oyster Bay and Wilson's Point were estimated to have cost \$50,000. The Long Island was said to have lost \$390 a day on the new route, or a total of \$53,820 for the 138 days since September 16 when the service started. The aggregate amount sunk in the enterprise was, it was alleged, about \$200,000.

Two days later, on January 30, Corbin personally countermanded the order issued on the 28th and announced that the

Boston Express would continue to run as heretofore. He denied that there was any truth in the statement that the Long Island R.R. had lost money on the business, and asserted that on the contrary, the business including freight had paid a profit and had been constantly improving. He explained that the cancellation had been designed not to withdraw the trains permanently, but only for a short time to improve the New York & New England tracks and so cut down the delays that had been lately experienced.

The trains had not made as good time as the directors had hoped when the line was started owing to the fact that the New England had only a single track to run over between Hawleyville and Hartford. Heavy freight trains over the road rendered it difficult for the sleeper train to make scheduled time. To remedy this, it was decided to double track this section of the New York & New England road. It had been feared that if the Long Island service were continued during the improvement work, still worse delays would have ensued, and this had motivated the order for discontinuing the service. Corbin explained that he believed the trains could be run without delay despite the track building, and that this was why he had countermanded the order. In fact, once the double-tracking was completed, he contemplated putting on a day train between New York, Brooklyn and Boston. As to the rumor of Standard Oil backing, he vehemently denied that there was a word of truth in it.

Corbin himself must have had some misgivings about the Boston express route via Oyster Bay and Wilson's Point for within a week, the Long Island R.R. filed in the office of the County Clerk (February 1892) a map for terminal improvements at Whitestone. The improvements, as they appeared on paper, provided for 40 tracks for freight purposes, all terminating on the shore of the bay to facilitate loading and unloading from floats. The New York & New England R.R. had a terminus on the Sound at Morrisania and the distance from there to Whitestone would be shorter than the fifteen miles between Oyster Bay and Wilson's Point. The narrow, land-locked reaches of Sound between Whitestone and Morrisania were much less exposed to fog and storms than the open waters of the Sound and there would be less seasickness and delay in the crossing. Loaded freight cars could move the same way.

For some reason this scheme for a substitute route was not carried out, perhaps because of the expense. Meanwhile, the Boston service continued as usual via the original route. On February 20, 1892, a Saturday, a Long Island R.R. milk train moving along the Norwich Division of the Housatonic R.R. 10 miles north of Norwalk, crashed into the rear of a way freight at night, causing one of the most serious wrecks known on the Housatonic in many years. The engineer of the milk train was buried in the debris and killed, the fireman seriously injured, and the conductor so scalded that he died of his injuries. The engine, a big Mogul just purchased, burst her boiler and was wrecked. From ten to fifteen cars on both trains were broken into splinters and the rails all torn up for quite a distance.

Setbacks like this were not publicized by the railroad. Every effort, meanwhile, was made to attract customers and to run the service as smoothly as possible. The local paper commented:

“The Long Island R.R. train to Boston is about as handsome as runs on wheels. The club car and the sleeper cost \$16,000 apiece. The cars are scrupulously clean and the employees are attentive and gentlemanly in deportment. Conductor Clemons is an expert railroad man and the attention he gives to the comfort of the passengers aids materially in popularizing the route.”

In April 1892, with the return of fair weather, the night express to Boston was discontinued on the 15th, and a day express substituted as of April 18th. The train left from Brooklyn at 9:55 A.M. daily.

The first trip of the day express on the 18th met with misfortune at Black Rock, Conn. A local train had evidently moved too far over the siding. The Long Island Express was running nearly at full speed, and when the trains came together, the Long Island locomotive was thrown at right angles across the track and the smoking car followed. The engine on the westbound New York & New England local was thrown on one side and the front car followed. The Long Island engineer had his left foot cut off in the crash and his fireman suffered head lacerations; the passengers escaped injury.

With the coming of summer rumors began to circulate that the Boston service would soon end. In June, the “New York

Tribune" published an interview with a prominent New York & New England R.R. official wherein the official was quoted as saying that the Housatonic and New York & New England alliance, including the New York joint terminal investment, had caused a loss of several hundred thousand dollars to the New York & New England Co. and that its managers would not be likely to continue to deplete its treasury to keep the Wilson's Point operation going.

The financial world was astonished in the last days of June 1892 by the announcement that the New Haven R.R. had just leased for 99 years the Housatonic Company's system, effective July 1, 1892. The move represented one more manœuvre in the war being waged by the New Haven R.R. against its rival, the New York & New England, to secure a monopoly of the southern New England passenger and freight business. How would this move affect the two railroad's joint creation, the New England Terminal Company? The answer was not long in coming.

On Wednesday night, July 13, 1892, the steamer "Cape Charles" transferred the westbound Boston Express as usual. After that, hearing that a marshal had an attachment against the steamer for a \$30,000 coal bill, the captain stayed out in the Sound and cruised about until he received orders to make all steam for New York, where he tied up at Pier 49. On Friday, the 15th, the Deputy United States Marshal discovered the ship's whereabouts and seized her for debt. A new attachment was sworn out in New York by Frank W. Cornish, who had a bill of \$650 against the "Cape Charles" for supplies furnished her crew of 60 men.

Behind all this was the hand of the New Haven and its owners, J. Pierpont Morgan and William Rockefeller, who, with the Housatonic now in their possession, forced the New England Terminal Company into bankruptcy by injunction suits and an application for the appointment of a receiver. What made the manœuvre particularly offensive to the Long Island R.R. was that the Terminal Company gave no notice whatever that it was going to shut down service and send the "Cape Charles" out of reach of the debt collectors. On Thursday, July 14, the regular express train left Brooklyn on its daily run to Boston. There were 20 passengers aboard. When Oyster Bay was reached, the train had to remain in the terminal for five hours because no

definite information could be obtained from the Terminal Company as to whether the "Cape Charles" was going to ferry it over or not. Finally, the Long Island was compelled to return the passengers to Brooklyn on a special train.

On the same day there were three freight trains on sidings at Oyster Bay waiting transportation to the Connecticut shore. The trains contained several carloads of beer shipped by Brooklyn breweries under contract with the Long Island R.R. The shipment was ruined by the July heat. There was also a carload of horses that suffered greatly from the enforced delay.

On Friday morning, July 16th, there was still uncertainty on Long Island as to the New England Terminal Company's intentions. The train left Brooklyn as usual but this time there were no passengers other than those for Oyster Bay. When the Long Island R.R. heard on Friday that the "Cape Charles" was tied up at New York and was impounded for debt, it was clear for the first time that the trans-Sound service was finished. On Saturday morning, the 17th, Superintendent Blood issued orders for all engines and cars connected with the Boston service and lying at Oyster Bay to return to Long Island City at once. The night operator at Oyster Bay was discharged and the yard men reduced in number.

On the following Tuesday, the 19th, the Long Island R.R. counsel appeared in Supreme Court and secured a writ of attachment against the property of the New England Terminal Company. The attachment was for \$100,000 in a suit to recover \$250,000 alleged damages for breach of contract. The Long Island R.R. claimed to have spent some \$70,000 in acquiring land and equipping the terminal station at Oyster Bay. In addition to this, the road showed an expenditure of \$10,000 for cars and extra equipment. The company set forth that while the passenger traffic over the line had not been profitable, the freight business had constantly increased and was then netting a monthly profit of about \$1,000. The complaint went on to detail how the Terminal Company had withdrawn the "Cape Charles" on Wednesday and left the Long Island R.R. stranded for the following two days, with losses on freight damage. The railroad also alleged a loss on the milk traffic, since the Long Island & Eastern States was the means of transportation of milk from Long Island to Connecticut towns.

So far as is known, the Long Island R.R. never recovered damages for this unfortunate adventure in which no one but Corbin ever had any faith anyway. Within a month came the news in Wall Street that the New England Terminal's property at Wilson's Point had been transferred to the New Haven R.R. (August 23). So ended the Long Island R.R.'s last attempt at a Boston service and Corbin's attempt to gain a foothold in New England.

The New York papers pronounced their epitaph on the Boston run:

"It is understood that commercial centers in New York no longer consider the Long Island & Eastern States Line as a factor in transportation between New York and New England. It would have been one of the wonders of oft-time erratic doings in transportation if this composite fashion of reaching Boston had grown into favor. It was long in time and distance and not a penny cheaper in fare. It was not in any practical sense a competitor with the New Haven road, but with the snapping-up of the Housatonic route, the New Haven managers are clearing away all the smaller concerns which have been tacked on to it with long titles, and this Terminal Company was one."

Corbin kept his man, Isaac Barton, in Boston to manage the now surrounded New York & New England R.R. and so protect Corbin's own personal holdings. No one could have been found more competent to rescue the road, and in one year he increased the road's gross and net earnings and avoided bankruptcy—for a while. Then the New Haven executed the coup de grace. The Vanderbilts who owned the New York Central were persuaded to buy a controlling interest in the New York & Northern R.R. As soon as this was done, the road was foreclosed, reorganized as the New York & Putnam and leased to the New York Central. Its terminal property in New York City was turned over to the New Haven which paid \$500,000 for it, a disguised way of reimbursing the Vanderbilts for their obliging purchase.

With the entry into New York City now cut off, the New York & New England lost both passenger and freight traffic heavily and was forced into bankruptcy on December 27,

1893. In 1895, the second mortgage was foreclosed and the bondholders reorganized it as the New England R.R. On July 1, 1898, the inevitable happened: the company was leased for 99 years to the New Haven and Barton had to retire from the field.

CHAPTER 12

Track, Track Changes and Right of Way

THE period 1881-1900 was a notable one not only in duration of years but also in the many technological advances made. The Long Island R.R. of 1881 was an unsophisticated and mechanically simple road in track, signalling and safety features, but the road of 1900 was not greatly different from the road of our own day in layout and operation except that steam performed the myriad services that electricity does today.

When Austin Corbin took over the Long Island R.R. system in 1881, the track was made up of at least seven different weights ranging from 40 to 60 lbs. iron rail and 56 and 62½ lbs. steel rail. The receiver, Colonel Sharp, had inherited three separate railroad systems and had struggled for three years to weld them into one operating system. Since the system was bankrupt and in receivership, there was no money for new rails. As a result, he found it necessary to improvise as much as possible to save money. Better rails had been taken from lightly-used stretches of roadbed to replace or patch the more heavily patronized lines, and frequent cuts and splices marked even the best roadbed. The newest and best rail was that laid on the North Shore in 1868 and the Central system in 1872-3-56 and 64 lb. Prussian steel. The old Long Island R.R. in contrast used entirely iron rail of assorted weight: 40, 45, 50, 52 and 56 lbs. The South Side R.R., laid in 1867-8, used rail weighing 56 to 70 lbs. per yard.

In February 1881, Receiver Corbin obtained the consent of the Federal Court to issue bonds in the sum of \$200,000, part of the money to be used for improving the physical condition of the road. He purchased 200 tons of steel rails the same month and used it to replace the track between Lynbrook and Rockville Centre in March. At the same time, he tore up 2½ miles of good steel rails west of Far Rockaway, and more importantly, took up the iron rails from Winfield Junction to Jamaica and

relaid all of it to replace worn rail between Rockville Centre and Babylon. Then in July, a second shipment of 3,000 tons of new steel rails arrived and this was used on the new extension between Patchogue and Eastport and between Babylon and Patchogue. The South Side was still the money-earner of the system and Corbin wanted to keep it in the best condition. Two hundred fifty thousand ties were delivered in March. In May 1881, the roadbed from Belmont Junction to Babylon was raised four inches and the Babylon depot two feet. Some of the old worn track taken up on the South Side was, surprisingly, relaid on the White Line, not to make it operable but simply to keep title to the roadbed.

In the 1882 season the tonnage of new steel rail was the largest ever: 10,631 tons; 200,000 new ties came with it. Again Corbin used about half of this new steel on the South Side road, renewing the stretch from Wantagh to Babylon and from Eastport to Sag Harbor. The road gangs widened the roadbed at the same time. In late March, 40 carloads of rails were distributed along the line and laid by June. The remainder of the steel went to renewing the old worn iron rails between Bethpage Junction and Belmont Junction on the Central road and from Bethpage Junction all the way to Mattituck on the main line. The old main line from Winfield Junction to Jamaica was also relaid and this time double-tracked with iron rails. In November 1882, workmen laid new steel rails between Main Street, Flushing and Whitestone Junction.

The best of the old iron rails were used for repairs on other sections. They were needed, for a reporter in Brooklyn, walking along Atlantic Avenue, printed this comment: "The road from Flatbush Avenue to East New York is in a highly dangerous condition. The ties are old and rotten and in many places the ends of these from the rails outward have crumbled away so that the spikes have dropped out and the rails are left to spread under pressure and to jump up and down every time a train passes, and there is one every few minutes. This movement loosens the spikes that remain and it will not be long before the rails, particularly at street crossings, will be lying unfastened upon the sleepers."

In the 1883 season, 6051 tons of steel rails were purchased and laid in a wide variety of places between March and June:

Southold to Greenport	Hicksville to Port Jefferson
Hicksville to Bethpage Junction	Mineola to Locust Vallèy
Manor to Eastport	Winfield to Flushing
Bushwick to Fresh Pond	Hempstead curve
Fresh Pond to Cooper Ave.	Rockaway Jct. to Pearsalls
Corona to Whitestone	Curves on Manhattan Beach
Valley Stream to Hewletts	Division

In looking over the renewals for 1881-1883, we can see that in the short span of three years, the whole railroad east of Hicksville and Lynbrook had been completely renewed, an unbelievable accomplishment.

In 1884, the railroad purchased 2,423 tons of steel rail and used almost the whole of it to relay the Manhattan Beach Division from Cooper Avenue Junction to Manhattan Beach. The remainder was used to replace the double track iron road on the old main line between Winfield Junction and Jamaica, laid in 1882. Only 1,496 tons of steel rails was purchased in 1885, simply because little remained of the old light iron rails still to be renewed. The new rails were installed between Mattituck and Southold, between Hyde Park and Garden City, and the eastbound track between Dutch Kills Bridge and Maspeth Avenue.

The lowest tonnage of new rail thus far arrived in 1886—only 500 tons. We are informed for the first time that the new steel rail was 62½ lbs. per yard. All of it was used in bits and pieces:

Bushwick Junction
 Glendale Junction
 Bethpage Junction to one mile east on Stewart Road
 Half mile at Garden City
 Whitestone to Whitestone Landing

In 1887, 1,002 tons of 62½ lb. steel rails were installed from Whitestone Junction to Bayside and Jamaica to Springfield Junction and at various curves along the system. Perhaps no less important at this time was the levelling out of the steep grades on the North Shore Branch:

Broadway Grade—reduced from 70 feet to 40 per mile
 Douglaston Grade—reduced from 97 feet to 52 per mile

In several places the track had settled badly and the worst spots were raised: 100 feet of fill on the Little Neck-Douglaston

marshes raised three feet; 2,000 feet of fill west of Bayside raised two feet and 2,200 feet of fill at Willet's Meadow raised three feet.

In the big blizzard year of 1888 the railroad bought 1,907 tons of new 61 lb. steel rail which was put in between East Hinsdale and Hicksville, and $\frac{1}{4}$ mile west of Baldwin to $\frac{1}{4}$ mile west of Wantagh.

The traffic on the railroad had been increasing steadily all during the 1880's and beginning with the year 1889, the road decided to adopt as standard from now on a 70 lb. rail, $4\frac{1}{2}$ inches in place of a 61 lb. $4\frac{1}{4}$ inch high. Enough of the new 70 lb. rail was purchased to relay $26\frac{1}{2}$ miles of the railroad during this year.

During the spring months of 1890, 3,000 tons of 70 lb. rail were laid between Long Island City and Mineola. In the spring of the next season—1891—even the rail laid only a few years before was replaced on the Montauk Division between Lynbrook and Babylon. From contemporary papers we get a rare view of the process: "Messrs. P. L. Rehill & Sons, contractors, are doing extensive work for the Long Island R.R. They are now grading and laying ten miles of new double track from Pearsalls to Babylon, completing one half mile a day. Upwards of 300 laborers are employed in this work with an additional number of masons and helpers, constructing bridges, culverts, etc. The ties are selected with the greatest care and the rails weigh 70 lbs. to the yard. The work will be completed by June 1."

Because of rapid technological progress in the 90's, particularly the increased size and weight of locomotives and cars, even the very recent standard of a 70 lb. rail became obsolete in just two years, and in 1892, the Long Island R.R. adopted a 76 lb. standard rail. In the spring of 1892, the road laid over 50 miles of 76 lb. rail. Meanwhile, however, 5,000 tons of the lighter 70 lb. rail was installed at many points over the system.

Within one year, incredibly, the "standard" rail was again increased. In 1893, 80 lb. rail made its first appearance on the system, 10,000 tons of 76 and 80 lb. rail was purchased and laid on the busiest stretches of track. In 1894, 5,000 tons more of 80 lb. rail went into the system, and in 1895, 2,310 tons additional. The last such increase in weight in the Baldwin management of the road came in May 1899 when the road began lay-

ing 90 lb. rail all the way from Floral Park to manor. In looking back over the whole twenty-year period closing the 19th century, we can see that the railroad just about doubled the weight and size of its tracks.

Besides all these extensive improvements in the quality of the track itself, the Long Island R.R. embarked on an extensive program of double-tracking to insure safe operation and to accommodate the annually increasing patronage.

The first piece of double-tracking under the Corbin regime took place in the last days of 1881 when the railroad undertook to re-do the main line from the present Hillside station to Floral Park. On November 25, 1881, a large force of men went to work to grade the roadbed. By the end of December, the grading was finished. In the spring the newly-purchased steel rails were laid down and the task finished by May 15, 1882. In the third week of May trains began running over the new rails.

As soon as this major improvement was accomplished, the gangs moved on to an equally vital stretch of track, long overdue for double-tracking: the line between Woodhaven and Jamaica. Old Woodhaven station was at the present Rockaway Blvd. crossing and presumably the double-tracking started from here. The motive for this three-mile stretch was to permit the extension of the Rapid Transit service through to Jamaica. This short section to Jamaica was opened by June 1882. During September and October the torn-up main line was relaid with double track between Winfield and Jamaica. The company next turned its attention to double-tracking the section between Floral Park and Hicksville. By November 13, the work of grading had been completed as far as Mineola and the work of track-laying began the same day. By December the grading of this stretch had been accomplished. Track-laying began between East Hinsdale and Mineola only in the spring of 1888. At the same time the section between Belmont Junction and Babylon was done. In 1885 the line between Cedarhurst & Far Rockaway was graded for the double track.

For three years nothing further was undertaken; then in April 1886, Superintendent Barton made the announcement that the company had decided to lay a double track from Winfield Junction to Whitestone Junction on the meadows. During January of 1887 engineers and surveyors were at work on the new track.

Again a whole year elapsed. In August 1888, surveyors again looked over the ground. October saw laborers actually at work on the stretch. A temporary track for dirt cars was laid down to haul fill for part of the roadbed and this proved a nuisance to farmers trying to cross it. By March 1889, the track layers were able to put down ties and rails. Finally, about May 15, 1889, trains began running on the new double track.

Again a year elapsed. In the second week of March 1891 a contract was let for double-tracking the Montauk Division from Lynbrook where the double track ended at that time to Wantagh. The work was reported started a week later. In the first week of May work was reported progressing rapidly and that it had been extended to Massapequa. In the first week of July 1892, the double track between Massapequa and Babylon was reported completed. In September and October 1892, the railroad improved the old main line between Long Island City and Winfield with a double track. In January grading was done and in October the rails were installed.

In the same spring season of 1892, the railroad did the very first double-tracking job on the Oyster Bay Branch. About February 1, work began between Mineola and Roslyn. A large steam shovel was brought in to cut down the embankments on the west side of the right-of-way to make room for the additional track. Everything moved along on schedule and the first train ran over the new rails on January 22, 1892.

Reference has already been made to the surprising abandonment and early restoration of the main line between Winfield and Jamaica. Incredible as it may seem to us today, this move was actually made in 1881. How was such a thing possible? We must remember that at the time Corbin took over the road, the bulk of both passenger and freight traffic passed over the Montauk Division. The major reason for this was, no doubt, that it was a double-tracked line laid with steel rails built as such by the South Side R.R. and used by the Long Island R.R. since 1878. A secondary reason was that the track skirted heavily populated Brooklyn with its many freight sources, tapped Williamsburgh through the Bushwick Branch and paralleled the whole length of Newtown Creek with its heavy industrial business. The main line, in comparison, passed through a thinly populated farming territory for its whole length with

the single exception of Elmhurst village.

Austin Corbin in 1881, as part of his program to relay the whole main line and South Side with new steel rails, gave the order to take up the steel main line from Jamaica Cross Switches (Van Wyck Blvd.) in Jamaica to Winfield Junction. In February 1881, all trains were taken off this line; beginning Sunday, April 24th, the rails were taken up. Two groups of persons were inconvenienced by this loss of service: the farmers along the way who depended on the railroad for their supply of manure, and the visitors to Maple Grove Cemetery which had just opened the depot in May 1879. Scarcity of iron was said to be the cause of the removal, and the old rails, as soon as they were taken up, were transported to Patchogue where they were used in the construction of the Montauk Extension to Moriches. The railroad explained that once new rails could be procured, the temporarily abandoned right-of-way would be relaid. A few people in the Woodside-Winfield area, who in 1861 had given up their land for railroad purposes, contemplated taking counsel to ascertain whether they had any rights in the abandoned right-of-way.

To forestall any difficulties, the Long Island R.R. began to make a gesture toward relaying some of the roadbed as early as the last day of August and this continued through October. But apparently no real restoration of the roadbed was made. One year later in press releases, it was explained that the business of the road had increased so rapidly that the company found it necessary to restore the old road immediately, and even to widen the roadbed. All new ties were put down and an iron single track was laid, using a few of the new steel rails delivered during 1881. Work was initiated from both ends and by October 1, construction trains had reached somewhat east of Winfield on the west and Forest Hills on the east end. By October 15th, the gap was closed and on October 25th the line was thrown open to operation. The railroad issued orders declaring the new tracks were to be used for freight exclusively, so that the more important Montauk Division might be left free for passenger movements.

In this chapter on track and roadbed, it is appropriate to record the problems involved with one of the largest bridge structures on the railroad—the Shinnecock span. The canal itself

is not an improvement on a natural channel and was built only after the railroad had been operating through Shinnecock Neck for fifteen years. Shipping interests had intermittently urged the advantages of a connection through the narrow neck of land between the head of Peconic Bay and the Ocean and had campaigned to get the state to finance the canal for years. In May 1884, a bill to open the channel and appropriating \$12,000 for the purpose passed both Senate and House and received the governor's signature.

Contracts were let promptly and by May 15, 1885, the first section of the canal was dredged out from Shinnecock Bay to the railroad track. Fifty thousand cubic yards of sand were dredged out over the summer and this exhausted the original \$12,000 appropriation; fortunately, the Legislature granted another \$15,000 for the project. There had been some opposition to the canal being built at all because it was feared the county would be taxed for maintenance, but the opposition at last became convinced that the advantages accruing from the opening of the bays for oyster culture would largely exceed the taxation.

In July 1885, John McLean of Syracuse, the contractor, set to work to build a 60-foot clear span for the railroad. Walls of masonry were erected, each abutment built on piles 25½ feet tall. All this had to be installed without any interruption in the running of trains. After this, a ditch was dug from one bay to the other down to water level.

Just when the work on the canal was progressing rapidly, Austin Corbin began an action in the Supreme Court for an injunction. What motivated this was the realization on Corbin's part that the Legislature had provided no money for the railroad bridge over the canal, and seemingly no voice in the choice of a design for such a span. The court granted the request for a temporary injunction and work on the canal came to a stop. When the hearing for a permanent injunction was held in December, the Justice handed down a decision dissolving the injunction and work at the canal was then resumed. The bridge and canal were completed in the summer of 1886.

In late 1890, the State awarded a contract to widen and deepen the canal. This involved a corresponding enlargement of the railroad bridge which was widened and strengthened in

December 1892. A new road bridge was put in at the same time. However, in the February tides, the new bridge collapsed into the canal, because the county engineers had neglected to open the flood gates and the water swept over the bridge decking, undermining the west end embankment. The high waters also partly undermined the railroad bridge.

The county engineers attempted to install a temporary bridge and threw several thousand bags of sand into the canal, but the swift current washed them out. During February, March and April 1893, there was no way to cross from one side of the canal to the other except by the railroad bridge and this was in danger of collapse. The abutments had settled three feet and all trains were brought to a full stop before inching their way across.

After a great effort the county engineers got a temporary bridge installed in the last days of May, breaking the almost five months' isolation of the East End. The Long Island R.R. instituted suit against the State for \$22,340 for reimbursement of moneys it had been forced to spend on its own bridge repair. The suit dragged on for five years in the courts. On October 17, 1893, a new iron road bridge was finally dedicated with much ceremony, but by the next day the abutments had been so washed out that people could not cross the bridge. The railroad struggled along with its own bridge, making repairs as best it could, but finally, in the summer of 1899, tore down the old structure altogether and built a new one with a span this time of 200 feet.

Another important piece of roadbed improvement was the filling-in over the years of sections of trestle work that had been installed when the various lines had been built. These were a continuous source of great expense for maintenance, and in many cases, they were not really essential and could be either partially or wholly filled in. One of the first of these was along the Corona meadows from Flushing Creek to 1,000 feet west from the drawbridge. Tons of dirt and ashes were dumped over the long single-track trestle which was beginning to rot and the track placed on a solid earth basis. Three times the fill and track sank but afterwards became stabilized (1882). One thousand three hundred feet of rotten trestle work on the Bushwick Branch was also filled in 1881 and box culverts and new bridge

openings were installed.

In the following summer the railroad set a gang of 35 men to work, filling in 3,500 ft. of trestle work on the track between Flushing and College Point. This structure spanned the low marshland and tidal flats formed by small streams flowing into Flushing Bay, from about 25th Avenue on the north end to about 34th Avenue on the Flushing end. This work was completed in August and September 1883. Five hundred feet more were filled in here in 1894.

In 1886, 2,700 feet of trestle work on the Flushing Meadows between Whitestone Junction and Bridge Street draw were filled in and the track raised above the former trestle level. This settled considerably and in 1887 was raised another foot. In 1887 filling was begun on the 1,600 ft. trestle between Whitestone Junction and Corona.

In the spring of 1888, the railroad filled in all the remaining 1,600 feet of the Corona meadows trestle between Whitestone Junction and Corona. All the meadowland track was now a solid embankment, composed, according to newspaper comment, of the contents of New York ash barrels. The work was finished in late July 1888. The only other trestle-work of this kind was on the Long Beach Branch at East Rockaway over the former mill pond. In the summer of 1892 this was filled in and the depot was moved across the dam. Further work was done here in 1896 when a gang of men filled in the trestles at East Rockaway and Barnum Island, installing new bridges at Powell's Creek and repairing that over Wreck Lead.

The New York, Woodhaven & Rockaway Railway undertook in 1892 to fill in the long overland trestle supporting its tracks between Jamaica Avenue and Woodhaven Junction. Work began on February 22, 1892, earth being taken from the steep slopes along the right-of-way north of Jamaica Avenue. The work went on all during the summer and was completed in the fall.

Ownership of the right-of-way of the Long Island R.R. had always been an indefinite thing for the first fifty years of the railroad's history; credit must go to Austin Corbin for first undertaking to secure a clear title to all land occupied by the Long Island R.R. by making a systematic collection of the deeds of sale and records of real estate transactions. Over a long period of time many owners of property adjoining the railroad track

had encroached on the right-of-way, and had even in a few cases erected buildings that overlapped on railroad-owned land. Austin Corbin determined to stop this alienation of company land, and, beginning in January 1883, served notices on all persons living near the track, enforcing possession within $1\frac{1}{2}$ rods or 24 feet from the center of the track. One month was allowed for clearing away all encroachments on land to which the company claimed title. Then in March a construction train came out, and cut down and carted off the wood on 24 feet of right of way on each side of the track. Many cords of wood were so gathered and considerable feeling was aroused among land owners particularly on the East End in the Towns of Southold and Riverhead, who considered the action hasty and high-handed.

The following year—1884—Corbin carried his insistence on property rights a step further. He ordered a Real Estate Record Department to be established. Here the deeds of the company were classified consecutively from the starting point to the various terminals of the road, together with maps and written up and indexed intelligently in real estate record books, each copy of a deed having a diagram of the property in connection therewith. The delay in commencing this necessary work after so many years made it very complicated since many items had been mislaid, lost or mutilated, necessitating many visits to the county record offices to supply deficiencies.

Over the next few years the full width of the right-of-way was gradually reclaimed. Then, beginning in 1892, the company began the policy of fencing in the roadbed. This took the form of planting osage orange trees and English hawthorns along the property line. Furnished by contract with the L.I. Fence Co. it was impossible to extend this treatment to the whole of the system and by Corbin's death in June 1896, only the main line between Jamaica and Hicksville had been so planted. On most other sections prosaic barbed-wire fences sufficed, or, at many points, four-strand rib wire on locust posts.

During December 1896 the Long Island R.R. began building a high board fence along its line from 170th St., Jamaica, eastward. When the surveyors found many fences of abutting property owners on railroad right of way, they tore them down. The property owners reacted so threateningly that the section boss, fearing trouble, went to Long Island City to ask for instructions.

He was told to go on with the work, which he carried out. The fencing process continued a little bit at a time for several years and by 1900, just about all the right of way and depot grounds were fenced in. A fourth and final track branched off to the roundhouse and machine shop. Corbin and Barton visited the Jamaica Village Trustees in 1882 and requested them to close Church Street below the railroad (150 ft.), and more important, Beaver Street from Church Street to the railroad (200 ft.). This would give the railroad the width of both streets onto which to move the engine house and machine shop, thus opening more yard space for additional tracks. The company offered in return to build a new street to accommodate traffic and to extend Rapid Transit service from Woodhaven out to Jamaica. The trustees heard the request sympathetically; it was true that both the streets desired were but little used. Since the railroad was also taking advantage of every opportunity to buy property bordering its right-of-way from Rockaway Ave. to Van Wyck Blvd., some feared that the company would move its Jamaica depot westward onto more spacious ground and so inconvenience the village. In the long run, the village allowed the railroad to close the lower 150 feet of Church Street but Beaver Street they refused to give up. This half measure helped the railroad very little. In October 1883, the railroad made the first of many announcements about a new station for Jamaica, the idea being to tear down the old brick engine house and locate it there. Nothing happened. In June 1884, the old engine house was torn down, but no new station appeared. In 1889, when the railroad opened the new shops at Morris Park, the pressure on Jamaica was finally relieved.

The railroad made efforts, whenever the occasion arose, to buy the intervening land to widen out the roadbed and largely succeeded. In May 1889, the Schoonmaker property that abutted the railroad for 1100 feet and contained 13 acres was bought for \$20,000, and the land was used for the storage of cars. Again in 1892, the railroad bought out the Bennett, Disbrow and Campion properties, extending from midway between 147th & 148th Sts. to 146th St., north from the railroad to Jamaica Ave., and on the south side of the track from 148th St. to Van Wyck Ave. and south to 84th Ave. In February 1896, the railroad bought the Mary Brassel property on Beaver Street. This

gave the railroad control of all lands north of Beaver Street. The far-sighted policy of land acquisition made possible the future relocation of Jamaica Station in 1912.

Long Island City, chief western terminus of the railroad, had in 1880 a covered depot by the water and five passenger tracks leading into the yard. A large machine shop occupied about the whole south border of the yard with one turntable squeezed into the southeast corner. As soon as Corbin secured control of the railroad in 1881, he filled in more yard space and extended the depot building to cover more tracks.

After the Morris Park shops opened in 1889, it became possible to move the large machine shops to the new site and to make room for six or seven extra tracks and a second turntable. By 1900, there were six umbrella platforms and 12 tracks abreast. These narrowed down to six tracks crossing Vernon Avenue as against only two outlet tracks in 1880 and 1890. In April 1891, the long fence separating the two tracks of the New York & Rockaway Beach R.R. were torn down and all branch trains thereafter were mixed in with the other Long Island trains.

In the fall of 1897, the railroad began at Jamaica an extensive enlargement of its yard and depot properties. For years, Jamaica had been only a way station, though with the added importance of a junction for the Atlantic Branch and Montauk Divisions. With the establishment of the Morris Park shops in 1889, however, and the removal of much of the shop facilities from Long Island City, Jamaica began to assume an increasing role. More tracks and installations began to spring up at Morris Park over the years and the very nearness of the shops to Jamaica station explained why the new facilities naturally tended to overflow and encroach on the depot area.

In November 1897, the Jamaica switch yard was extended south on the old Southern road to Higbie Avenue. The railroad then entered into negotiations with the Adikes Brothers for property on Sutphin Blvd. (Old Rockaway Rd.) and 151st St. for the extension of its freight yards. (Dec. 1897) Five months later in May 1898, the railroad consummated an agreement with Thomas Foley, J & T Adikes and Edward Campion to purchase a strip of land on the north side of the railroad tracks and Van Wyck Blvd., comprising 60 lots, for \$15,000. In the

fall of 1898, we read in the Real Estate conveyances notice of two further purchases along Archer Place:

John Adikes to LIRR \$1698.

Louis Cohen to LIRR 566.

Edward Campion to LIRR – (on 144th Pl. & Archer)

On the newly purchased property the railroad began in January 1899 to lay "several miles" of new siding to relieve the congestion in freight traffic during the hours when passenger service was heaviest. These tracks, occupying the former Campion and Disbrow properties, extended from Dunton station, 130th Street, to Sutphin Blvd., along the north side of the old right of way. This is the present site of the main Jamaica station. Here was established a general freight yard where freight trains were to be made up for the main line and branches. One million dollars of a new \$45 million dollar general improvement mortgage was earmarked for payment for the large tracts of land purchased and to lay out the contemplated yard.

By September of 1899, there were 26 tracks abreast in the new freight yard; on the east end at Surphin Blvd. the yard narrowed down to 12 tracks. Not content with this expansion the railroad in the last days of August 1899, secured an option on property worth \$250,000. This extended from Jamaica Ave. to the right of way and from 144th St. to 148th St. By the end of 1899 the railroad had secured title.

With these 1899 acquisitions the railroad had reached its greatest expansion in the Jamaica area; within a dozen years these parcels were to become very useful when the new Jamaica Station site was elevated and space for five umbrella platforms was needed.

CHAPTER 13

Service Facilities for Daily Operation

IN this chapter we can profitably consider the many service facilities that were needed to run the old Long Island R.R. on a daily basis: the shops, engine houses, car houses, turntables, water facilities, car and engine improvements, and the fires that overtook some of these installations.

At the time that Austin Corbin took over the Long Island R.R., most of the engine and car shops were concentrated in two places—Long Island City and Jamaica. The Long Island City terminal with its baggage and express building, its dispatching offices, etc. besides, was particularly crowded, leaving only five tracks for incoming and outgoing trains. Corbin decided almost immediately that the situation would get worse as the railroad traffic expanded, and looked for some likely spot where there would be plenty of land for expansion, yet be strategically located with respect to the operational needs of the road. After some searching about Corbin decided to pick a site at West Jamaica where the Atlantic, Montauk and Main Lines all came together. He made no public statement so as not to raise land values, but let it be known that he favored Jamaica. The newspapers realized how much this would mean to the village—new ratables on the tax list, and best of all, steady employment for several hundred men, new home construction and much renting not to mention store patronage. The editors bid the trustees of the village to consider all this and to deal liberally with the requests of the railroad provided the demands were not too unreasonable.

In August 1882 the railroad made public its decision to locate west of Van Wyck Blvd. This was a disappointment to the village trustees, for this was just outside the village limits and therefore untaxable—a move Corbin had shrewdly foreseen. The Jamaica people, however, saw distance as an advantage. The shops would be near enough by horse car but far enough so that the inevitable

noise and smoke would not disturb the quiet or cleanliness of the village. Mechanics building homes would also find land beyond Van Wyck Avenue cheaper than in the heart of Jamaica.

In November 1882 the first purchase of 40 acres was made of the Curtis farm plus the 20-acre site of Morris Grove, the old picnic ground, on December 2. On December 2 the railroad bought the Oliver Ryder farm of 30 acres for \$30,000. On December 7 the road bought the Briggs farm of 100 acres on Lefferts Avenue. Corbin, in an interview, announced that he intended to move the general store and machine shops to Jamaica. When the local farmers realized that all this acreage had been assembled for the Long Island R.R., the price of all the adjoining farms went up and Corbin found it useful to deny that anything would be done with the land already bought in the foreseeable future. In an inconspicuous way the railroad had the property quietly graded four months later beginning August 13th by Henry Conklin of Jamaica.

In November of 1883 the railroad began the erection of a large building at Van Wyck Avenue as a storage shed for cars and locomotives for the winter, plus a very few houses for company workers. Then came a long and surprising halt in work. All of 1885, 1886 and 1887 passed in silence with the West Jamaica site running to weeds. Finally, in August of 1888, Supt. Barton announced that plans were being prepared for new machine and repair shops at the West Jamaica site. In an interview on October 18th, Barton declared that the freight business of the railroad had grown 25% in a year's time and that room at Long Island City was desperately needed; he said that work on the new shops would be commenced immediately for occupancy in the spring. In November a large force of men appeared to grade the land and the paint shop was framed in days. Master Mechanic Charles A. Thompson drew up the plans for the new machine and car shops which began to go up in the last days of December 1883.

The machine shop was to be made of red brick with granite foundations, 424 x 100 and two stories in height. On the ground floor were to be 16 tracks and 16 pits besides the lathe tracks and benches. The second story was to be used for two travelling cranes of sufficient power to lift and transfer a locomotive from one track to another

The car shop, running north and south, also of brick, 548 x 85,

one story high, was to have 27 tracks, 13 of which were to be set apart for car building and 14 for car painting. The mill for preparing the lumber for car building was 89 x 85, one story high, and projected from the car shop in the rear. The blacksmith shop was to be of brick, 10 x 64, and was designed for 13 forges and two furnaces.

The boiler house, 35 x 45, and engine room, 26 x 45, adjoined the blacksmith shop. The large brick chimney for carrying off the smoke from the boiler furnace and blacksmith shop was located in the space between these two smaller buildings. The boiler shop was designed of brick, erected at the north end of the machine shop and so arranged that the travelling cranes in the second story of the machine shop could be used in that portion. There was also a store and pattern room.

The transfer tables were located between the car and machine shops. The roundhouse was of brick and about 300 feet in diameter with 40 stalls and was built to accommodate the engines on the Rapid Transit of the Atlantic Division, as well as those needing repairs on the main line.

Adjoining the round house there was a large elevated platform with facilities for coaling engines and for coal storage. Water for the shop and engines came from two driven wells. Power for the shops was supplied by two engines of 60 HP each and boilers of 225 HP. Five hundred feet of shafting was required for the machine shop and an equal amount for driving the cranes. Three storage sheds housed rolling stock. One held 40 and the other 30 passenger coaches.

The building of the whole shop complex was contracted to the Flynt Building & Construction Company of Palmer, Massachusetts; the estimated cost was not far short of half a million dollars. In the nearby Morris Park residential development the company hoped to erect 80 houses for the accommodation of its employees. In April, the 300 workmen brought by the contractor began work on the car shops, and when this was completed in August, on the round house and other buildings. In October miles of track were laid inside the various buildings and to the north, south and east to link up the structures to the railroad all about.

By the end of November 1889, the machine and repair shops were in full operation. One hundred and forty men were then at

work, most of them recruited from Hunter's Point or Greenpoint. Most of these workers planned to move to the vicinity of the shops as preference in employment was to be given to local men.

In the first week of December, all of the machinery from the old shops at Long Island City had been transferred and the dismantling of the old shops began. On the old site only the locomotive repair shops now remained.

Three years later in December 1892, the Morris Park shops were enclosed by a high, tight board fence. Ground was staked out at that time for a large round house. Just as the railroad had completed the footings and was about to begin construction, Fred W. Dunton, Corbin's own nephew and some of the citizens of Richmond Hill secured an injunction against the building on the ground that the company had illegally closed off 124th Street, Atlantic Avenue and 125th Street at Morris Park, where Dunton owned property. In May 1893, an application for a permanent injunction was denied in court, and the railroad started work with a large force of men on May 9th. The new brick round house, when completed, had an iron-trussed and slated roof and a capacity for 23 locomotives.

In the last three months of 1898 the railroad erected along Atlantic Avenue, near Vine Street, Morris Park, a one-story brick car shop 64 x 34.8. In May 1899 the railroad secured permission to put up at 136th Street and Archer Avenue a one-story frame shop building 20 x 60. A tract of about 3 acres was fenced in and new carpenter and repair facilities were erected. Also at 136th Street adjoining the right-of-way a yardmaster's office was put up at a cost of \$250.

The Morris Park complex, which we have just described at length, was the largest and most important but by no means the sole facility on the road. For the servicing of the motive power, new physical facilities were constantly added during the Corbin regime. Additional engine houses and round houses were a primary concern. In 1881, a large new engine house was built at Long Island City, 50 x 208. This was said to be large enough to hold 25 engines. There was some intention to put up a round house on the meadows near Dutch Kills with a capacity for 16 engines, but this failed to materialize. During October, the old South Side engine house at Merrick was torn down. In 1884,

new engine houses were put up at Great Neck, and at West Deer Park, this last a large one according to newspaper reports. In October and November 1885, the railroad put up an engine house at Far Rockaway. When the new extension to Whitestone Landing was built in 1886, a large brick engine house was built on the shore and just east of the station. Another change became possible when the new Morris Park shops opened. The old engine house of the Long Island R.R. in the Hunter's Point station was torn down in November 1888, and the new one was planned for Morris Park. In the same 1888 season the railroad built a new engine house at Woodhaven Junction, largely for the use of the Rapid Transit engines.

In March 1889, a new brick round house with a capacity for 24 engines was completed at Long Island City. Because of the extension of the railroad from Locust Valley to Oyster Bay a new brick round house was put up east of the station.

The Long Island R.R. decided in 1889 to make the terminal of the short line service on the main line at Ronkonkoma and to close down the facilities at West Deer Park, which had in the meantime changed its name to Wyandance. In 1890, therefore, the engine house at Wyandance was torn down and a new one erected east of the new station at Ronkonkoma.

The road suffered from a loss the same year, when at 2 A.M. on the morning of December 21, 1890, the round house at Whitestone Landing was destroyed by fire while three engines were inside.

In 1892 the Greenport terminal was greatly upgraded and modernized and a new round house with four stalls was erected at the water's edge opposite the railroad station. In January and February 1892, the railroad also put up a new round house at Patchogue, east of the creek and north of the railroad tracks with stalls for five engines.

During 1893, the railroad undertook to replace the fire-ravaged Whitestone Landing round house with a new one. The last and largest piece of round house construction was that at Morris Park in 1893 which we have already described.

In summary, the engine house facilities were as follows:

Existing in 1885: Long Island City (two)

Greenpoint

College Point	round house demolished Nov. 1891
Riverhead	
Greenport	
Central Junction	
Babylon	
Patchogue	
Far Rockaway	
Hempstead	
Bethpage	
Locust Valley	
West-Deer Park	
Old Northport	
Port Jefferson	
Sag Harbor	
East New York	(used 1877-1887 for rapid transit engines, after 1888 for freight & storage)
Jamaica	razed January 1890
Great Neck	
Rockaway Park	

Besides these 21, the following were built:

Whitestone Landing	1887
Woodhaven Junction	1887 (for rapid transit only, 200 x 50; burned October 14, 1892)
Long Island City	1889
Oyster Bay	1889
Ronkonkoma	1890 moved from West Deer Park
Greenport (brick)	1892
Whitestone Landing	1893 (brick)
Patchogue (brick)	1892
Morris Park (brick)	1893 (with 23 locomotive capacity)

Over this twenty-year period there was far less activity in the area of housing for passenger cars. In 1881, the railroad did put up a fair-sized car house on the Annex ferry dock at Long Island City, 43 x 250. On the main line the road built a car shed at Wyandance in 1884 and a large car shed at Morris Park in 1890 for repairing and building. Because of the limited storage space for cars, the road, in September 1894, bought the farm of Remsen Lamberson in Springfield which adjoined the tracks, and put up two large car sheds at Springfield. These were completed in January 1895.

In August 1899, the railroad bought additional land at Springfield from John S. Lamberson at the southwest corner of the existing Locust Avenue car shed. The plot, purchased for only \$200, was 112 x 211 x railroad track x 255. On this ground the road commenced the erection of two large car sheds, each with a capacity of 65 and 75 cars respectively. The additional storage capacity was needed to house the latest increase of nearly 100 passenger coaches.

In summary, then the car sheds were as follows:

Existing in 1885:

- Long Island City
- Bay Ridge
- Manhattan Beach Junction
- Central Junction (Flushing)
- Richmond Hill (two frame)
- College Point (for storage of open cars)

Thereafter were built:

- Wyandance 1884
- Morris Park 1890
- Springfield (two) 1895
- Springfield (two) 1899

Besides housing facilities for the rolling stock, two other services were necessary for the engines—watertanks and turntables. New water tanks and the pump houses that filled them went up almost annually:

- | | |
|--|-----------------------------------|
| 1881 Valley Stream (Sept.;
with 20,000 gal. capacity) | 1886 Babylon
Main St. Flushing |
| 1882 Long Island City | Whitestone Landing |
| Moriches | 1887 Riverhead |
| Patchogue | Smithtown |
| 1883 Cold Spring | 1888 Woodhaven Junction |
| 1884 Bridgehampton | Manhattan Beach |
| Greenport | 1889 Oyster Bay |
| Manhattan Beach | 1890 Mineola |
| 1885 Ronkonkoma | Rockaway Park |
| Jamaica | Patchogue |

New turntables were installed at intervals:

- 1883 Greenport (June) (this and the following three were built by John C. Woodruff of L.I. City.)
- Sag Harbor (June)

- Far Rockaway
- Manhattan Beach
- 1884 Patchogue
- Sag Harbor
- Locust Valley (December)
- Bethpage (turntable removed)
- 1885 manure dock on Newtown Creek
- Bay Ridge
- 1887 Port Jefferson
- Northport
- Whitestone Landing
- 1888 Riverhead
- 1889 Oyster Bay (removed from Locust Valley)
- 1892 Jamaica (near Prospect Street bridge)
- 1893 Oyster Bay (60 ft. 7 in. long)
- Hempstead (December)

In the days of steam power railroads required a great deal of water for daily operation. On the Long Island R.R. the maintenance of a large fleet of locomotives at Long Island City and Jamaica demanded a sizeable and dependable supply of soft water for the boilers. For many years the railroad had depended on the municipal water supply of Long Island City for its water needs, but the water was often not of the best quality and the officials felt the water rates were unjustifiably high. In the fall of 1894, the railroad notified the authorities of Long Island City that it was discontinuing the use of city water and would turn to private sources. A temporary contract was made with the Standard Oil Company and lesser companies along Newtown Creek to provide water on a temporary basis. Meanwhile, wells were sunk on railroad property at Fresh Pond.

During December a line of pipes was laid alongside the company's tracks from Long Island City to Jamaica. When the railroad routinely asked for a permit to extend the pipes across 11th Street (East Avenue), the authorities refused, asserting that the railroad company was trying to erect a water plant to compete with the municipal plant, thereby depriving the city of water rates. The city even stationed policemen at the avenue to prevent any coup on the part of the railroad.

The railroad went into court and secured an injunction restraining the authorities of Long Island City from interfering

with its new system of wells and mains to its depot on Borden Avenue. On February 4, the court ruled in favor of the railroad, remarking that "no reason is assigned why it is not a lawful thing for the company to supply itself with water and why it may not lawfully lay pipes along its road or right-of-way."

With a solid legal basis for its water system established, the Long Island R.R. now set up the Montauk Water Company as a subsidiary and built a pumping station near Jamaica. Thereafter all the railroad's needs for water at Long Island City, Jamaica and Morris Park were supplied from its own sources. A plant for furnishing water was erected at Sunnyside in 1893 for the Long Island City yards.

In addition to all the shops, engine and car houses, tanks and turntables needed to insure daily operation, the Long Island R.R. pioneered a number of new inventions that insured safe as well as frequent operation. Although the whole subject of railroad safety might well be said to be in its infancy in the years before 1900, the high proportion of casualties on the road compelled the attention of the authorities.

The problem of safety at grade crossings on the Long Island R.R. bulked largest of all, if only because there were so many crossings, many of them concentrated in heavily built-up areas. In 1890, for example, roughly the midpoint of the era that concerns us in this volume, there were 645 public highway crossings and 530 farm crossings. At the vast majority of these crossings there were no flagmen on duty, no gates and no warning bells. All this lay in the future. The earliest disputes that we read of in the Corbin era, beginning in 1881, are disputes about installing flagmen at busy crossings. In June 1881, the Highway Commissioners of New Lots (East New York) ordered the Long Island R.R. to station flagmen at the principal crossings, and, if the railroad refused, to install the same at \$2 a day and to bill the railroad for the amount. Austin Corbin refused to be bullied into submission, fearing to set a precedent, and a temporary truce followed. In August 1883, the war broke out again and the Town got court sanction to force the railroad to station a flagman at each crossing. Austin Corbin was forced to yield but took his revenge by discontinuing the East New York station. Then the authorities found that a small part of the platform in front of the Howard House station impinged on the highway

and ordered it removed. Corbin refused and a suit ensued. The counsel for the railroad then admitted to the Commissioners that the platform slightly encroached on the highway, but that the railroad would close the station if ordered to remove it. The authorities, in reply, demanded a flagman and gates besides at the principal crossings; that the railroad roadbed be lowered; and that no trains be stored on the tracks. Corbin would probably have bested the Town authorities in time, but because he needed a curve to connect the Manhattan Beach tracks with the Flatbush Avenue terminal, he yielded on the flagman issue. This incident was typical of the rancorous relations between railroad and village whenever the railroad was forced into the expense of hiring an army of flagmen.

When towers began to go up on the Long Island R.R. beginning in 1879, gates were installed at all the crossings in the vicinity since they could be controlled by the towerman without the additional expense of a flagman. On stretches of road like Atlantic Avenue, however, where the frequency of trains was great and the grade crossings very numerous, flagmen were indispensable.

In 1888, the railroad tried out the use of pneumatic gates at Long Island City. A small tower was situated midway between two cross streets at a point overlooking both so that the towerman could operate both. A compressed air reservoir about five feet high and one foot in diameter was charged with air by a hand pump and from the reservoir small pipes led to the gates.

Flagmen seem to have been installed as early as October 1872 in Sag Harbor, and there was much litigation over the subject of flagmen in Jamaica in 1893. By this same year 1888, there were 320 flagmen and gatemen on the Long Island R.R., the latter men manning 135 crossings. Seventy-six of these men were stationed on the Atlantic Avenue Division alone which passed through the heart of Brooklyn. In 1890, flagmen were first issued two-color hand signal lamps, designed to be placed on a post near the tracks. The new lamp had a large convex front with red and green glass slides, which could be quickly changed at will by the flagman.

Flagmen and gatemen were still not the last word in safety, for in 1888 the railroad came out with its first electric bell warning. In August of that year the company successfully

experimented with a gong that was powered by a storage battery. When a train was a quarter of a mile away, the gong was electrically tripped and continued to sound until the train had passed. The next year—1889—the gong was changed to a bell, and by the mid-90's, bells were installed at a large number of crossings on the system.

Some interesting innovations to insure the safe operation of trains were brought out at this time. One unusual safety device, possibly unique to the Long Island R.R. was the use of the hour-glass by gatemen and flagmen. Each gateman and flagman was issued two sandglasses, a three-minute one and a seven-minute one. When a train passed, the red flag was displayed as a danger signal, and it was not taken down until all the sand had slipped through the waist of the three-minute glass. During this time no second train was allowed to pass. Then the seven-minute glass was set and the green flag was brought out as a caution signal. At the end of the seven minutes the green flag was taken down and any engineer who happened to come along knew that the train before him was at least ten minutes ahead. This system was put into use in 1888.

To protect the lives of brakemen particularly on freights, the Long Island R.R. pioneered in the use of "teasers", those long fringes of wire hanging down from a suspension wire. These were placed thirty feet distant from bridges and tunnels to warn brakemen on the roof as to the height of the approaching obstruction. The first teasers on the Long Island R.R. were hung up in August 1884 and caused much puzzled speculation among the simple villagers along the line.

Another very simple precaution that even automobiles have adopted in our day was the use of the red tail light on the end of a train as a protection against read-end collisions. Obvious as this seems to us today, red tail lights appeared only in February 1893.

A large red and white signal lamp was installed close to the track at Lawrence Street, Flushing, by the railroad in September 1883 to warn engineers approaching the Flushing Creek draw-bridge. Years before a train had plunged into the creek, and this signal, connected by a wire to the bridge-tender's office, prevented another such disaster.

In the realm of actual train operation Austin Corbin interfered

only once and this almost immediately after becoming president of the road. This was a prohibition against the "flying switch", a practice very common in railroading of that day. This might be best described as giving one or more cars a push and then cutting them loose at speed to take a switch or to run onto another track, while the rest of the train continues straight ahead. The occasion for the issuance of this prohibition was an accident in Jamaica station on January 10, 1881, when the Brooklyn coach, while making the flying switch, collided with the train on the main line because of a frozen switch. Within a week the order came down from headquarters, causing considerable grumbling amongst the engineers at Jamaica and at Hempstead Crossing, where the hazardous but time-hallowed flying switch for passenger trains was an institution.

Besides all the physical devices to bring about safe operation of the road, the railroad took out an insurance policy with the American Casualty Insurance & Security Company of Baltimore. For a premium of \$75,000 a year the railroad was guaranteed protection against all claims for damages to persons injured on the road by accident. The contract was in force up to August 5, 1893 when it expired. Ironically, the railroad during 1893 sustained the two worst accidents in the 20-year Corbin era—the Parkville disaster of June 20 when eight were killed and many injured in a tunnel derailment, and the Berlin disaster of August 26th, when 16 died in a rear-end collision. The insurance company, alarmed at the heavy casualties, revised their hitherto high opinion of the company's safety record and increased the premium. The railroad refused to accept the advance and so the insurance was cancelled. All claims from the Parkville disaster had to be paid by the Casualty Co. but the railroad itself was liable for the Berlin disaster.

CHAPTER 14

Passenger Services and Fares

PASSENGER services under Colonel Sharp, manager of the Long Island R.R. during 1877-1880 had been well-managed and marked by innovative and ingenious moves. It would be difficult for the incoming Corbin Management to improve on the service. When we consider that the railroad was in receivership and operating under supervision of the Supreme Court, we cannot help marvelling how well the railroad functioned and how well it met the needs of the people in both passenger and freight services.

When Austin Corbin took over the Long Island R.R. as successor receiver on Jan. 1, 1881, he embarked upon a policy of retrenchment that met with little favor. The Rapid Transit trains to Woodhaven were taken off, and the service cut back to Van Wicklen's; the Greenport Express was cut back to Riverhead except on Saturday; the main line between Jamaica and Long Island City was torn up; the Brooklyn Division was reduced to a shuttle between Flatbush Avenue and Jamaica, and the Old Southern line between Jamaica and Laurelton was reduced to freight service only. Most of these changes, of course, were temporary expedients and must be balanced against the very real improvements Corbin made within months: opening of Rapid Transit service on the Rockaway peninsula; building of the Montauk Extension from Patchogue to Eastport, and upgrading of equipment.

Three localities left with little or no service at all by Corbin forced him to retreat. Woodside, cut off when the main line was torn up, reminded Corbin and the railroad lawyers that the depot site, if no longer used for passenger service, would revert to the original grantors who were still living; faced with this reality, Corbin had to operate a shuttle service between Long Island City and Woodside. Garden City, the pride of the Stewart Estate, was reduced by Corbin to one train each way daily. The

estate manager brought suit in the courts for breach of contract, and Corbin was forced to yield once again, guaranteeing a minimum of seven trains each way.

The obscure Locust Avenue station on the Old Southern Division was the most bitterly contested. A local resident, J.W. Wheeler, brought suit against Corbin in the Supreme Court for cancelling all train services on Jan. 6th, and sued to compel him to restore trains or declare the road abandoned. Mr. Wheeler had brought a similar suit against Col. Sharp in 1878 and had forced restoration of the service. The railroad said that Wheeler was the sole commuter and that the station earned in 1881 only \$198 a year. The suit dragged on for a whole year but in July 1882, the court gave judgment for Mr. Wheeler and ordered the railroad to restore the six trains that formerly operated.

As for the routing of trains, most of our information comes to us obliquely from chance comments and inferences. The Long Island R.R. was always somewhat unique in that it had three western terminals, Long Island City, Flatbush Avenue and Bushwick in that order of importance. The route to Long Island City was somewhat unusual because two parallel routes led to it, giving, in effect, a four-track roadbed; there were the two tracks of the Montauk Division or old South Side line, and the two-tracked (after 1892) Main Line. Brooklyn originated a heavy traffic even though handicapped by a cramped terminal and an incredible number of grade crossings. Bushwick originated a few trains in the 80's, though by the 90's it had largely lapsed to a shuttle operation between Bushwick Avenue and Bushwick Junction or Fresh Pond.

The two-track Montauk Division carried the bulk of the passenger and freight traffic and traversed a thickly populated area; the Main Line, by contrast, had only one station of consequence, Woodside, and traversed a sparsely settled territory. A minor role is evident from the fact that for almost two years, February 1881 to October 1882, the Main Line was torn up without impairing the operating efficiency of the system.

The Main Line east of Jamaica to Greenport carried a heavy bulk of passenger and freight traffic that today seems to us almost unimaginable. The railroad in this golden age had no competition from trucks or a Long Island Expressway, and every single traveler and every single freight item had to move

by rail. The stretch between Hicksville and Riverhead remained a wilderness as it had been from time immemorial but the east end generated an enormous freight business that compensated for the desert in between. It was Long Island R.R. policy always to protect the integrity of the Main Line and never downgrade it; no through North Shore line was permitted to outflank it, though a connection between Wading River and Calverton would have been easy to build; on the south side, no easy connection between Moriches and Manorville was ever built to by-pass the long central section. Winter service on the Main Line was three trips daily each way; in summer 5 or 6 trains daily. On Sundays there was but one train all year round.

Trains to Greenport used the Main Line mainly, though the Central R.R. offered a convenient alternate route between Floral Park and Bethpage Junction. Corbin's policy was to use the Central R.R. for a few passenger expresses to Greenport and Sag Harbor, but mainly for freight purposes. The Central ran through an empty and sparsely populated area and all the passenger stations had been abandoned since 1876.

At Bethpage Junction the Central Extension ran south to Belmont Junction but we hear little about how much this branch was used in the 1881-1900 period. At Manorville, today a desolate, lonely station at any hour, there were train movements at frequent intervals. Here many trains were broken up, the front section moving to Greenport and the rear cars picking up a waiting engine for the run to Sag Harbor. In addition, Manorville was the halfway point on the "Cape Horn" or "Scoot" train (a term used at least as early as 1895), which ran from Greenport to Sag Harbor via the wye at Manorville, and making all stops on both forks.

The year 1884 saw two important changes in passenger services on the Main Line. In October, orders were issued that passengers would no longer be allowed to ride the regular freight trains, a custom of long standing on the Long Island. The new rule was an occasion of general regret as the freight trains ran at hours when there were no regularly scheduled passenger trains and had been an especial accommodation on the eastern end of the island where trains were few and far apart.

The other important change was the institution of a short-line service on the Main Line, corresponding to the present practice

of terminating runs at Ronkonkoma. In December 1884, the railroad built a large engine and car house at West Deer Park (now Wyandanch) north and west of Straight Path Road. For five years this was used as the terminus of the short-line service; then, in July 1889, for reasons not now known, the railroad moved all the facilities to Ronkonkoma and so it has remained to this day.

The Wading River Branch was operated out of Long Island City generally through to Port Jefferson. Most trains ran routinely through to Hicksville and onto the branch, but in 1881 at least and perhaps later, there is record of Port Jefferson trains operating via Garden City over the Central Branch and then rejoining the Main Line at Mineola. A very few trains, down to as late as Oct. 17, 1899 terminated their runs at old Northport station. Similarly, after the 1895 extension, only a third of the trains operated on the branch through to Wading River. The outer eleven miles beyond Port Jefferson was very thinly populated and originated passengers in worthwhile numbers only in summer. In winter three trains daily ran through to Port Jefferson, in summer four or five. Sunday service was one train in winter, two in summer.

The Oyster Bay Branch operated out of Long Island City or Brooklyn though quite often passengers on the branch had to leave the train at Mineola and pick up a Main Line or Wading River train to reach the city. Many Oyster Bay trains, rather than use the Main Line between Mineola and Floral Park, ran down to Hempstead Crossing (Garden City) and then used the Central R.R. or Hempstead Branch to Floral Park and so on to Jamaica. In summer the railroad justified this routing by explaining that it was more scenic for the passengers, giving them a view of the Cathedral and the Garden City Hotel; in winter, trains could avoid drifts in the heavy cuts through Floral Park and New Hyde Park. The Oyster Bay Branch enjoyed about 11 trains a day each way both summer and winter. On Sundays there were 3 to 4 trains each way the year round.

The fact that the Long Island R.R. was in heavy competition with the steamboat service out of Glen Cove and Roslyn greatly influenced the frequency and quality of train service on the Oyster Bay line. As soon as good weather returned, usually in April, the Long Island R.R. began operating an express service

between Locust Valley and Long Island City to compete with the boats. The train and the boat left both ends of the route at the same hour in the morning and the afternoon. Fares on the train were scaled to the same rates as the boats charged—30¢ for single trips and 50¢ for an excursion ticket. The fare to Huntington, only six miles farther but where there was no boat competition, was \$1.10 one way and \$2.00 for an excursion ticket! In the winter time the hapless residents had no choice but to take the train. Ice filled the north shore harbors and the boats had to cease operations. The Long Island then took off the express trains and raised the fare 50%. This was for years an annual grievance on the Oyster Bay Branch, but defended by the railroad as a necessity to make the branch pay.

The Hempstead Branch, created in 1878 by Colonel Sharp from the Central R.R. track between Floral Park and Hempstead Crossing, had two types of service. Some trains ran via Floral Park and Garden City to Hempstead; other trains ran via Floral Park and Hempstead Crossing and terminated in Mineola. Passengers on the Hempstead Branch could also catch trains from Oyster Bay at Garden City or certain through expresses from the east end at Hempstead Crossing. In addition, there were a few shuttle trains between Hempstead and Mineola. After the West Hempstead Branch was opened in 1893, trains ran from Long Island City via Valley Stream, then over the branch to Mineola and back again to Long Island City, making a loop operation. Service on the Hempstead line averaged 14 to 15 trains daily each way in summer and 12 to 13 in winter. Sunday service was 4 to 7 trains each way the year round.

The South Side or Montauk Division operated via Rockaway Junction (Hillside after 1916) through to Babylon. A smaller number of trains went through to Patchogue. Beginning in 1883, by which time the double track was completed through to Hicksville, trains for points east of Babylon were run to Bethpage and via the Central Extension to Belmont Junction, Babylon and Patchogue, and after 1895, to Montauk. In the 90's, timetables show short runs terminating either at Islip or Center Moriches. The Montauk Branch averaged 4 to 5 through trains daily to Sag Harbor in summer and 3 in winter. Sunday service all year had one train. Babylon enjoyed 14 to 15 trains each way in summer and 12 to 13 in winter with 2 or 3 on Sunday.

Special trains on the Long Island R.R., usually crack expresses, go back to 1877 and 1878 when Herman Popenhusen and Colonel Sharp first made intensive efforts to attract patronage. (See Vol. III, pp. 120-123, 159-164) Austin Corbin very sensibly continued the same policy. In his first summer season of 1881, we read of a Saturday night special to Greenport and Sag Harbor running via Garden City. In the summer of '83 there were fast limited all parlor-car expresses at 3:30 and at 4:30 in the afternoon running non-stop between Jamaica and Manor, where the trains were split between Greenport and Sag Harbor. Time was 2½ hours from Hunter's Point to Sag Harbor and the charge 3¢ per mile. Regrettably, the patronage was poor. An observer watched the train in Long Island City for three days and counted 6, 7, and 12 passengers when the train pulled out.

The year 1885 saw the introduction of the first "name" train—the "Cyclone". This ran every Saturday to Greenport and stopped only at Jamaica and Riverhead; the train left Long Island City at 3:30 and arrived at Greenport at 5:55 P.M. The "Cyclone" had a second section which ran to Sag Harbor. The train was detached at Jamaica and ran over the Montauk Division, making stops only at Babylon and Patchogue, and five additional stops between Patchogue and Sag Harbor. The run of 101 miles was made in three hours.

The year 1891 marked the inauguration of the famous "Cannon Ball" train to Greenport and Shelter Island. The cars were painted pure white and had a map of Long Island painted on the side and were beautifully upholstered. In 1892, there were two "Cannon Ball" expresses, two sections of the same train. Service in different years began from about June 15 and continued to about Sept. 15. Comments on this long-lived special train appeared yearly in the press and were generally laudatory.

The Long Island R.R. fast expresses were not, from our point of view, especially fast. Forty-five to fifty miles per hour was considered fast running time for these days. We have the results of several speed runs made in 1883, 1885 and more frequently in the 90's. These achieved 60 MPH but the very top speed known is only 65 MPH. Probably the limitations of engine construction and the lack of a perfectly ballasted roadbed precluded faster runs.

The "carriage trade" could enjoy special accommodations not

only for themselves but also for their horses and carriages. In 1898 and possibly later, a special horse & carriage train ran over the Montauk Branch every third day from Decoration Day to July 8th. The train left Long Island City at 1 P.M. and made all stops east of Babylon and as far as Sag Harbor and Amagansett. A special car, the 680, 67' 11" long, carried the horses.

All through the 1880's and 90's the Long Island R.R. continued to operate its popular one-day excursions to Rockaway, Long Beach and Manhattan Beach from different points on the island. On the Queens County Agricultural Fair days similar one-day excursions were run to Mineola, and the Suffolk County Fair at Riverhead received the same consideration. Besides these there were a number of other unusual excursions operated at different times. In 1884, some of the influential directors of the road were reported in favor of re-establishing the Boston service across Long Island Sound which Oliver Charlick had revived in 1872-73 but could not make pay. (see Vol. III, pp. 94-96), it was thought that a boat between Greenport and Stonington would have some chance of success in view of the enormous increase in freight and passengers to the East End since Charlick's day. Corbin and some of his associates were dubious, however, and the idea died.

Other excursions across the Sound of a less ambitious nature did succeed and some were repeated every summer over many years. The first moves in this direction came in 1896 when the Long Island R.R. began issuing tickets direct to New London via the Long Island & New England Steamboat Company from Sag Harbor.

In the same year the railroad began arrangements for services to Newport, the social capital of the East Coast and then at the zenith of its elegance and prosperity. Corbin at first envisioned a line of steamers connecting with his new station at Montauk, with express trains making Southampton the first stop. In the summer season of 1897, the Newport excursion began running but in quite a different way from what Corbin had planned. On August 1, 1897, a train left Jamaica for Greenport where the cars were met by the steamer "City of Worcester" of the Norwich line. The round trip fare was only \$1.50 and the excursionists were allowed two hours in Newport to walk the streets and stare at the princely mansions of their betters.

"The many places of attraction and items of national interest centering at Newport naturally commend it to the visitor as a most desirable place for a day's outing. The excursions afford a delightful sail of three hours through Gardiner's Bay, Long Island Sound, Narragansett Bay and passing Block Island, Watch Hill and Brenton's Reef Light ship."

On August 1, 8 & 29, 1897, the excursions were repeated; the train left Long Island City at 8:10 and arrived at Newport at 3 P.M. Return from Newport was set for 5:30 P.M. with arrival at Long Island City at 11 P.M. All in all, six such excursions were operated in the 1897 season.

In 1898, the popular Newport excursions were repeated and improved with an orchestra and a band on board furnishing music. Excursionists were also encouraged to bring bicycles. A table d'hote dinner on board was served and staterooms were available to those who wished to rent them. These Newport excursions were so popular and profitable that they were repeated in July & August of 1899 and 1900.

Besides the perennially popular Newport excursions the Long Island ran occasional trips to Block Island. On August 27, 1899, twelve carloads of people arrived at Greenport and enjoyed a sail on the steamer "Montauk". The weather proved delightful and the trip a success in every respect.

In addition to these trips at the eastern end of the island, the Long Island R.R. operated excursions from time to time at the west end. Popular for several years were the excursions to Glen Island, an amusement park off New Rochelle. The first of these came in August 1896 and ran out of Whitestone Landing. Tickets were sold from all stations on the North Shore and the charge was only 50¢. Homeward boats left Glen Island at 4:30 and 7:30 P.M. daily, connecting at Whitestone with regular trains. These excursions were repeated in the summer of 1898. In 1899, the railroad, surprisingly enough, operated Glen Island excursions even over the Oyster Bay and Wading River lines and the Main Line. Special trains left Greenport at 6:35 A.M., Port Jefferson at 8:11 and Oyster Bay at 8:50, stopping at all stations as far as Mineola. This time the boats for Glen Island operated out of Oyster Bay. The excursionists had several hours to spend

in the amusement park and then left at 4 P.M., connecting with trains at Mineola at 7:02 P.M.

Occasionally, the Long Island arranged trips up the Hudson for variety. For example, in August 1899 there was a "moonlight excursion" in the new twin-screw steamer "Nassau". The excursions left Long Island City at 7:40 P.M. and residents in villages between Jamaica and Port Washington benefited from special rates of fare.

Passenger traffic on the Long Island R.R. by individual stations is preserved only for the short period 1885-1888, but even this little gives some idea of the volume of patronage and the relative importance of the different stations:

ATLANTIC DIVISION:	<u>1885</u>	<u>1886</u>	<u>1887</u>	<u>1888</u>
Bedford	101,976	107,809	103,929	106,976
East New York	99,646	129,820	157,059	160,560
Cypress Avenue	548	640	119	86
Union Course	3,100	447	189	92
Woodhaven	65,136	65,890	49,169	46,060
Morris Park	6,360	14,206	19,110	20,140
MAIN LINE:				
Maple Grove	2,172	2,860	3,860	—
Woodside	97,189	108,495	120,116	120,074
Winfield	156,020	165,865	178,685	172,695
Jamaica	508,697	522,645	506,296	509,090
Hollis	1,496	5,875	8,620	8,840
Queens	55,751	68,270	61,986	60,070
Creedmoor	10,176	—	—	—
Hinsdale	18,587	20,695	21,998	24,495
Hyde Park	6,748	6,990	7,460	7,016
Mineola	24,410	23,215	24,060	25,960
Westbury	17,526	18,620	17,695	17,795
Hicksville	54,977	56,106	55,180	55,275
Central Park	5,899	5,625	6,110	6,321
Farmingdale	33,290	36,985	33,009	33,116
West Deer Park	2,849	2,975	2,795	2,698
Deer Park	3,990	4,115	4,185	4,216
Brentwood	3,165	3,291	2,695	3,386
Central Islip	4,086	4,620	3,269	3,465

Ronkonkoma	8,351	7,295	6,495	5,692
Holbrook	296	595	87	—
Waverly	1,377	595	698	975
Medford	1,505	1,510	1,262	1,326
Yaphank	3,832	3,640	2,275	2,173
Manor	2,702	2,906	3,906	3,095
Baiting Hollow	1,227	1,698	1,995	1,904
Riverhead	22,426	21,075	19,265	19,022
Jamesport	6,497	6,220	5,216	4,011
Mattituck	6,720	6,810	5,985	5,679
Cutchogue	5,590	5,499	4,960	4,996
Peconic	3,522	3,985	3,175	2,997
Southold	8,099	7,872	6,986	6,173
Greenport	29,840	34,925	30,416	29,907

NORTH SIDE:

Newtown	108,177	117,662	119,843	116,483
Corona	195,644	199,755	279,986	266,417
Flushing	672,199	684,620	768,573	742,994
Broadway	15,815	16,420	18,998	15,439
Bayside	51,787	56,625	59,625	59,972
Douglaston	10,383	11,465	11,965	12,096
Little Neck	15,380	16,920	19,496	17,296
Great Neck	83,996	87,912	97,919	98,998
College Point	222,998	220,485	198,923	189,744
Whitestone	167,345	169,279	167,016	150,439
Whitestone Landing	—	1,099	17,773	17,975

FAR ROCKAWAY:

Hewletts	14,394	14,475	16,960	20,817
Woodsburgh	74,995	76,321	79,874	79,298
Ocean Point	3,970	4,101	4,261	8,119
Lawrence	69,960	73,654	79,116	79,998
Far Rockaway	362,110	390,097	420,008	417,622
Rockaway Beach	379,821	471,462	522,862	542,449

LONG BEACH:

East Rockaway	7,166	—	—	—
Long Beach	95,934	98,320	103,499	85,498
Point Lookout	—	—	3,960	3,589

PORT JEFFERSON:

Syosset	45,276	45,320	44,545	44,610
Cold Spring	23,196	23,420	24,290	24,975
Huntington	66,275	66,101	67,398	68,960
Greenlawn	12,390	11,240	12,416	12,010
Old Northport	16,980	16,993	16,474	16,260
East Northport	7,960	8,106	7,290	7,340
St. Johnland	4,590	5,683	9,160	10,495
Smithtown	12,197	13,498	11,016	10,987
St. James	4,910	5,106	5,160	5,135
Stony Brook	5,566	5,625	5,495	5,360
Setauket	5,400	5,514	7,980	7,824
Port Jefferson	12,349	13,480	14,740	14,698

OYSTER BAY:

East Williston	6,360	7,110	8,175	8,099
Albertson	1,930	2,115	2,163	8,065
Roslyn	69,829	71,196	71,475	70,665
Greenvale	—	—	34	104
Glen Head	20,200	20,845	18,870	18,960
Sea Cliff	30,796	32,972	36,590	36,485
Glen Cove	69,960	70,110	70,895	70,599
Locust Valley	48,035	48,964	50,162	50,365

MONTAUK DIVISION:

Fresh Pond	34,411	35,680	50,991	62,071
Glendale	16,976	15,942	17,365	19,474
Richmond Hill	62,865	65,875	63,295	63,199
Locust Avenue	177	498	206	198
Springfield	40,990	39,843	34,965	37,111
Valley Stream	32,872	35,491	32,795	32,847
Pearsalls	55,449	58,594	59,896	59,275
Rockville Centre	59,941	64,895	69,875	70,960
Baldwins	33,860	34,620	34,680	34,373
Freeport	37,263	39,110	40,974	42,875
Merrick	12,990	13,875	15,896	15,816
Bellmore	13,436	13,525	13,454	13,272
Wantagh	15,559	15,840	16,110	16,579
South Oyster Bay	22,431	21,642	20,695	22,622

Amityville	45,545	42,395	48,916	49,274
Breslau	13,910	14,375	14,275	14,198
Belmont Junction	90	—	—	—
Babylon	105,665	102,460	96,104	94,117
Bayshore	59,385	63,640	62,107	64,472
Islip	46,302	47,414	46,409	46,491
Club House	23	—	—	—
Oakdale	9,570	9,835	10,816	12,964
Sayville	23,767	26,920	24,109	24,118
Bayport	9,637	9,621	9,680	9,010
Patchogue	35,845	39,410	34,975	31,602
Bellport	10,185	10,465	9,016	8,115
Brookhaven	3,538	3,542	3,417	3,172
Forge	2,099	2,641	2,104	1,640
Moriches	10,319	10,110	9,196	10,395
Eastport	2,876	2,942	2,617	3,240
Speonk	2,410	2,119	2,365	2,015
Westhampton	6,325	6,520	6,980	6,052
Quogue	8,905	10,115	9,740	8,071
Good Ground	6,904	8,520	7,619	6,422
Shinnecock Hills	—	—	610	815
Southampton	15,649	16,104	15,916	14,582
Water Mills	6,182	6,540	6,107	5,915
Bridgehampton	11,925	15,969	10,419	10,263
Sag Harbor	15,289	13,129	11,964	11,791

CENTRAL RAILROAD:

Garden City	100,189	109,450	89,920	90,004
Hempstead	211,425	223,675	219,865	219,017

It is interesting to contrast this station list with the statistics for the whole railroad over the whole twenty-year period:

1881 — 6,512,270	1889 — 12,568,978
1882 — 8,878,453	1890 — 13,139,691
1883 — 9,024,370	1891 — 14,269,180
1884 — 9,326,747	1892 — 14,596,820
1885 — 10,057,713	1893 — 14,498,762
1886 — 10,458,896	1894 — 13,919,249
1887 — 11,900,022	1895 — 13,768,163
1888 — 12,234,083	1896 — 13,934,534

1897 - 11,934,947	1899 - 11,777,205
1898 - 11,386,772	1900 - 12,387,649

The passenger traffic by terminals is ascertainable today only from random notices in the press. In August 1882, 158 trains a day went in and out of Long Island City; Flatbush Avenue (including the Rapid Transit) 274 trains a day, and at Bushwick, 22 trains each way. In December 1890, the statistics had climbed to 312 trains a day from Flatbush Avenue; 292 trains at Long Island City. Just for comparison's sake, Grand Central Terminal at the same time was handling 405 trains a day.

A small amount of information has come down to us on fares and fare policy for this twenty-year period 1881-1900. When Austin Corbin took over the road in 1881, one of his immediate moves was to increase the fares. His reasons and his description of the fares then current are set forth in his annual Report of 1885:

"The rates of fare prior to 1881 were irregular, the average being considerably less than 3¢ per mile. Various kinds of special tickets, applicable to different sections, were sold at reduced rates. Soon after January 1, 1881, a careful revision of the passenger rates to all points was made, and the uniform rate of 3¢ per mile on straight, with 10% reduction on round-trip tickets, was established. All other tickets which had been sold at various reduced rates, were withdrawn, and only in addition to the regular straight and round-trip tickets, mileage, family, school and commutation tickets, for permanent residents were renewed".

"Mileage and family tickets are issued at 2¢ per mile or one-third off from the regular rate. Mileage tickets containing 1000 coupons, valid for 1000 miles travel between all stations, are restricted to the use of one person only. Family tickets, valid between any two given stations, are issued to the head of the family or for the use of any member of it, including servants. School tickets are issued to children attending school at monthly rates, equivalent to one-twelfth of the yearly commutation, which is the lowest rate in use".

“Commutation rates were revised and re-established on a grading scale from a high rate for the first month of a yearly series, to a very low rate for the last. By this method, the rate to the resident, or regular commuter, was reduced, while to the transient visitor, or resident of a few months, it was increased, thus equalizing the rates and producing general satisfaction among the regular patrons of the road, and substantial increase in the revenue. Commutation tickets for terms of 3, 6, or 12 months are sold at 10% reduction on the monthly rates, to parties who wish to avoid the inconvenience of purchasing monthly, and prefer to lay out the necessary amount in advance”.

The editors of the country papers, who did not bother to scrutinize all the details of the new tariff, saw only the increased rate for occasional travelers, and attacked Corbin for reviving the worst days of Oliver Charlick. Some of the most glaring examples of fare increase received wide publicity, and Corbin took pains to counteract this bad press by taking to the road with some of his staff, and addressing public meetings, where he revealed his ambitious plans for improvement of the road. Some papers saw in the increase an effort on the part of the road to recover heavy outlays of about \$150,000 because of the severe winter storms of 1881.

A storm of indignation arose when Corbin issued orders to confiscate all the free passes in circulation, over a hundred in number. The railroad lost money not only on these “deadheads”, but also on their habit of loaning out the passes to friends. Most surrendered silently but a few prominent men refused to purchase tickets and were forcibly ejected from the cars. One such was the Hon. B. F. Downing, district attorney of Queens County and another was the aged John D. Locke, ex-director of the Flushing & North Side R.R. and president of the board of trustees of Whitestone. The passes of nine judges only, carefully specified, were excepted from the order. Sometimes the “dead-head” order could produce humorous results. It had been the custom at the beginning of the New Year to send out annual passes to the Brooklyn Aldermen. When Corbin failed to do so and even confiscated the old tickets on presentation, the alder-

men retaliated by passing a resolution to compel the railroad to remove the inner fences on each side of its track on Atlantic Avenue and to reduce the speed to 5 MPH. Not long after, the passes were delivered with the explanation that the company did not wish to appear as desiring to influence the Aldermen. Both resolutions were vetoed anyway by Brooklyn Mayor Howell.

The new rates of 1881, station by station, are partly preserved and since they remained virtually unchanged down to 1905, are worth quoting:

MAIN LINE:	Single	Excursion
Flushing Avenue to — East New York	.10	.20
Cypress Avenue	.15	.25
Union Course	.20	.35
Woodhaven	.20	.35
Clarenceville	.25	.45
Hopedale	.20	.35
Jamaica	.30	.55
Queens	.40	.70
Hinsdale	.45	.80
Hyde Park	.50	.90
Mineola	.55	1.00
Garden City	.55	1.00
Hempstead	.60	1.10
Westbury	.65	1.15
Hicksville	.75	1.35
Central Park	.85	1.55
Bethpage Junction	.90	1.60
Bethpage	.95	1.70
Farmingdale	.90	1.60
West Deer Park	1.05	1.90
Deer Park	1.10	2.00
Brentwood	1.25	2.25
Central Islip	1.30	2.35
Lakeland	1.45	2.60
Holbrook	1.50	2.70
Waverly	1.55	2.80
Medford	1.65	2.95
Bartlett	1.70	3.05
Yaphank	1.80	3.25

Manor	1.95	3.55
Baiting Hollow	2.10	3.80
Riverhead	2.20	3.95
Jamesport	2.35	4.25
Mattituck	2.50	4.50
Cutchogue	2.55	4.60
Peconic	2.65	4.60
Southold	2.70	4.85
Greenport	2.85	5.15

SAG HARBOR BRANCH:

Moriches	2.10	3.80
Speonk	2.20	3.95
West Hampton	2.25	4.05
Quogue	2.35	4.25
Atlanticville	2.40	4.30
Good Ground	2.50	4.50
Southampton	2.70	4.85
Water Mills	2.80	5.05
Bridgehampton	2.90	5.20
Sag Harbor	3.00	5.40

PORT JEFFERSON BRANCH:

Syosset	.90	1.60
Cold Spring	.95	1.70
Huntington	1.05	1.90
Greenlawn	1.15	2.05
Northport	1.20	2.15
St. Johnsland	1.30	2.35
Smithtown	1.40	2.50
St. James	1.50	2.70
Stony Brook	1.60	2.90
Setauket	1.65	3.10
Pt. Jefferson	1.75	3.15

MONTAUK DIVISION:

Fresh Pond	.15	.25
Glendale	.15	.25
Richmond Hill	.25	.45
Jamaica	.30	.55

Locust Avenue	.35	.65
Springfield	.40	.70
Foster's Meadow	.45	.80
Valley Stream	.50	.90
Pearsalls	.55	1.00
Rockville Centre	.60	1.10
Baldwins	.65	1.15
Freeport	.70	1.25
Merrick	.75	1.35
Bellmore	.75	1.40
Ridgewood	.80	1.45
South Oyster Bay	.85	1.55
Amityville	.95	1.70
Breslau	1.00	1.80
Belmont Junction	1.05	1.90
Babylon	1.10	2.00
Bayshore	1.25	2.25
Islip	1.30	2.45
Club House	1.40	2.50
Oakdale	1.45	2.60
Sayville	1.50	2.70
Bayport	1.55	2.80
Blue Point	1.60	2.90
Patchogue	1.65	3.00

The new rate averaged out to about 10% increase, the additional fare to some of the more prominent stations being:

Sag Harbor	(excursion)	1.40
Greenport	" "	1.10
Jamaica	" "	.15
Far Rockaway	" "	.70
Hempstead	" "	.10
Locust Valley	" "	.80
Flushing	" "	.10

The Locust Valley Branch seems to have suffered the sharpest increases. The "Glen Cove Gazette" commented that "scarcely anyone travels the road since the steamboat resumed her trips. Under low fares the receipts at the Glen Cove station were supposed to be about \$100 a day. Under the doubled-up fares they

are reckoned at \$35, and since the boat started, it is a bright day if they take in \$10, and they are said to have been as low as \$2.50." It was true that the steamers "Josephine" and "Idlewild" carried many passengers. Corbin justified the steep rise in fares by claiming that commuters had been carried to Locust Valley—59 miles—for 24¢, while the actual cost of carrying each passenger had been about 2¢ per mile; the one-way ticket was now 3¢ a mile and thus reasonable. After four months of disastrous patronage, Corbin put on a cheap train with a 50¢ fare to compete with the boat. When the boat stopped running for the winter, Corbin took off the cheap train again and put regular fares up from 80¢ to \$1.60. This proved ill-advised for the 50¢ "cheap train" had increased the passenger travel from one car the previous spring to four & six cars, or, in the ratio of 25 passengers at \$1.60 to 200 at 50¢. When the boats resumed running again on March 15, 1882, fares tumbled again to \$1 excursion to compete with the 80¢ round trip on the boat. Sometimes the boats offered impossible competition to the railroad; we read that in May 1888, the steamer "Bay Ridge" conveyed passengers from Oyster Bay to New York for only 30c round trip. No train could meet this price.

Boats also cut into revenue from Port Jefferson. People crossed the Sound into Bridgeport and rode the New Haven R.R. to New York for \$1.50 or went by boat from Bridgeport to New York for \$1.

A few people as usual tried to outsmart the railroad. When the Far Rockaway tickets went from 70¢ to \$1.10, five to fifty tickets were bought at one time by the residents and the ticket office earned over \$500 in one day. Two weeks later, Corbin issued an order that excursion tickets sold at Far Rockaway were good only for the day sold and directed conductors to refuse all others. Many had their tickets rejected and had to pay, but others were put off the train.

Corbin in the course of the next few months introduced other novelties, some of them resented by the patrons. Passengers who neglected to buy a ticket and paid fare on the train had to pay a surcharge of 10¢. Commuters who wanted to stop over on one trip and continue on another could no longer do this. Corbin explaining that this had gradually become a growing evil, and was profoundly prejudicial to good discipline. If a commuter

forgot his ticket one day, he could formerly pay his fare and get it back on application, but this concession was now abolished. Conductors collecting cash fares were required to issue duplex tickets on pain of instant dismissal. Then commuters were required to have their tickets punched at the gate in Long Island City before boarding the trains, but the commuters revenged themselves by handing the books closed to the puncher and letting him hunt up the right ticket. When this caused frequent delay in the starting of trains, the order was countermanded. Finally, for some odd reason, Corbin refused to sell commutation tickets to New York but only to Long Island City.

In 1884, ticket punching on the platforms before getting into the train was briefly revived on the North Shore Branch. One morning, January 30, the commuters were cooped up in the Winfield depot room for the 6:13 A.M. train, ready to show their books to the gateman, who would then unlock the door, allowing them to get onto the platform. The train arrived at the station and stopped. The commuters looked frantically about for the gateman to punch their tickets and open the door. No one appeared. The conductor cried "All Aboard!" and the train started, not taking on a single passenger. When the twenty-five irate commuters demanded an explanation of the ticket agent, he explained that the puncher was not supposed to be at the station until 7 A.M., that the lock to the platform had been changed, and no one in the depot with the exception of the puncher had the key. The employees were terrified of Corbin and regulations had to be enforced.

As the year 1881 wore on and the new management began to feel more sure of itself, more concessions began to be made in the fare structure. Special excursions were offered more frequently and at more attractive rates. For example, there was offered a 75¢ excursion to Long Beach.

Then there appeared a directive that excursion tickets stamped "good for three days only" were to be good until used, and special summer excursion tickets reading "good only on the day issued" were to be good for the season.

The fare schedule of 1881 remained largely unchanged until Corbin's death in 1896 but thereafter the Baldwin regime followed a more liberal policy. From time to time the railroad offered excursion bargains:

- June 1885: Long Island City to Far Rockaway,
reduced from \$1 to 70¢
Long Island City or Brooklyn to Jamaica;
5¢ slash on excursion tickets
Long Island City to Rockville Centre
10% cut
Long Island City to Pearsalls, East Rock-
away and all stations on Rockaway Branch
10 to 30% cut
- February 1891: Long Island City and Brooklyn to Rockaway
50¢
Bushwick to Far Rockaway
43¢
- February 1897: Theatre Train on the Oyster Bay Branch;
only 75¢ round-trip every Wednesday and
Saturday on two trains
- March 1897: Theatre privilege extended to other bran-
ches
- September 1897: Cyclists' Tickets. Only 2¢ a mile but only
to parties of five or more
- December 1897: Theatre Tickets from all stations at special
reduced rate, along with theatre admission
coupon at reduced rate

Commutation policy changed little in twenty years but there were small concessions: in April 1891, commuters were allowed to buy their tickets at their home station instead of Long Island City or Flatbush Avenue providing their applications were sent in ten days prior to the first of the month. In 1897, the railroad made a surprising concession; it decided that a commuter was entitled to as many round trips over the road between stations named on his ticket as there are days in the month, and conductors were instructed to pay no attention to the figures in the little squares corresponding to the calendar, but to punch the ticket in regular sequence without regard to the date. By the adoption of this rule a commuter could make two, three or more trips a day as long as the tickets were not exhausted.

A month later, the annual commutation was liberalized. On

June 1, 1897, there was an important reduction in the rate for the total of the first three months. Each month of the first and second three month's periods and the last six-months period would henceforth be uniform for the entire time, and if the commuter omitted a month because of absence from home or any other cause, he would not sacrifice anything, as the next month's ticket on his return would be continued at the same rate as the last previous month of the period. In addition, the railroad began to allow commuters to purchase commutations on any day of the month and they would be good for 30 days from the day they were dated.

The mileage books—good for any thousand miles of travel—were the subject of a few minor changes over the years. On November 1, 1886, the railroad gave notice that 1000-mile books would henceforth be issued so that they might be used by any member of a firm or family, the names of the members to be endorsed upon the ticket. The sole restriction was that they had to be used within twelve months from the date of issue. This gave an entire family the right to ride on a 1000-mile ticket at 2¢ a mile.

On October 10, 1892, this privilege was withdrawn. As of that date, holders of mileage tickets were required to present them at the ticket office and obtain a trip ticket for their destination in exchange for mileage tickets to be removed from their books by the ticket agent. In addition, mileage tickets might be used by only one person and not by any member of the family as heretofore.

This new regulation began to be taken advantage of by the speculators. They began purchasing the thousand-mile books at \$10 each (2¢ a mile). The idea was to buy a book and have the coupons exchanged for regular passage tickets and then sell them to occasional passengers at a few cents less than the regular rate based on 3¢ per mile. In this way the book was disposed of at an advance of nearly \$10 and the company's original purpose defeated. To check this misuse at least partly, the railroad, on November 19, 1892 rescinded the order compelling holders of mileage books to apply at ticket offices and exchange coupons for tickets. The books were still confined to the use of one person only.

In May 1894, the railroad liberalized the rules by returning

to the 1886 policy; not only one person could use the book but members of his family and even the servants, provided all the names were specifically listed. Three years later, this privilege was confirmed into law by Chapter 484 of the Laws of 1897, mandatory for all railroads in New York State.

Toward the end of Corbin's life, a strong movement began to force the Long Island Railroad and other railroads in the state to lower their rate of 3¢ per mile to 2¢. Someone took the trouble to compare the Long Island Rail Road's rates with ten other roads in the metropolitan area. The Pennsylvania and the Susquehanna were the only ones to charge as much as the Long Island for single tickets; the other roads were about 25% cheaper for trips of comparable mileage. The Long Island was higher than any of the other roads on its excursions and less liberal on mileage books, trip tickets, etc. On the other hand, the Long Island's yearly commutation rate was lower than that of any other road.

This movement to reduce fares culminated in 1894 with the introduction into the State Legislature at Albany of the Vacheron Bill, named after the senator who sponsored it. This bill called for lowering the regular rate on all New York State railroads to 2¢ per mile. The bill passed the Assembly by 77 to 25 in March 1894, but was defeated in the Senate under strong pressure from the railroads.

The Long Island R.R. had the good sense to see which way the wind was blowing politically, and on June 1, 1894, voluntarily liberalized its tariff. The excursion rate between all stations was reduced from 3¢ to 2½¢ per mile. The trip tickets remained at 3¢ per mile. The rate of fare on the Rapid Transit trains from Jamaica to Brooklyn was reduced from 15¢ to 10¢ and 5¢ to East New York, and the ferriage over the company's 34th Street route was lowered to 2½¢ a trip instead of 3¢ as formerly, provided tickets were purchased. The Rapid Transit reduction had been forced by trolley competition which had been getting the bulk of the patronage.

In 1895, as a result of strong political pressure by Governor McCormick and Senator Childs, the Long Island Rail Road was induced to make further fare reductions in the heavily-settled suburban districts of Queens, and to run more trains. As of February 8, 1895, the new rates were as follows:

Long Island City	single	excursion	ten-trip
to Glendale	.13	.20	.90
Richmond Hill	.20	.30	1.25
Dunton	.25	.40	1.50
Jamaica	.25	.40	1.50

Seven trains were added to this Montauk Division service. It should be mentioned that the railroad compensated itself for this revenue loss by reducing the wages of the ticket agents and brakemen by \$5 a month.

In May 1895, similar reductions followed on the North Shore branch:

Long Island City	single	excursion	ten-trip
to Woodside	.05	—	—
Winfield	.07	.12	.50
Newtown	.09	.16	.70
Flushing	.15	.25	—

On August 1, 1895, another tariff appeared for trip tickets:

Long Island City	monthly	ten-trip
to Woodside	2.50	.50
Winfield	2.50	.50
Newtown	3.00	.75
Corona	3.50	.80

These reductions, like those in Jamaica, were forced because of heavy trolley competition. Trolley lines on Grand Avenue, Elmhurst, Corona Avenue and 43rd Avenue to Flushing with their attractive 5¢ fare began siphoning off much Long Island R.R. local traffic after 1895 and 1896, a major factor in the sudden catastrophic drop of two million in the passenger totals for 1897 and 1898.

CHAPTER 15

Rapid Transit Services

THE Long Island R.R., after a lapse of 16 years, successfully restored steam service to Brooklyn in July 1877. Within a month the railroad initiated its first local rapid transit operation along Atlantic Avenue within the Brooklyn city limits. Half-hourly service was provided from 6 A.M. to 8 P.M. and then hourly till 11:30 P.M. and the fare was only five cents. Small engines similar to those used on the New York elevated roads drew cars which were themselves smaller and lighter than the standard steam coach.

The rapid transit facility was an instant success and service was soon increased to 41 trains each way daily. Although the tremendous number of grade crossings and the closeness of the stations compelled a slow rate of speed, the run was usually made in 20-25 minutes. The Howard House at Alabama Avenue was the original East New York terminal, but within a year service was extended to Schenck Avenue. Then in 1879, service was further extended to "Van Wicklen's", a lumber yard at Linwood Street. In 1880, Col. Sharp, the receiver, extended a limited rapid transit service to Woodhaven (87th Street) in the sense that three trains a day ran out as far as Woodhaven.

As soon as Austin Corbin took over the road on January 1, 1881, he discontinued the running of the Rapid Transit trains to Woodhaven as an economy move. The people of Woodhaven were understandably angry since they had financed and erected their own station building in 1878. The people, however, suffered no worse than the engineers and conductors on the Rapids. Their wages were cut down from \$65 a month to \$50 and the conductors were ordered to use bell punches. These were used on the horse car lines and were designed to register audibly each fare collected and to record the number of passengers. The conductors felt it demeaning to equate them with horse car operators, and they were forced to be honest instead of "knocking

down" a percentage from the receipts.

One of the things that held up any further eastward extension of the Rapid Transit was the lack of double tracking to Jamaica. The lone single track that existed between Brooklyn and Jamaica was taxed as it was with through trains in both directions without adding a frequent Rapid Transit service. On July 26, 1879, the stretch from Schenck Avenue, East New York, to Van Wicklen's had been double tracked. Then, on September 5, 1880, the double track between Van Wicklen's and Woodhaven was opened. Not till June 1882 was the last stretch from Woodhaven to Jamaica double-tracked. Ostensibly, the reason for completing the double track was to permit immediate extension of the Rapids, but it turned out that the railroad was in no hurry. An interview in June 1883 with Vice-president J. R. Maxwell disclosed the reason:

"Our Rapid Transit service as now operated is nearly five miles long. We have been figuring and find our Rapid Transit business does not pay at the fare we have been charging. We have been selling 15 tickets to carry passengers from East New York to the South Ferry for \$1. That fare gives Mr. Richardson's horse railroad (5th Avenue line of Atlantic Avenue R.R.) of about a mile long from our Flatbush Avenue depot to the South Ferry $3\frac{1}{2}\text{¢}$ per passenger and to the Long Island R.R. $3\text{-}2/5\text{¢}$ per passenger from East New York. To make our Rapid Transit business pay, we must collect a fare of 5¢ per passenger and we have decided to sell only 12 tickets for \$1, yielding our company 5¢ per passenger and Mr. Richardson's company $3\text{-}1/3\text{¢}$. We have now double tracks with steel rails all the way from Brooklyn to Jamaica and we shall run this summer from Brooklyn, Rapid Transit trains every 30 minutes out to Woodhaven and Jamaica at a reasonable fare."

Even with the increased revenue, the company was in no hurry to extend the Rapid Transit. In May 1883, it was reported that arrangements were being made to run the Rapids to Jamaica perhaps by June 1st on a 15-minute headway in rush hour and half-hourly during the day. At the end of the year the railroad came out with a definite announcement: the Rapids would run

to Woodhaven only, beginning June 4th. This was a let-down since the new service would simply restore the former service that had existed in 1880 and do nothing for Morris Park and Richmond Hill.

The new Rapids were welcome, nevertheless, and the papers reported that the trains did a thriving business. There were 22 trains a day each way. Some saw in the extension a move on the part of the Long Island R.R. to head off the possibility of elevated railroad competition in the Brooklyn suburban districts.

Very quietly and with no fanfare whatever, the Long Island R.R. further extended the Rapid Transit service from Woodhaven station to Jamaica on May 9, 1887. Trains ran every half hour from Flatbush Avenue from 6:40 A.M. to 9 A.M. then every hour from 9 to 3 P.M. and half-hourly from 3 to 10 P.M. The fare from Jamaica was 5¢ to Woodhaven; East New York 10¢ and Flatbush Avenue 15¢. The newspapers reported the trains were "liberally patronized". Best of all, in local Jamaica eyes, was the great stimulation given to real estate values and the stimulus to housing and letting of rooms.

The increase in Long Island R.R. revenues proved a bonanza to the company and justified the wisdom of General Manager Barton in recommending the advance. Travel between Jamaica and the intermediate stations to Brooklyn trebled, while the through patronage seemed not to diminish at all. Woodhaven and Ozone Park were growing rapidly and the rapid transit met a real need. With the Rapid Transit line now eleven miles long, the Long Island R.R. decided to transfer the operating facilities—round house, engines, extra tracks, etc. from East New York to Woodhaven Junction. In November and December 1887, a new brick round house was erected at the junction and additional tracks laid out. The old engine house was turned over to freight and storage purposes. On January 1, 1888, Woodhaven Junction opened as the new Rapid Transit headquarters.

With the Rapids now running through to Jamaica, there began to be talk to extend the service out as far as Hollis at a 20¢ fare with stations at 168th Street (Canal Street) and 184th Street (Willow Tree) and Hollis (193rd Street). This village had been newly founded in 1885 and had already gotten its station building, and as early as November 1885, one of its citizens, Mr. Wheeler, had offered the company as much land as it might

require for Rapid Transit purposes.

In view of the success of the service to Jamaica, it did not take long to convince the highest officials of the wisdom of extending eastward. On June 24, 1890, the Rapid Transit service was moved to Rockaway Junction (Woodhull Park, Hillside). In Jamaica, a new station for Rapids only was opened at Canal Street (168th Street). On September 15, 1890, a similar Rapid Transit only station opened at New York Avenue.

After Woodhaven Junction had been operating for three years as Rapid Transit headquarters, the train crews were astonished one day in November 1890 to receive an order commanding all the engineers, firemen and conductors to move out from Brooklyn to Woodhaven on or before November 1st or resign their position. The order affected approximately 40 men, the majority of whom lived in East New York. Many of them had rented houses, and to supplement their incomes, had taken in boarders, and all of them had laid in their supplies of coal, wood and vegetables for the winter. Houses for rent in Woodhaven were scarce and with the coming of Rapid Transit, the rent had advanced from \$8 and \$10 to \$12 and \$15. Orders were orders, however, and the men had no choice but to move.

In May 1891, one new and somewhat unnecessary Rapid Transit station was opened at Chester Park (104th-107th Sts.) midway between Woodhaven Junction and Clarenceville.

Another one of those astonishing personnel orders on crew relocation issued from Long Island R.R. headquarters in September 1892. The railroad this time decided to discontinue the Woodhaven Junction headquarters of the Rapid Transit in the coming spring of 1893 and orders were given to the Rapid crews to make their home near Rockaway Junction, the new headquarters, after May. Again it was a question of complying or resigning.

In 1894, the railroad surprised everyone by voluntarily reducing the Rapid Transit fares to 10¢ between Jamaica and Flatbush Avenue and 5¢ to East New York. The reduction was not entirely motivated by benevolence. The Jamaica Avenue trolley car line, now electrified, posed a threat of competition. The trolley reduced its fare to 8¢, and when the railroad made its own move, to 5¢. This made trolley and railroad fare equal. The elevated roads by 1893 were moving into suburban territory

and many Woodhaven people found the Long Island Rail Road's 10c fare to Flatbush Avenue too high, preferring a 15-minute walk to the elevated at City Line.

In April 1898, the Long Island R.R. gave up the Chestnut Street station because of the building of the Chestnut Street connection for the Rockaway service. The ramps leading up to the elevated railroad stood in the way of the station platform and so the station was shifted four blocks eastward to Railroad Avenue (now Autumn Avenue). Just five months later in September 1898, the road abandoned the Rapid Transit station five blocks away at Enfield Street (today Eldert's Lane), the City Line. The residents of Union Course in Queens were furious because they had to walk five additional blocks to reach Railroad Avenue station or pay 5¢ additional fare at their own Union Course station. The matter was smoothed over at the end of the month when President Baldwin promised the Union Course people would get the 5¢ fare. When nothing happened after a month, the citizens secured a hearing before the Public Service Commission but got no satisfaction.

The greatest of all changes on the Rapid Transit came in 1898 when, in connection with the Atlantic Avenue Improvement, or grade elimination project, the railroad petitioned for and was granted permission to close down almost all the Rapid Transit stations in Brooklyn:

Vanderbilt Ave.	Troy Ave.	Pennsylvania Ave.
Grand Ave.	Utica Ave.	Van Siclen Ave.
Nostrand Ave.	Ralph Ave.	Linwood St.
Brooklyn Ave.	Saratoga Ave.	
Kingston Ave.	Rockaway Ave.	

On October 31, the Railroad Commission gave its routine approval; on November 13, 1898, the railroad closed down service to all these stations, the reason given being the construction of the new Flatbush Avenue incline. On January 10, 1899, the railroad restored Rapid Transit service to Linwood Street, Van Siclen Avenue and Pennsylvania Avenue only. Even this did not last very long. After the spring months of 1899 had passed, the Long Island R.R. again asked the Board of Railroad Commissioners for permission to discontinue these additional stations. About July 7 permission was given by the Board to discontinue:

Chester Park	Norwood Ave.	Pennsylvania Ave.
City Line	Van Siclen Ave.	Howard House
(Railroad Ave.)		

The only station now left (other than through stops) that survived of the many Rapid Transit stations was the one at Linwood Street. The people who were accustomed to use the Howard House, Van Siclen Avenue and Pennsylvania Avenue stations were to be accommodated by the establishment of a new station at Bradford Avenue. Ten days later when the new timetable went into effect, the Rapid Transit stations were formally abandoned (about July 19). The final chapter in the discontinuance of the former surface stations came in July 1903 when the Railroad Commission granted permission to discontinue the final two—Bradford Avenue and Linwood Street stations.

When the new elevated structure along Atlantic Avenue opened in 1903, the Rapids stopped at far fewer stations. These were:

Flatbush Avenue	Union Course	New York Avenue
Nostrand Avenue	Clarenceville	Canal Street (168th)
East New York	Morris Park	Rockaway Junction
Warwick Street	Dunton	
Railroad Avenue	Jamaica	

Although the Atlantic Avenue Rapid Transit service is by far the best known if only because it lasted so long (till 1940), the fact is that the Long Island Rail Road operated three other Rapid Transit services. The next oldest to Brooklyn was the service operated on the Rockaway peninsula. After Corbin sold out his interests on the peninsula to James Oakley and his New York, Woodhaven and Rockaway Railroad, he began to have second thoughts and decided to tap the excursion business by reactivating the old South Side Railroad track as a Rapid Transit line. On June 25, 1881, Corbin inaugurated Rapid Transit service between the Neptune House at Beach 107th Street and Far Rockaway station on an hourly schedule and for a 15¢ fare, later reduced in 1883 to 10¢. This Rapid Transit service continued every summer from 1881 to 1887. In 1888, the old South Side R.R. track was torn up at the insistence of the hotel

and amusement operators, and thereafter the Rapid Transit trains used the present-day right-of-way between Beach 53rd Street and Beach 116th Street. When the Ocean Electric trolley line began running over the railroad tracks in 1899 between Rockaway Park and Far Rockaway, the old steam Rapid Transit service was taken off and the street cars thereafter gave a faster, more frequent and less expensive service.

One of the little-known Rapid Transit services offered by the Long Island R.R. was that between East New York and Long Island City. As early as 1883 the New York & Manhattan Beach Railway instituted a limited Rapid Transit service between East New York station and Long Island City in the sense that an hourly service was offered between those points beginning in September 1883. Seven trains operated in addition to the four through trains to Manhattan Beach: The train took 25 minutes and stopped at:

Penny Bridge	Ridgewood	Bushwick Avenue
Bushwick Junction	Cooper Avenue	East New York

The fare was 10¢. During the years 1883 to 1889, East New York got five trains over and above the through trains both summer and winter, giving an hourly service in winter and half-hourly in summer. During and after 1890, the service was curtailed drastically, so that it could in no sense be called Rapid Transit. Then in 1893 the railroad began to notice an increase in East New York—Long Island City travel and decided to experiment with a Rapid Transit service once again, beginning in September 1893 and at an all-time low fare of 5¢. Between 1893 and September 1903, the railroad ran between seven and nine trains to East New York over and above the through trains to Manhattan Beach both summer and winter. Beginning with October 1903, all train service on the New York & Manhattan Beach was cut drastically and the East New York Rapid Transit service was given up.

The fourth and final Rapid Transit service, also little known, was that between Jamaica and Long Island City over the Montauk Branch. The earliest we hear of such a service is in January 1895, when the railroad company announced it would begin running such a schedule early in February 1895 at a 25¢ round trip fare. Credit for establishing this Rapid Transit service was due to

Governor McCormick, Senator John L. Childs and Judge Lester in face-to-face meetings with Austin Corbin. The new service opened on February 4, 1895 and in conjunction with it, a new Rapid Transit station was opened at Maspeth west of Grand Street and near St. Saviour's Church. Trains left Long Island City at 8:40 A.M., 12:10, 2:30, 4:05, 5:40, 7:35 and 10 P.M. The stops and fares were:

	SINGLE	EXCURSION	TEN-TRIP
Penny Bridge			
Maspeth			
Bushwick Junction			
Glendale	13¢	20¢	90¢
Richmond Hill	20¢	30¢	1.25
Dunton	25¢	40¢	1.50
Jamaica	25¢	40¢	1.50

The Montauk Branch Rapid Transit continued through the summer of 1895, but was not sufficiently patronized to make it pay. On December 16, 1895 all the trains were withdrawn except one from Long Island City and one from Jamaica. To avoid too-abrupt cut-off, regular trains were scheduled to make stops at Glendale and Dunton, while the East New York Rapid Transit trains took care of Maspeth and Penny Bridge. So ended a well-intentioned but short-lived experiment.

CHAPTER 16

Ferry Operations

ALTHOUGH the Long Island Railroad's physical terminus since 1861 was in Long Island City, the real destination of its passengers lay in New York City. The Long Island City ferries, therefore, were always a matter of deep concern to the railroad. The East River Ferry Company, founded by James M. Waterbury and backed by Oliver Charlick, vice-president and president respectively, of the Long Island R.R., began ferry service from the railroad terminal to East 34th Street, N.Y. and James Slip in June 1860. Three boats originally gave service: the "Queens County" (built 1859); the "Suffolk County" (built 1860); and the "Kings County" (built 1860). In 1866, the "Ravenswood" was added and in 1867, the "Hudson City". All were wooden side-wheel double enders.

In 1868, the ten-year franchise of the James Slip ferry expired and this time Charlick bought it for the Long Island R.R. on May 7. This move put the Long Island R.R. in the ferry business for the first time. The following year—1869—the railroad added two boats, the "Long Island City" and the "Southampton"; both were locally built in the Greenpoint shipyards.

Traffic over the ferry became sufficiently heavy to inaugurate all-night service in July 1871. During August 1872 and September 1873, the East River Company's ferry houses were enlarged and refurbished with the addition of a third slip and a large new waiting room. During the 1870's more boats were added: the "Garden City" in January 1873; the "Pennsylvania" in 1874; the "Flushing" in 1877; the "Rockaway" in 1879, and the "Long Beach" in 1880. With all these boats the railroad was now operating three ferry lines: to East 34th Street, where passengers could change for the 2nd and 3rd Avenue elevated roads; to James Slip and to Pine Street.

When Austin Corbin took over the Long Island R.R. in 1881, the contract with the East River Ferry Company to run the

Wall Street Annex boat (Pier 17) was due to expire in April. The railroad issued figures showing that the loss incurred in running the Wall Street boat from the start to January 1, 1881 had been \$52,073.74. The railroad's first instinct was to discontinue the service but passenger outcries over the prospect convinced Corbin to continue running the boat even at a loss.

In June 1881, the authorities of New York auctioned off the Wall Street ferry franchise and the Long Island R.R. bid it in. The time was for five years from May 1, 1881 and the railroad had to pay 5% of the gross receipts. The railroad raised the fare on the Annex boat from 6¢ to 10¢ a single trip or 12 rides for \$1. It came as a real surprise, therefore, when the railroad announced in November that as of December 1, the Annex ferry would be discontinued. Much dissatisfaction was felt among the commuters and a petition with numerous signatures was presented to Corbin. When the fare was raised from 6¢ to 10¢, the reason given by the company for doing so was that it was necessary in order to be able to continue this connection with New York. It was justly thought unfair that after paying the increased ferriage all summer, the commuters should now be deprived of a great convenience. A month later Mr. Corbin was quoted by the newspapers as saying that the Annex boat would be replaced during the summer months. In answer to the question as to why it had been discontinued, Corbin explained that in 11 months, the expenses exceeded the receipts by \$18,385.22 and that in every month there had been a loss. Corbin was true to his promise, for on June 1, the Annex boat resumed its trips between 7 A.M. and 6 P.M. daily, eight trips each way in all.

Another welcome piece of news came in January 1883 when the railroad announced that the fare on the short 34th Street ferry line would be reduced from 4¢ a trip to 3¢. For nearly three years the commuters had been trying to get this reduction, but whenever a bill was introduced in the State Assembly to force the company to make a reduction, it went down to defeat. Now the company was voluntarily making a reduction.

During the winter of 1882-83, the Annex boat to Pine Street was again taken off but was restored on May 30, 1883 in time for the spring timetable. It ran all summer and then predictably was stopped on September 29. The operation of the Pine Street

The following year—1888—the Long Island R.R. arranged with the ferry company to issue ferry passes to the commuters. The saving in crossing 34th Street ferry was 51¢ a month, with similar rates for the James Slip ferry. The prices were good for weekdays only and were stamped on the outside of the cover of each commuter's book.

In 1890, the ferryboat "Southampton" was taken off her regular James Slip run and modified by having her upper deck taken off; the same change was scheduled for the "Garden City". Both were painted the deep red color of the boats on the 34th Street run.

Another important change in ferry management took place in 1892. On April 1, 1892, the Long Island R.R. formally bought out the 34th Street and James Slip ferries from the Metropolitan Ferry Company for \$2,751,000. To raise the money for this huge outlay, the railroad executed a mortgage to the Central Trust Company of New York on the ferry property at the foot of 34th Street and the property in Long Island City. The real estate alone was considered very valuable: the entire block of East 7th and 8th Streets, Lewis Street and the East River, plus 15 city lots on 34th Street and the entire bulkhead from the north side of 33rd Street to the center of the block between 34th and 35th Streets. In Long Island City over 50 city lots passed by the transfer, including the whole block bounded by 2nd Street, 5th Street and 50th and 51st Avenues. There were also five slips immediately in front of the railroad depot.

The mortgage was to secure bonds issued for the payment of the ferry franchise, and all the property in both New York and Long Island City. The two ferries were formerly owned by D.D. Withers of the Metropolitan Company who sold them to H.B. Hollis & Company, representing, it was believed, the Vanderbilt interests. They, in turn, sold it to the Long Island R.R.

The railroad lost no time in commencing improvements on the ferry property which it recently acquired. The old wooden buildings along Front Street, (now 2nd Street) were immediately taken down preparatory to the erection of a new and more attractive ferry house, and the slips were shifted so that the boats would come and go directly in front of the main passenger entrance to the station. The ferry boats came in for their share

of improvement. The "Flushing" had its interior remodeled in May followed by the others one by one.

In 1893, it was announced that the railroad intended to discontinue the James Slip ferry when the franchise expired on May 1, because the New York City authorities were demanding an enormous increase in the price of renewal. As it turned out, this was just a bargaining maneuver, for the railroad bought the franchise for five more years at the upset price of \$8,000 on April 21st.

From a chance account of a cyclone that struck Long Island City on July 8th, we learn that the twenty-five-year old "Long Island City" was at that time unused and moored in Newtown Creek; it was moved about but unharmed.

When the five-year lease of the 34th Street and James Slip ferries ran out on May 1, 1898, the Metropolitan Ferry Company filed in the Queens County clerk's office a mortgage executed to the Central Trust Company to secure the payment of \$1,250,000 5% fifty-year gold bonds. The mortgage covered a lease of the docks and slips at 34th Street and James Slip, all the franchises and all the real estate. In this way all the ferries and physical properties passed out of Long Island R.R. hands and back to the Metropolitan Ferry Company once again. Only the seasonal Pine Street ferry remained in Long Island R.R. hands. In May 1899 the railroad put on the run a new steamboat "Old Glory", but two weeks later changed its name to "Nassau".

The last important act of the Long Island R.R. in regard to water connections was its purchase of a controlling interest in the Montauk Steamboat Company, thus ending all competition in either the passenger traffic or freight business on Long Island. The Montauk Company had been incorporated in October 1886, and operated steamboats from James Slip, New York, to Orient, Southold, Sag Harbor and Block Island. By acquiring this property, the Long Island R.R. eliminated freight competition, especially in the hauling of potatoes and cauliflower, and a smaller amount of passenger competition. Two big steamboats were part of the bargain, the "Shinnecock" and the "Montauk".

CHAPTER 17

The Freight and Express Business

THE freight business of the Long Island R.R. for the period 1881-1900 was large and constantly growing and accounted for at least a third and more of the railroad's gross revenue. Beginning with \$720,630.28 in 1883-4, the freight income rose steadily to a peak of \$1,369,863.43 in 1892-3 and then declined again to a low of \$1,167,963.37 in 1896-7, then slowly recovered to \$1,300,629.28 by 1900.

This sizeable income derived largely from the yearly growth of agricultural and seafood production on Long Island over two decades. A slowly increasing population on Long Island and an increase in the acreage devoted to market gardens resulted in larger and larger crop yields, and this was balanced by growth in the size of the cities of New York and Brooklyn and a vast increase in the demand for food. The Long Island R.R. constantly expanded its freight facilities to meet the flood of materials and foodstuffs entrusted to its facilities, and longer and longer freights and more special types of freight trains appeared. Freight houses were either replaced or built new at almost every station, and larger and roomier pier facilities and boats had to be built along the East River to transport this freight to city markets.

What sort of products originated on Long Island? From chance remarks in the newspapers over the years, we can reconstruct some idea of Long Island's produce. The potato was then and still is a Long Island specialty. Bridgehampton during October and November 1881 shipped 83 full carloads of potatoes, averaging 450 bushels per car. Twenty years later—1898—the "Long Island Farmer" remarked that a conservative estimate would place the number of bushels shipped from the east end of Long Island at 100,000 and all of them originated in the potato-growing district between Manorville and Southold and this did not include the shipments that went by boat. In 1899,

a bumper crop year, the section including Baiting Hollow, Calverton, Northville, Aquebogue, Jamesport, Laurel, Mattituck, Cutchogue, Southold, Peconic and Riverhead sent by rail to the city 25 carloads a day or nearly 100,000 bushels a year, with additional thousands shipped by water. The farmers collected 50¢ a bushel at the car. Some farmers harvested a yield of as much as 200 bushels per acre. At Orient, George W. Hallock got 9,000 bushels from 31½ acres with one small plot yielding 600 bushels per acre. On one trip a steamboat from Orient carried 4,800 bushels to New York.

Another very large crop on Long Island was cauliflower. This too originated largely on the east end around Riverhead and Southold. So many farmers grew cauliflower that the cauliflower growers association filled four cars on the Long Island R.R. on a three-day excursion to the city in December 1883. In 1890, carloads of potatoes were being shipped for the first time to the West, and in October 1890, a special freight train of 20 cars filled with cauliflower came in every morning from the neighborhood of Riverhead.

Nassau County had its own specialties. Locust Valley was the center of the asparagus industry and its culture brought in a handsome revenue. In 1887 we read that "a continuous stream of wagons, piled with asparagus, make considerable work for all hands." No less important was the milk business. Wantagh in 1881 shipped out over the railroad 18,000 quarts of milk every week. In 1883, a milk bottling establishment at Albertsons was erected at a cost of \$1,500. Ten men were employed and the milk was sent to the city daily by the evening train. From Baldwins in April 1881 were shipped 1,500 quarts of milk and nearly a ton of poultry weekly.

The railroad, on November 11, 1882, announced that its daily milk collection train would be discontinued and in its place a milk train that would arrive in Brooklyn and Long Island City about 10 P.M. would be substituted. The reason given was that the product was only saleable for morning use and that the change would effect a great improvement in the facilities for handling milk in Brooklyn.

The Long Island Rail Road's convenience, as it turned out, didn't suit that of the farmers. Five months later, in 1883, the Westbury milkmen complained of the railroad running its milk

train at night. During the winter when the weather was cold, the farmers could keep back their milk a day and deliver it at the depot for shipment any time in the afternoon. As the weather became warmer, however, they had to milk early and deliver quickly at train time to keep the milk from spoiling or else invest in expensive ice cooling. Westbury at this time was the largest milk station on the whole railroad.

On September 23, 1884, the State Railroad Commission, responding to the complaints of farmers, ordered the Long Island R.R. to reduce its tariff on milk. In December, Austin Corbin and vice-president Maxwell appeared before the Commission in response to a citation for failure to obey the commission's orders. Corbin argued that the new rates would result in a loss of \$8,000 and the business would be done at a loss. Long Island, he testified, was not a place where much milk was produced and a reduction in the rates would not increase its production. He showed that the Long Island Rail Road's rates on milk matched every road's except those of the Erie. Nevertheless, on February 15, 1885, the State Railroad Commission ordered a reduction in the milk rate on the Long Island R.R. and Corbin lost his plea.

Another very big and very steady item in the freight business was manure. The cities of Brooklyn and New York produced immense quantities as might be expected in an age when every kind of hauling had to be done by horses. Big companies collected the manure in their stables and sold it to offset their hay, grain and feed expenses, and the Long Island farmers bought it by the trainful. The Long Island R.R. enjoyed a monopoly of the manure haulage and was able to set its own rates until the creation of the State Railroad Commission in 1882. The commission imposed no tariff of its own but had the power to listen to complaints and order a reduction of rates considered excessive. In 1884, the Long Island farmers brought a grievance before the commission on the Long Island's manure tariff, and the railroad as in the case of the milk rate, had to defend its position. In February 1885, the railroad in its reply maintained that the schedule then in operation for carting manure was only sufficient to clear expenses, and pointed out that the farmers used boats as often as possible to cheat the railroad of an income. Five months later in July, the commission ordered the railroad to furnish sworn statements on the cost of hauling stable manure

at Hunter's Point and the cost of hauling it over its lines. The railroad, in a statement to the newspapers, revealed that the company was having two barges built to carry ten cars each which they intended to use in the manure business in the fall to supplement the two eight-car floats presently in use. This would give facilities for loading manure on the New York side of the river, and enable the cars to be moved over the railroad without further handling. He promised a new and more favorable rate when this change was accomplished.

The last we hear of the manure business is in 1888; in July of that year, Austin Corbin made a bid to the Health Board of New York to buy all of the city's manure, but he failed to win the bid—a repetition of a similar offer in 1881. Obviously, the manure traffic must have been profitable to the railroad.

The seafood business was concentrated all along the south shore from Peconic Bay to Freeport and created an enormous freight business. Some of the statistics seem hardly credible to us today. In November 1880, Moriches station shipped between August and October 3,000 barrels of crabs, the freight bill coming to \$1,050. One bayman, Mr. Bishop, shipped from Bayport on November 3, twenty barrels of bluepoint oysters. Over the whole year he had shipped to New York and other markets over \$4,000 worth of oysters, the going price at that time being \$8 a thousand. In November 1880, Rockville Centre sent by rail twenty tons of oysters every week. Today, there is little water off Freeport and Merrick and much land fill, yet a century ago this area had a thriving shell fish industry:

“About 26 tons of oysters are shipped by railroad from Freeport per week and several tons by wagon and express. Good oysters bring \$1.50 per bushel at Freeport dock and it is estimated that \$1,400 to \$1,800 worth are sold every week. The tonging, culling, counting, etc. give employment to a large number of men. During the past week between 36 and 37 tons of oysters were shipped by railroad from Pearsalls to New York and Brooklyn. A good many are also shipped by express and by carters. The average price is \$50 per ton in New York and it will be seen that considerable money is circulated in this vicinity every week.”

A still more vivid picture is given in this comment:

"Few persons can have any correct idea of the extent and importance of the oyster business on the south side of the island without a glance at the figures showing the number of bushels sold per week. From a careful estimate obtained from the books of the railroad agents and the carters, we find that about 5,000 bushels of oysters are shipped per week from the Town of Hempstead, all planted along the south shore from Merrick to Rockaway. The average price per bushel is about \$140. At this rate the handsome sum of \$7,000 per week is brought into town and the aggregate of the year will not fall much short of \$130,000. Of course, this is not all profit and the seed oysters have to be paid for and the expense of handling and shipping is considerable, but employment is given to a large number of baymen, and they as well as the dealers and planters make a good living in the business. The "Patchogue Advance" publishes a statement showing that 520 barrels per week are shipped from Patchogue, 805 from Oakdale, 70 from Sayville, and 5 from Blue Point, making a total from those villages of 1,470 barrels. The price per barrel ranges from \$4.50 to \$5.25. About 400 barrels per week are shipped to Europe. The oyster interests grow in volume and importance and it is thought that in the near future many fishing crews will devote their time to growing oysters and will receive better returns than for fish. There will always be a lively demand for south side oysters as they are superior in flavor and better than any others."

A small village like Baldwins in May 1881 shipped to the city 1,800 dozen crabs weekly during the season, in April 217 barrels of clams and 193 barrels of oysters. In October 1881, Freeport, Baldwins, Rockville Centre and Pearsalls marketed over 13,000 bushels of oysters during the month. In Freeport alone during September oystermen marketed over 2,000 bushels and Baldwins sent out 100 bushels from its depot.

During the month of December 1881, Rockville Centre shipped out by rail 2,143 bushels of oysters with hundreds of

bushels more forwarded by wagon. During the month of November 6,468 bushels were shipped from Pearsalls depot, and 2,000 bushels more were estimated to have been carted by wagon. In February 1883, 4,780 bushels were reported shipped out from Freeport by the freight agent.

Besides shipping foodstuffs, the railroad from time to time also made up special freight trains for special purposes. William K. Vanderbilt in March 1890 had a six-car train loaded with ice run over the West Shore R.R. and then over the Central Extension of the Long Island R.R. to Oakdale. Catering to the carriage trade also were the special horse-and-carriage trains, the predecessor of today's auto trains. Beginning June 15, 1883 and every Friday thereafter the railroad ran carriage transportation trains, leaving Long Island City for Sag Harbor, Patchogue and Babylon and all intervening stations. The carriages had to be delivered before 11 A.M. and the horses by 12 noon. The regular freight rate was charbed. This train must have been successful, for on June 13, 1884 it began running again every Tuesday and Friday all along the Montauk Division to Sag Harbor.

For a few seasons the Long Island operated special newspaper trains for the accommodation of summer visitors on the east end. This had first been attempted in July 1876 and June 1877 by the Union News Company and there is mention of it again in June 1881. The train ran Sunday only and continued operating until Labor Day. In 1883, it resumed operation on June 24th, starting at 5 A.M. at Long Island City and running as far as Patchogue. It consisted of just one engine and one car.

Freight trains on the railroad increased in length and in speed as the years went by. The old plodding freights of the 70's that took twelve hours to go from end to end of the island gradually gave way to faster trains. In March 1882 the railroad put on a fast train for the transportation of fresh fruit and vegetables and all perishables. Articles that left Sag Harbor or Greenport late in the day were to be in New York market early the next morning. A passenger coach was attached for the accommodation of shippers. Equal to the main line was the Montauk Division which carried its own immense amount of freight. As early as April 1881, a 56-car train rolled through Rockville Centre. In September, a Montauk Division freight had 45 cars.

By 1888, two long freights came over the main line every day

from the east end, mostly loaded with potatoes and cauliflower. In 1885, a "long freight" of 45 cars and drawn by two engines attracted attention to itself. In 1886, the papers noted that the freight trains were composed of 40 to 50 cars and regularly drawn by two engines. The record length freight train ever attempted up to that time was run on March 4, 1887 when a train of 78 cars left Hunter's Point yard for Sag Harbor. Although one of the largest and newest engines was assigned to the run, when the engine came to the rising grade and sharp curve at Fresh Pond, it stalled and a second engine had to be requisitioned to get it started again. Even then, two hour's time was lost between Hunter's Point and Jamaica.

By the 1890's long freight trains had become standard. One train from the east end was noted to contain 65 cars and the volume of the traffic from east of Manor resulted in putting on an additional freight train to the spring timetable in 1892. In 1897, the "Newtown Register" remarked:

"The freight traffic of the Long Island R.R. was never heavier than at present. The company not only has its own 1,200 cars but about 600 cars from other roads. A very heavy business is being done in the transportation of broken stone which is being used on the county, town and village roads now being macadamized, and a very large amount of general merchandise is being carried. Thirty to forty carloads of potatoes are shipped daily to Buffalo and Boston."

The mere size of the freight trains must have made them sluggish, for a comment of 1888 says that

"...it has been a very rare thing indeed within the past six months for a Long Island freight train to run on time. Frequently, the Sag Harbor eastbound freights, due at Sag Harbor at 2:30 P.M. daily, do not reach the eastern terminus until six o'clock."

The Long Island R.R. can take the credit for being the first road in the United States to initiate what was in its day one of the most unusual freight operations ever attempted and which attracted considerable publicity—the "piggy-back" train. The idea was first proposed publicly at a joint meeting of farmers

and representatives of the Long Island R.R. at Jamaica on November 29, 1884. The railroad had come up with the unusual proposal of loading a farmer's own wagon filled with produce just as it was onto a flat car, and transporting it, together with the farmer and his horses in a rear car, to market in Brooklyn and Long Island City. Here the farmer could either dispose of his produce or take the ferry to New York and sell it in the Gansevoort or other large produce markets in the heart of the city. The great advantage of the scheme lay in the fact that the farmer's team of horses arrived in the city intact and rested and his wagon avoided the severe wear and tear from the rutted and poorly gravelled roads of that day. The other great advantage was the time saved. A trip that entailed seven to eight hours into the city and one day home again plus the expense of one night's lodging might now be done in one day's time. For transporting wagon, team and man the railroad set a price of only \$4 round trip. The proposition seemed so attractive that many of the farmers present entered their names as willing to make the trial. For the accommodation of farmers living east of Mineola another conference was held at Areson's Hotel at Mineola on December 10th.

During December the railroad added further clarification. The fare would be \$5 a load from all stations between Central Park or Locust Valley and Mineola. For stations between Mineola and Jamaica the rate would be \$4 and between Jamaica and Hunter's Point \$3.50. Farmers would be allowed to take back loads of fertilizer at nominal prices.

On January 5, 1885, a large number of farmers from the Towns of North Hempstead and Oyster Bay congregated at Albertson's Station to witness the loading and departure of the first experimental produce train. The train consisted of eight flat cars, two wagons being loaded on each and the same number of box cars for the horses with a passenger car for the farmers. The general superintendent of the road, Isaac Barton himself supervised the loading which was accomplished quickly. The train pulled out amid the cheers of the bystanders at 4:15 A.M. and arrived at Long Island City at 6:30, where the wagons were quickly unloaded and by 7 o'clock were on their way to New York. Everything went smoothly on the homeward trip and the pleased farmers spread the good news on their return.

A week later on January 12, 1885, another trip was made with ten flat cars, ten box cars and a combination baggage & passenger car. This time the train loaded 22 wagons and left Albertson's at 3:30 P.M., arriving in Long Island City at 5 P.M. The 15 m.p.h. of the first train had been improved this time to 22 m.p.h. As a result of this second successful trip, the farmers guaranteed the railroad a minimum of 20 wagons a trip at \$4 each. Trains were scheduled to leave Albertson's at 3 P.M. on Mondays and 9:30 A.M. on Fridays.

In the 1886 season the Long Island R.R. constructed a loading platform at the Locust Valley station for loading wagons. The produce train, as it came to be called, continued to be popular, for in September we read that 8 to 10 wagons from Oyster Bay Town were transported on each trip.

In 1887, the popularity of the produce train must have waned, for the number of farmers availing themselves of it became too small to make it a profitable operation to the railroad. On March 17, 1887 only six loaded wagons were carried and the railroad announced it would drop the service. Possibly the railroad may have changed the rules, for we read that these farmers did not have the privilege of the railroad on the return trip, but had to drive home.

The idea of the produce train did not die out, however. In September 1888, we read that on the 10th, a train left Locust Valley for Long Island City with 37 heavily-loaded wagons on flat cars, 7 box cars for the horses and a passenger car—27 in all. One of the newspapers remarked that the produce train was now running daily and that it was a permanent fixture that was becoming more appreciated.

The 1889 season saw the produce train again flourishing, a September 17 trip with 50 wagons and September 18 with 37. Regrettably, the October 4th trip, loaded with 65 wagons, got stuck on the curve in Winfield. After a delay of two hours, a large locomotive from Long Island City was sent out and assisted in getting the train started again. Patronage seems to have reached a peak in October 1889, for a Mineola observer reported 75 to 100 wagons on the train passing the station.

One of the curious things about the whole produce train operation is the question—why was it not extended to other branches than just the Locust Valley if it was so successful?

We do not know the answer but the same thought must have struck others of that day, for in November 1889, the farmers of Hempstead agitated for a market train of their own but without success.

In the year 1890, the train began running on September 1st, now its regular starting date. There were 47 wagons on board. A special side track was built at Mineola depot to accommodate the market train and to provide for the first time a separate Mineola produce train. However, on September 29, only 17 loaded wagons appeared for shipment. Within two weeks the new Mineola train was taken off for lack of adequate patronage. The farmers of the Oyster Bay area petitioned the railroad to run a train from there now that Oyster Bay was the new terminus of the branch. Before the 1890 season was out, the first serious accident happened. On November 14, 1890, when the produce train got to Jamaica, it took the side track to allow the Babylon Express to pass. The crew failed to reset the switch for the through track and when the express came along, it was shunted into the siding and smashed into the loaded wagons. Many of the flat cars were broken and the produce and wagons smashed to pieces. Several men were badly injured besides.

Promptly, in September 1891, the train resumed running, again with 75-100 wagons. The last mention of the market train in the contemporary press is in February 1892. On February 12th, a flat car loaded with three wagons filled with vegetables toppled over against two passenger cars in the Long Island City yards, smashing their windows. The market wagons were reduced to splinters. The produce train may well have continued in operation for a few more seasons but nothing further is known of it.

Next to the freight business the other large accommodation furnished by the Long Island R.R. was the express service. This was, strictly speaking, the hauling of trunks, hand luggage and small packages. This business showed a steady, uninterrupted growth, all during the 20 years of the Corbin regime, producing gross revenue of \$231,598.24 in 1883 and climbing to \$595,647.15 by 1900.

When Austin Corbin took over the Long Island R.R. in 1881, the express business was wholly in the hands of Westcott & Co. who held a five year contract dating back to receivership days.

Westcott bound itself to pay 40% of its earnings to the railroad for the privilege of doing business over the road. If the business mounted to more than a certain stipulated sum, the percent paid was to be greater. Austin Corbin determined, on taking over the road, to do his own express business, reasoning that his own station agents and baggage masters could act as expressmen, and he would be able therefore to carry express goods more cheaply than Westcott. Corbin entered into an agreement with the New York Transfer Company, popularly known as Dodd's Express, to work with the Long Island R.R.

In November 1881, Corbin gave the Westcott Company six weeks' notice to cease operations, claiming that the Westcott contract had expired in May last and that Westcott now did business only on sufferance. Westcott at first did not object but asked that the equipment in use on the road should be taken over by the Long Island R.R. at a fair price. Corbin offered a sum that was inadequate in Westcott's view, and Westcott as a result refused to withdraw on January 1, 1882. The day before, Westcott, as a precautionary measure, procured an injunction restraining the Long Island R.R. from dispossessing the Express Company until February 2nd when the case would come up for argument in court. The result of all this was an "express war" on the railroad with two sets of express messengers riding in the cars and both companies handling baggage.

Things really heated up on Sunday, January 8th, when Superintendent Barton, acting on the instructions of Corbin, seized the Westcott offices in the Long Island City depot and placed Long Island R.R. agents in charge. The following day a fistfight erupted between Westcott agents and the railroad agents. One Westcott man burst into Superintendent Barton's office and leveled a revolver at him. He was disarmed and the police were summoned to restore order, leaving the railroad agents in possession. The railroad issued circulars to the public warning that it would not be responsible for goods entrusted to Westcott, while Westcott retaliated with statements of financial solvency and reliability. The public expected a rate war to break out momentarily.

At the February hearing the United States Circuit Court enjoined the Long Island R.R. from interfering with the business of Westcott and from refusing to furnish all the facilities neces-

sary for carrying on their business. The court also fixed the measure of compensation to be paid by the Westcott Company for transportation of messengers and express matter at one and one-half first-class railway freight on actual weights of express carried.

The Long Island R.R., having lost a round, resorted to a predictable tactic—rate cutting to starve out the opposition. The sympathy of the public was all on the side of Westcott, and it was recalled that the Erie Railroad had once tried the same tactic but had failed when faced with the united opposition of the express companies. The Long Island R.R. put on attractive looking wagons but they went about largely empty.

In April the railroad turned to harassment. An order came out that no barrels, large boxes or heavy packages were to be carried over the railroad by other express companies. Westcott immediately sought relief through the courts, and even before a decision could be rendered, the Long Island R.R. backed down and rescinded its order.

Public sentiment and possibly general inexperience on the part of the railroad agents still favored Westcott. The Long Island City Star commented:

“The Long Island R.R. did an unusually heavy passenger business on July 1st, but the wretched and bungling manner in which they forwarded the baggage of their patrons, causing long and vexatious delays was the cause of universal and outspoken condemnation. Westcott’s trained men and thorough system of management was sadly missed and hundreds of disappointed and exasperated people no doubt cursed Corbin for his greed of gain which led him into the attempt to run an express business”.

Other complaints arose on Long Island for neglect of delivery of goods; the station agents were willing but the bottle-neck seemed to be Long Island City. The railroad insisted that a large number of new wagons was being constructed for them and that it had no intention of retiring from the business. One month later, quite unexpectedly, Westcott yielded to the superior holding power of the railroad and withdrew from the road as of September 1, 1882.

During the eight months of the "war", ruinously low rates had prevailed, packages being carried for as little as 5¢. As soon as Westcott withdrew, the Long Island R.R. predictably raised its own rates to a profitable figure. The Long Island R.R. bought from Westcott at Long Island City 30 horses and 30 wagons and a small stable. The Long Island immediately retired the oldest horses and bought fresh stock, so that by 1885, there were 50 wagons on hand. Losses and delays were dramatically cut down by an order making baggage masters responsible for all delays and damage that arose from their failure to put goods off at the proper station. Villages entitled to free wagon delivery rose yearly

1882 - 11	1884 - 26	1886 - 39
1883 - 24	1885 - 32	-

Delivery limits in New York were extended from 59th Street to 65th Street and in 1885 to 70th Street. Offices increased also:

1882 - 88 on L.I.; 2 in N.Y.

1885 - 100 on L.I.; 9 in N.Y.; 4 in B'klyn.; 1 in East N.Y.

In April and May 1883 the string of old sheds on the south side of Borden Avenue that had long been an eyesore were razed, and new offices were erected for the accommodation of the express business.

The volume of baggage checked rose so dramatically that in 1886 the railroad set 174 lbs. as the maximum baggage weight per passenger ticket, with a charge on any excess. During 1888, the railroad made it possible to ship express from any station on the Long Island R.R. directly to any station on the Central Railroad of New Jersey or the New York Central.

By 1890 the express business had grown so large that the railroad frequently had to hire outside services to handle the volume. During 1890 the railroad erected at Long Island City a new shed and office for the Express Department 80 x 450, and over it rooms were fitted up for the use of employees including meeting rooms, library, dining room, kitchen and bath rooms.

In the summer of 1889 the express business on the Montauk Division forced the road to run a special train of three express cars between Jamaica and Sag Harbor every Monday, Tuesday, Friday and Saturday just for express matter.

An unusual adjunct of the express business was the establishment by the Long Island R.R. of a coach and coupe service for its patrons at the East 34th Street New York ferry terminal starting June 11, 1883. The arrangement was made, it was said, "to secure the passengers clean coaches and coupes with good horses at regular rates and to prevent imposition". The company's agent on the train secured the coaches for the passenger.

We do not know whether this service lasted all through the 1880's but in May 1892, Benjamin Norton, vice-president of the Long Island R.R. organized a cab service in Brooklyn, Long Island City and New York. On June 2, the "Long Island Coupe & Carriage Company" began its cab service. The railroad's report remarked that "revenues from this source are steadily increasing. As the service in this direction is especially good and the rates uniform and low, it has resulted in a great convenience to our patrons".

What were the physical facilities of the road that made it possible to handle all this freight and express business? First of all, there were the freight houses. In addition to the older ones from an earlier day, Corbin put up bigger and better freight houses every year

1881	Flushing Port Jefferson Eastport Quogue Hinsdale Bridgehampton	Far Rockaway Glen Cove Hicksville Farmingdale Lakeland Medford	Yaphank Jamesport Mattituck Southold Amityville Lindenhurst
1882	Forge Bay Shore	Corona Queens	Hempstead (20 x 30)
1883	Westbury Mineola Southampton	Sea Cliff Great Neck Ronkonkoma	Setauket Richmond Hill —
1884	Brookhaven Deer Park	Central Park Jamaica	Waverly —
1885	Merrick Wantagh Freeport	Rockville Centre Hollis Flushing	Good Ground Roslyn —

1886	Bushwick (brick) Massapequa Sayville	Far Rockaway Bayside Whitestone Landing
1887	Long Island City (brick) 200' Aquebogue	Woodhaven Junction Cutchogue
1888	Patchogue (brick)	—
1889	Oyster Bay (brick) Moriches Amityville	Kings Park Foster's Meadow —
1890	Little Neck (brick) Oakdale (brick) Albertson's	Locust Valley Farmingdale (enlarged)
1892	Greenport (brick)	—
1893	Baldwins (brick) Bay Shore (brick) Westbury (brick) Pearsalls (brick)	— — — —
1894	Newtown	—
1895	Long Island City (freight sheds burned January 11.)	

The rolling stock to transport all this freight and express increased substantially in the 1881-1900 period:

Year	Mail Baggage Express	Dump	Box	Gondola	Caboose	Flat	Construc. Cars	
1881	16	—	117	353	5	22	—	—
1882	17	51	187	385	15	—	10	—
1883	17	51	237	417	15	22	10	—
1884	19	26	237	422	16	—	10	—
1885	19	36	237	349	17	—	10	—
1886	8	36	339	411	17	10	—	—
1887	19	36	339	421	17	10	—	—
1888	20	36	339	512	18	10	—	—
1889	22	36	339	503	18	10	—	—
1890	23	36	388	545	18	10	—	—
1891	11	36	485	581	19	10	Produce	—
1892	27	37	632	784	28	10	15	—

1893	28	37	614	634	25	10	15	—
1894	28	21	612	600	32	—	15	—
1895	29	43	622	598	34	—	15	—
1896	29	38	596	598	37	—	15	—
1897	29	—	583	588	38	15	Service	Refrig.
1898	43	—	565	558	39	Flat Produce	25	5
1899	53	Coal	568	551	33	11	29	5
1900	54	45	561	541	29	11	23	5

Some of the later great freight yards of the Long Island R.R. were established during these years. In December 1888 the railroad bought in Brooklyn the square block bounded by Atlantic, Sixth, Carlton and Pacific Avenues for a freight yard. The average price paid for the lots was \$2000 and the price for the houses on the property ranged from \$500 to \$5000 each. Beginning in May 1889 the private houses were torn down and the block was laid out. Late in 1889 the railroad began laying tracks for what was to become in later years the big Flatbush Avenue freight terminal. During 1892 the railroad erected a large freight house here at the corner of Sixth & Atlantic Avenues, 300 x 300. The yard behind had a capacity of about 300 freight cars.

The other site that was later to become a great freight terminal was the Bay Ridge yards at 65th Street. This had been the terminus of the Manhattan Beach Railway since July 1877, but in 1892, Austin Corbin bought much additional land and made great improvements by building new docks and piers. The idea was that 65th Street would be the tidewater terminus of the New York Bay Extension Railroad (today's West Hempstead Branch) and that the bulk of the Long Island Rail Road's freight would be concentrated here and shipped out, leaving Long Island City free for passenger operation. The dream was never realized but the extensive and expensive improvements made at Bay Ridge between 1892 and 1895 helped the Long Island R.R. freight traffic in later years.

In closing this study of Long Island R.R. freight operations and facilities, we may mention some of the dock and boat facilities of the Corbin era. There was already a freight dock at Long Island City in 1881 when Austin Corbin took over. In February 1885, the Long Island R.R. leased piers 32 and 33 on

the New York shore of the East River at the foot of James Slip (32) and Oliver Street (33). The area in front of the docks was dredged out, new bulkheads were installed and a ferry house built. Floats and tow boats were bought to haul loaded freight cars from Long Island City to New York. The use of car floats permitted one handling only of the freight, materially lessened the cost of handling and lessened losses by breakage. By July, two 8-car floats were in service and two more were ordered of 10-car capacity.

On the newly refurbished piers the railroad built a new freight depot 163 feet long and 60 feet in width, surmounted by three towers, the central one being 27 x 60 and the two end towers 20 x 60. The foundations rested on 300 driven piles. The whole building consumed 59,000 feet of yellow pine and 51,000 feet of spruce. The outer walls were of corrugated iron and the inner walls plaster on wire laths. The offices of the company occupied the towers. The pier in front of this great depot was 180 feet in length by 40 in width and rested on 225 piles. Yellow pine, spruce and white oak went into its construction.

At the other end of the island the Long Island R.R. in March 1887 bought a plot of land and some land under water at Sag Harbor to build docks and a freight depot. In 1893 the railroad built a new freight pier at the North Shore dock in Long Island City.

On May 3, 1894, a disastrous fire burned out three freight piers at James Slip, newly built in 1885. The fire had started at the adjoining dock of the Clyde Steamship Co., when a man, smoking a pipe, sat on a barrel of oil. A spark ignited the oil and the fire followed. During 1895, a new dock, bulkhead and shed was erected to replace the ones destroyed by the fire.

In the spring of 1898 the railroad built a substantial freight yard at Promised Land between Amagansett and Montauk for the American Fisheries Company and its menhaden processing plant. A whole yard full of tracks serviced a fish factory newly established there. Regrettably, the large station burned down in September 1899 and the Long Island R.R. lost out on the installation.

The final great freight facility built in the 19th century was the big yard between Van Wyck Boulevard and 150th Street, Jamaica, in 1899. The railroad pieced together laboriously many

plots of ground and eventually owned all the land between its right-of-way and Jamaica Avenue between 144th Street and 148th Street. Here a freight depot 30 x 100 on 148th Street was built. By the summer of 1899, the 150th Street crossing at Jamaica was 26 tracks wide and here all the sorting and switching of freight for the whole island took place. This great freight yard remained in use for hardly more than a decade when the elevation and relocation of the whole Jamaica station area forced the removal of the whole freight operation to the new and still-existing Holban yard at Hillside-Hollis.

CHAPTER 18

Rolling Stock—Types and Changes

ONE of the most conspicuous improvements of the Long Island R.R. during Austin Corbin's administration was the great increase in the quantity and quality of the rolling stock. In the category of locomotives, the railroad in 1881 found itself with only 52 and these largely older equipment. Thereafter, there was a steady improvement.

Year	Owned	Leased	Total	Bought This Year
1881	52	20	72	0
1882	57	39	96	6; sold one
1883	67	39	106	22
1884	67	39	106	0
1885	67	39	106	0
1886	73	38	111	5
1887	74	38	112	1
1888	6-driver 7		7	7 six-drivers
	4-driver 74	38	112	
1889	6-driver 12	0	12	7 passengers &
	4-driver 98	19	117	5 switchers
1890	6-driver 12	0	12	5 passenger
	4-driver 102	19	121	
1891	?	?	141	10
1892	?	?	164	10 passenger, of which 5 compound 10 Rap. Tr. compound 3 switchers
1893	?	?	133	23
1894	?	?	148	13 passengers 2 switchers
1895	?	?	148	0
1896	?	?	148	0
1897	6-driver 35	0	35	
	4-driver 101	12	113	0

1898	6-driver	35	0	35	5 passenger
	4-driver	116	12	128	10 Rap. Tr.
1899	8-driver	3	0	3	5 freight
	6-driver	41	1	41	1 switcher
	4-driver	116	1	117	11 Forney sold
1900	8-driver	3	0	3	
	6-driver	41	0	41	
	4-driver	114	1	115	0

Nearly all the locomotives bought came from Rogers, Cooke, Baldwin, Brooks or Rhode Island. Because of the connections of both Austin Corbin and Maxwell with other roads, there was some movement of engines during this period with other lines. In June 1882, some Long Island R.R. locomotives went to the Indiana, Bloomington & Western R.R. and in July 1883, the first 6-wheel Mogul locomotives on the Long Island R.R. came from the Utica, Ithaca & Elmira R.R., Corbin being an important backer and director of both roads. Many of the leased locomotives during these years came from the Central Railroad of New Jersey simply because Henry Maxwell was president of that road for many years as well as vice-president on the Long Island R.R. A glance at the tables reveals how the engines on the Long Island R.R. gradually became larger and heavier; in 1888, the first engines with six drivers appeared on the road and in 1899, the first 8-drivers.

In the first week of his tenure as president in January 1881, Corbin issued orders that the locomotives on the road were no longer to be named but rather numbered. This was in line with the changing custom on most of the large roads in the metropolitan area. By the 1890's the roster had reached 159; by that time many of the oldest engines had been scrapped, and in 1893 the railroad began numbering all over again starting with number one. To avoid duplications with the older numbers, the railroad in 1898 renumbered its whole locomotive fleet.

There was also a pronounced effort to get away from the use of soft coal. In June 1888, the road reported that "a great many" locomotives had been transformed into hard coal burners. Again in July 1890, some of the locomotives were fitted up to burn hard coal, because of the complaints about standing engines emitting heavy smoke. The conversion must have been on a small scale, for in August 1893, the Long Island City Board of Health notified the railroad to stop burning soft coal within the

city limits, and began serving summonses in October. The annual report of the railroad for 1898 states that by this year 22% of the engines used hard coal; in 1899, 50% of the mileage run was with the use of hard coal. The elimination of soft coal was still in the future as late as April 1899 for a newspaper notice remarks that "the experiment of doing away with soft coal is working satisfactorily."

As early as 1882, the Long Island R.R. experimented with crude petroleum as a fuel in the effort to get away from the complete dependence on soft coal. On March 29, a trial trip was made from Long Island City to Rockaway Beach, using a process developed by a Mr. Dickey. The engine made the trial trip in five minutes under the scheduled time and the entire cost of oil consumed was \$1.25. The engine carried over 100 lbs. of steam and no smoke or cinders were produced. Though the effort received high praise, this is the last we hear of it. In 1895, the railroad experimented with using coal oil in one of its engines by altering the tank and fire box, but the experiment was not repeated, though pronounced a success.

One of the more important engine changes came during March, April and May 1899. The railroad sent off to the Paterson Locomotive Works at the rate of three or four a week many of its old engines to be equipped with new boilers and Wooten fire boxes. Many photos of the oldest Long Island R.R. locomotives show these engines only after they had been fitted with the Wooten fire boxes. The purpose of the modification was to save fuel, since fuel of a cheaper quality, burned in the new style fire boxes served the purpose of the better coal used in the original furnaces. By May 9, thirty engines had been so modified.

The passenger equipment of the Long Island R.R. was tremendously improved and augmented over the years 1881-1900. When Corbin took over the road, there were only about 40 relatively new comfortable cars available; the rest were old, hard-riding coaches dating back to the Charlick era. Over the years the purchases were as follows:

Year	Owned	Leased	Total	Bought This Year
1881	standard 33	56	139	0
	Rap. Tr. 19	0	19	

1882	103	56	159	20 passenger
	19	1	20	
1883	129	56	185	12 for LIRR
	19	1	20	10 for NY & MB RR
1884	129	56	185	0
	19	1	20	
1885	129	56	185	0
	19	1	20	
1886	129	56	185	0
	19	1	20	
1887	129	56	185	0
	19	1	20	
1888	148	56	204	
	44	1	45	
1889	249	1	250	
1890	270	1	271	20 standard 3 combinations
1891	?	?	290	20 standard
1892	?	?	269	
1893	?	?	262	
1894	?	?	321	61 coaches
1895	?	?	321	
1896	?	?	321	
1897	269	52	321	
1898	290	52	342	20 coaches
1899	370	51	421	16 standard 55 Rap. Tr. 19 combinations
1900	390	51	441	

Nearly all of the coaches were bought from Jackson & Sharp and from Pullman with parlor cars from Barney & Smith. There were four classes of coach, all of distinctive design, used in excursion service; parlor cars, either of Woodruff or of the Long Island R.R.; combination cars; and finally, baggage, mail and express cars. Of these four the Long Island R.R. had the following:

- 1881 10 opens, 20 new Woodruff parlor cars ordered, 11 baggage, 5 mail & 17 express; 31 opens sold.
- 1882 7 LIRR, 30 MBRR (37), 16 new Woodruff parlor cars on hand, 12 baggage, 5 mail & 17 express; 3 opens sold; 2 mail, baggage, express bought.
- 1883 7 LIRR, 80 MBRR (87), 12 baggage, 5 mail & 17 express, 50 opens bought, 3 opens sold.
- 1884 7 LIRR, 84 MBRR (91), 14 baggage, 5 mail & 19 express, 4 MB opens sold, 2 mail, baggage, express bought and built.
- 1885 7 LIRR, 88 MBRR (95), 14 baggage, 5 mail & 19 express; 4 MBRR opens bought.
- 1886 7 LIRR, 88 MBRR (95), 14 baggage, 5 mail & 19 express, none bought or sold.
- 1887 9 LIRR, 88 MBRR (97), 16 new Woodruff parlor cars added, 14 baggage, 5 mail & 10 express.
- 1888 9 LIRR, 88 MBRR (97), 15 baggage, 5 mail & 20 express.
- 1889 9 LIRR, 88 MBRR (97), 35 total parlor cars being re-fitted by Woodruff, 22 baggage, 0 mail & 22 express; 2 mail, baggage, express bought.
- 1890 9 LIRR, 88 MBRR (97), 23 baggage, 0 mail, 23 express; 1 bought.
- 1891 97 opens, 12 baggage, 11 mail & express (23).
- 1892 97 opens, 38 Woodruff parlor cars taken over, 27 baggage, mail & express cars.
- 1893 97 opens, 28 baggage, mail & express cars.
- 1894 88 opens, 28 baggage, mail & express cars.
- 1895 88 opens, 29 baggage, mail & express cars.
- 1896 79 opens, 29 baggage, mail & express cars.
- 1897 77 opens, 42 parlor cars, 29 baggage, mail & express cars.
- 1898 77 opens, 30 parlor cars, 43 baggage, mail & express cars; 1 bought.

- 1899 1 open, 38 parlor cars, 53 baggage, mail & express cars, 78 old MBRR opens destroyed.
- 1900 No opens, 38 parlor cars, 54 baggage, mail & express cars.

The open cars were a motley collection, all of them inherited from either the New York & Manhattan Beach Railway or the Long Island R.R. All 50 had been used for Manhattan Beach, Rockaway and Brighton Beach service. Fifty Manhattan Beach opens were a mixture of old narrow-gauge Centennial cars, Jackson & Sharp and Brill cars of 1877 and 1879 vintage. 52 others were Jackson & Sharp cars of 1877-79. The Corbin regime used the opens exclusively on the Manhattan Beach and Bay Ridge summer service. After the terrible Parkville Tunnel disaster of 1893, the State Railroad Commission ordered that the sides of these open cars be closed with wire netting, that the long side steps be taken off, that entrances be made at the ends, and an aisle run through the length of the car. Whether the Long Island R.R. rebuilt all its opens to these specifications is highly unlikely. What is certain is that the opens were withdrawn from all passenger service except for a very small number on the Bay Ridge Division. After six years of storage, the remaining 78 of the old opens were destroyed in 1899.

Parlor car service on the Long Island R.R. had, since the 1870's, been furnished by the Woodruff Parlor Car Company under contract. Theodore L. Woodruff invented a form of the sleeping car, built it up into a parlor car company that rented equipment to many roads and maintained an eastern office in Corona, L.I. and a western office in Chicago, Ill. Woodruff came to his death while trying to cross a railroad track ahead of a train in Gloucester, N.J. in May 1892. The Woodruff Company parlor car storage shed and office in Corona, had just been enlarged in January 1890. The Long Island R.R. stored and serviced the Woodruff equipment in its College Point shops. The road did not intend to build its own cars but to have them made by outside manufacturers the same as its other coaches. On February 18, 1892, the property of the Woodruff Company, including 38 parlor cars, was turned over to the new subsidiary, the Long Island Parlor Car Company, just organized. All the cars were then repainted and refitted at the Morris Park shops. The

Woodruff car shops on the Flushing meadows, which had been closed for some time previous to March 1892, was supposed to be reopened by the Long Island R.R. Then, a year later, the shops reopened in March for two weeks because Morris Park happened to be overcrowded but at the end of March the shops closed down again permanently, and the employees were assigned to Morris Park.

The greatest improvement in passenger cars during this period was the elimination of the old coal stoves and the substitution of steam heating. In several much-publicized accidents of the 1880's, derailment or collision caused the hot stoves to upset in the cars, and within minutes, the dry wood ignited and turned the coach into a flaming inferno, cremating those who were trapped inside. Superintendent Barton began experiments in November 1886 on a steam-heating system that circulated steam from the locomotive through a series of coils in each car. Twenty-one cars and 5 locomotives were fitted with the new apparatus and a three-month's trial showed that the method was a success. Barton's efforts came none too soon, for in June 1887, the governor of New York State signed a bill prohibiting the use of stoves for heating in railroad cars, effective May 1, 1888, on any railroad over 50 miles long. Dining cars had to have approved types of stove. (chap. 186, Law of 1888).

During the summer of 1888, a hot water circulatory system, called the Gould system, came to be adopted by a number of the principal railroads of the country and the Long Island R.R. decided to go along. Along the side of each car was a pipe about 4 inches in diameter. Inside of this was another pipe containing salt water. The outer tube was then filled with steam from the locomotive which heated the salt water to a high degree. The feature of the Gould system was that the salt water remained hot and continued to heat the car long after the locomotive had stopped the supply of steam. The inventor, Mr. Gould, himself superintended the process of fitting up the Long Island R.R. cars with his system over the spring and summer of 1888. The cost of installation came to about \$300 a car, and the working life of the pipes averaged five years. The Long Island was unable to fit up all its cars on time as required by law and secured an extension to January 1, 1889. Even then by February 16 the railroad had managed to equip only 71 cars.

Almost equally important in the matter of passenger safety was the lighting in the cars. In many an accident around the country, swinging oil lamps had upset as a result of a crash or derailment and set fire to the dry wood of the coaches. In 1894, the Long Island R.R. erected a gas plant at Long Island City to manufacture Pintsch gas for all lighting in its passenger cars. In this way the old oil lamps came to be gradually phased out.

The color scheme used by the Long Island R.R. to paint its equipment is not mentioned in any sources for the 1880's. However, in articles of 1891 and 1893, we read that the cars were painted yellow. Then in the spring of 1893, Tuscan red with aluminum trimmings and pea-green trucks were adopted as the standard color, and by 1894, a yellow car was a rarity on the road.

In the late 1890's, the Long Island R.R., for the first time began to use special purpose equipment. In August 1897, the railroad converted a passenger car into a hospital car in order to transfer invalids from place to place, or to move injured or sick employees or passengers to a hospital. The car was 42 feet long, divided into two compartments, and fitted up with cots, stretchers, berths, tables, surgical instruments, etc. so that even an emergency operation might be performed. Its regular station was in the Long Island City yards. This car may have grown out of a suggestion of the road's own official doctor and surgeon, Dr. B. Frank Valentine, who was appointed by the railroad.

The last years of the century also saw the purchase of the first heavy snow-fighting equipment. In earlier years the railroad had attached plows to the front of its engines, but as technology advanced, this method of coping with snowstorms proved obsolete. On January 5, 1897, the railroad took delivery of its first Russell snow plow; it was 35 feet long and had a cupola on the top for the conductor; it weighed 47,200 lbs.

In December 1898, the railroad got its first rotary snow plow, the most powerful snow fighter yet devised. It was designed to chew its way through drifts 15 to 20 feet deep at a rate of 8 m.p.h., while throwing snow by the ton onto the fields on each side. The plow worked independently of the wheels and could start even when the wheels were motionless, a great advantage in cuts. The rotary weighed 27 tons and cost \$18,000.

During April of 1898, the railroad constructed an oil-sprinkling car. A contract had been entered into with the Dustless Roadbed Company to oil all of the roadbed and this special car was designed with tanks and a spray nozzle to sprinkle oil on the roadbed.

CHAPTER 19

Switch Towers and Interlocks

WHEN Austin Corbin took over the Long Island R.R. in 1881, towers to control switches and signals were a rarity. The very first tower on the road had been put into service on June 14, 1879 at Bedford Station to control the Rapid Transit, through Long Island, and Brighton Beach trains. The second tower on the railroad was a structure at Pearsalls (Lynbrook) placed in service on July 24, 1881. After very short use, it was found easier to manipulate the switches by hand, and the tower lay unused in 1881, being finally torn down in September 1881.

The third tower, modeled on the Bedford original, was erected in July 1880 at Rockaway Junction (Hillside) and placed in service on July 31. It was intended to control Rockaway, South Side and through Long Island trains. The fourth tower was put up at Glendale Junction and placed in service on August 26, 1880, the same day that the double track opened between Long Island City and Metropolitan Avenue.

The fifth tower of record went into service at Woodhaven Junction on September 5, 1880, which was the same day that the double track opened between Van Wicklen's (Linwood Street) and Woodhaven Junction.

A block tower, dating to May 1879, was the cupola of a private house overlooking the railroad tracks at 54th Street, Woodside, to control movements at Winfield Junction. In December 1882, this so-called "Guard House" was taken down; it was planned to replace it promptly by a switch tower with levers to operate the switches after the manner of the block system. As of March 15, 1883, the new tower was started. The new structure was at Winfield Junction instead of some distance away, and one individual could work the switches three hundred to four hundred feet from the tower. On May 15, 1883, the Winfield tower was completed and put into use; it had 13 levers,

operating switches up to 1,200 feet distant from the tower. The mechanics then moved on to Fresh Pond to the just-opened junction of the Manhattan Beach R.R. with the Montauk Division, where another tower was built to control the five switches there.

In May 1883, another large tower was put up at East New York at the intersection of the Manhattan Beach and Long Island tracks at Van Sinderen Avenue. This tower, unlike all others normally located alongside the tracks, was perched on four heavy elevated-railroad type pillars, straddling the tracks just west of the junction. The local East New York papers commented that "a good deal of ingenuity is being displayed in the arrangement of levers, rods, wires, blocks, switches, etc. all of which must have incurred an expense of several thousand dollars."

The last tower to be constructed in the 1883 season was that at Manhattan Beach Junction which controlled the Bay Ridge and Manhattan Beach trains. The new construction in order in this rapidly-expanding series of control towers was one on the line of Eleventh Street near Borden Avenue, Long Island City, erected in April-May 1884. This important tower controlled all ingoing and outgoing movements into the terminal area and was called "Montauk Junction." After two years of building by the National Interlocking Switch & Signal Company of Brooklyn, the tower boasted 48 levers controlling 21 signals and 17 switches. This was Tower #30 and later was called "Hunter's Point Avenue."

In 1885 a tower was put up at Bethpage Junction about a mile west of Farmingdale on the main line; it was put into service for the first time on August 14, 1885.

In March 1886, the railroad erected a new tower at Valley Stream, using the interlocking system. It had 24 levers controlling 14 signals and 7 switches. In the same year 1886 a tower was erected at Jamaica Cross Switches, 500 feet east of Van Wyck Avenue, a large affair of 48 levers controlling 22 signals and 17 switches. In the fall of the year a tower went up at Belmont Junction, erected in September and October 1886. Some time during the same year 1886, a tower was put up, or the old one was rebuilt at Rockaway Junction.

In August 1887, the railroad began a tower at East Hinsdale

station, northeast of the depot; it contained 20 levers controlling 7 switches, 9 signals and 1 gate. The interlocking switch and signal system was used and the machinery was put into service in October 1887.

In May 1887, the railroad erected a new tower at Pearsalls (Lynbrook) to replace the former one dismantled in 1881. This tower had 14 levers controlling 6 switches, 9 signals and 1 crossing gate. The switches at this place were changed about and improved in August 1892.

The year 1889 brought additional tower changes: the tower at Woodhaven Junction had to be removed in February 1889 because its foundations were built right on the line of Atlantic Avenue which the Town authorities were anxious to extend eastward. It contained at that time 10 levers.

Another removal occurred on May 26, 1889 when the Winfield tower, still relatively new, was moved to the Flushing meadows at Whitestone Junction. The new tower was set up with 20 levers. In October 1889 a tower and interlocking plant was installed at Hempstead Crossing with 26 levers. In the same year a tower was installed at Parkville Tunnel with 8 levers.

In May 1890, a new brick switch tower was built at Mineola; in the last week of July it was put into operation. From contemporary descriptions we learn that the building was 16 x 30 in size and 33 feet in height; inside there were 36 levers.

With the year 1892 the block system seems really to have come into its own. In January the system was adopted on the 11-mile stretch of track on the Montauk Division between Long Island City and Jamaica. Gen. Superintendent Blood in an interview stated that as a result of the adoption of the block system, it was now possible to run trains on a two-minute headway instead of three as heretofore. It was probably at this time that towers were put up at Penny Bridge, 100 yards west of the Haberman factory and at Bushwick Junction. The success of the system led to its introduction on the North Shore Division and the Manhattan Beach Division that same summer. Signal towers were built at the crossing of Queens Boulevard (old Thomson Avenue) between Woodside and Winfield, and between Winfield and Elmhurst.

In December 1892, Woodside had its facility restored. The railroad put up a large brick tower a little east of the Woodside

station, equipped with 26 levers; this replaced the earlier Winfield tower moved in 1889. Before the year 1892 was out the railroad erected one last tower at Flatbush Avenue.

In 1894, the Long Island R.R. adopted the Skykes System of block signals on the Montauk Division between Long Island City and Jamaica. This necessitated the renovation of all the old towers; the Johnson Railroad Signal Company had the contract for the work of renovation. During the following year this seems to have been carried through Jamaica. New towers were built at New York Avenue and Rockaway Junction in late 1895. Meanwhile new switch towers went up at Bellaire at the Hempstead Avenue crossing and just east of Hollis Avenue in Hollis in May 1895. On September 28, 1895, the railroad operated for the first time the new interlocking system in the towers at New York Avenue, Rockaway Junction and Hollis.

During 1894, interlocking plants were installed at Hempstead Crossing, Valley Stream and Flatbush Avenue, and in 1895 at Springfield Junction, Manhattan Beach and Manhattan Beach Junction. The last reference to an installation of block signal systems is on the stretch between Bridgehampton and Montauk in March 1896.

At the end of the century we have this eye-witness description of the Jamaica yards:

"The new safety interlocking switch and signal system of the Standard Railroad Signal Company is now in operation at the Jamaica yard of the Long Island R.R. There are 26 lines of track in this yard and they will all be operated by compressed air under the new system. An iron signal bridge over 100 ft. long and 22 ft. above the rails has been erected over 12 lines of the tracks at the Sutphin Blvd. crossing. Signals will be displayed from staffs on these bridges over each line of track, fans by day and colored lights at night. Signals will also be maintained at the track switches. These switches are so arranged that one cannot be opened without locking the others, thus avoiding the danger of trains going on the wrong track and avoiding collisions. The air is compressed at the engine house of the Montauk Water Company and is stored in a boiler at the side of the switchtower.

One man in the tower controls all the switches by means of the compressed air which is let into the gas pipe conduits from the reservoir boiler. The system is said to be the most complete, safe and efficient method in use."

In conclusion, we present here a list of the switch towers and the numbers they bore before 1900, insofar as they are known:

MONTAUK BRANCH:

1. (?) Montauk Junction
2. Dutch Kills Draw Bridge
3. Greenpoint Avenue
4. Penny Bridge Station (100 yards west of Haberman factory)
5. Haberman, east end of station
6. Flushing Avenue
- 6½ Metropolitan Avenue at Fresh Pond Rd.
7. Fresh Pond Yard, west end (Bushwick Jct.)
8. Fresh Pond Junction; built May 1883
9. Glendale, Central Avenue
10. Glendale Junction
11. West Richmond Hill, Forest Park, MP-7
- 11½ Richmond Hill, Jamaica Avenue
12. Richmond Hill, 1,800 feet east of Jamaica Avenue; built March 1886
14. Jamaica Cross Switches, 500 feet east of Van Wyck Avenue
15. Jamaica, west end of the station; built 1899
- ? Pearsalis (Lynbrook); built May 1887
- ? Belmont Junction; built September & October 1886
- ? Springfield station; built about 1895

MAIN LINE:

30. Eleventh Street, later Hunter's Point Avenue; built April and May 1884 and completed 1886
31. Queen Street, just west of 42nd Road
32. Hill Street (57th Road) "Skillman Avenue"
33. West Woodside, Madden Street
34. Woodside Junction, west of station
35. Thomson Avenue, east of station; built probably 1892

36. Jamaica, 1,000 ft. east of Jamaica Ave.; originally #40
41. Jamaica, east end of station; originally located at New York Avenue. Built fall of 1895
42. Rockaway Junction; built 1886; rebuilt fall 1895
43. Hollis, junction of Farmers & Hollis Aves. Built May 1895
44. East of Hollis
45. Queens, at Springfield Avenue; built spring of 1895
46. West Floral Park or Bellerose, west of station & at east end of track 3
47. Floral Park; built August to October 1887
48. Mineola
49. Bethpage Junction; built August 1885

HEMPSTEAD BRANCH:

105. Hempstead Crossing; built October 1889

NORTH SHORE BRANCH:

50. Winfield Junction, built May 1883; removed May 1889; restored December 1892
51. Elmhurst, Broadway; built probably 1892
52. Corona, Alburdis Avenue (now 104th St.)
53. Whitestone Junction; built 1889

ATLANTIC BRANCH:

- ? Flatbush Avenue; built 1892
63. East New York at station; built May 1883
65. Chestnut Street Junction
66. Woodhaven Junction; moved 1889
67. Morris Park
- ? Rockaway Avenue; probably 1895-96

MANHATTAN BEACH BRANCH:

70. Myrtle Avenue
71. Cypress Avenue
72. Liberty Avenue
73. Rockaway Avenue
74. Flatbush Avenue

- 74½ Ocean Avenue
- 75. Manhattan Beach Junction; built 1883
- 76. South Greenfield; at Kings Highway
- 77. Neck Road
- 78. Shore Road
- 79. Sheepshead Bay Station
- 79½ Sheepshead Bay Junction at Emmons Avenue
- ? Parkville Tunnel

ROCKAWAY BEACH BRANCH:

- 91. Ozone Park station; on roof of building
- 92. Liberty Avenue, Ozone Park
- 101. Hammels Junction

CHAPTER 20

Labor Relations

THERE are no statistics in the Annual Reports of the Long Island R.R. or in the Reports to the State Railroad Commission that will conveniently and succinctly furnish us with a full picture of labor relations on the Long Island R.R. at the turn of the century. For this we must depend on many small random notices scattered in the press of the island. We do not know exactly how many employees the railroad had in each capacity of work in any one year or what the rates of pay were, unless some complaint or strike threat brought working conditions to public attention.

When Austin Corbin took over the Long Island R.R. in January 1881, he drastically cut the work force to save cost: four clerks in the Roadmaster's Office were discharged and about 100 employees, mostly carpenters. The Rapid Transit conductors on the trains between Flatbush Avenue and the Brooklyn suburbs at Linwood Avenue were the next to suffer from the new policy of retrenchment. They had been earning \$65 a month but Corbin cut them back to \$50. The flagmen at the crossing along this stretch of Atlantic Avenue were cut from \$1.25 to \$1.00 a day, even though in summer their hours ran from 5 A.M. to midnight. After waiting six months the conductors got up enough courage to address a petition to Superintendent Barton begging redress. They not only asked that their wages be restored to \$65 a month but requested an additional conductor be put on the train on account of their long hours. They claimed that on the Rapids they were obliged to do the duty of switchmen and brakemen, and that on account of this multiple labor, they were forced to buy two uniforms in one year. They said that they were also held responsible for the bursting of a vacuum hose between the cars, the breaking of a bell cord or any other accident.

Barton not only refused to restore the cut but imposed on

the conductors the use of the bell punch, a new invention produced for horse cars, which audibly registered a fare deposited in it. After a full year and probably the realization that the conductors were more than ever tempted to "knock down" to recover their lost wages, Corbin restored the original pay cut on January 1, 1882. This was further increased by \$7 in February 1884, bringing the Rapid Transit conductors to \$62 a month.

The engineers on the Long Island R.R. were making \$80 to \$100 a month in 1885, the highest wage paid by the road. Some dissatisfaction was felt by the Brotherhood of Locomotive Engineers because the hauls and the hours varied markedly; the Brotherhood men felt that engineers should be paid by the mile or trip in accordance with the practice on other roads in the country. The Long Island's master mechanic considered the proposal but saw many objections. A committee from the engineers was then chosen to call on Corbin. After two weeks of negotiating both sides came to an amicable settlement. The engineers agreed to work a 12 hour day; their runs were not to exceed 800 miles a week, and they were to be paid extra for extra assignments and Sunday work. The salaries would remain at their present level of \$80 to \$100 a month.

Trouble erupted again in November 1885, when the master mechanic, perhaps out of pique that the oldest engineer, Miller, had gone over his head to negotiate with Corbin, discharged the veteran with the excuse that he was not needed after the summer season. The men saw through this excuse and formed a local chapter of the Brotherhood of Locomotive Engineers in order to have the backing of the national body. The national group brought pressure for Engineer Miller's reinstatement but the master mechanic refused. Talk of a strike then spread. After a few days, the engineer and the master mechanic had a face-to-face talk and the upshot was that Miller was reinstated.

A small amount of information has been preserved about the brakemen, flagmen and laborers. In July 1881, the railroad employed on the main line, Montauk Division and North Shore Division the following:

44 conductors	103 brakemen
3 baggage masters	49 flagmen

In July 1885 there were on the same divisions:

48 conductors	110 brakemen
4 collectors	60 flagmen (169 on the
24 baggage masters	whole road)

Gatemen in 1885 received \$1.25 per day and laborers \$1.10 per day. Brakemen received a \$5 monthly increase in May 1886, bringing them to \$50 a month. The flagmen at Jamaica in 1886 got only \$1.10 a day and for this worked from 6 A.M. in the morning to 8:45 P.M. in the evening.

The lowest of the low on the Long Island R.R. of the 1880's and 90's were the Italian laborers who graded roadbed and laid track. Most of these were recent immigrants and their language handicap made them easy victims for anyone seeking to exploit their ignorance. This sketch of their life tells us much:

"The lot of the poor son of Italy is invariably a hard one at best. The men are required to obtain the necessaries of life from a shanty store keeper who gives them credit. When pay day comes, the store keeper receives from the paymaster what is due him—the Italian gets what is left. The hideous part of the proceeding comes right in here: salt pork usually costs about 12¢ a lb. but the oppressed son of Italy is obliged to pay 24¢ for it and he pays 40¢ a lb. for his cheese, 22¢ for his bologna, and the same proportion for anything else his fancy might crave, the free air of heaven being about the only thing he gets at anything like a reasonable price."

and again:

"It is said by railroad men that Italians are being employed on the railroad wherever they can be squeezed in. They work cheaper than the experienced man but do not do as good work. One or two skilled hands are kept with each gang to direct affairs. The Italians live like rabbits, six to ten in a room and the farmer claims that they steal nearly all they eat."

It was little wonder that they took what they could, snatching free vegetables, fruit, chickens and ducks when the farmer's back was turned. They would also cut timber on people's woodlots to build trackside huts. For the hardest work their compensation

was only \$1 a day. Their low status on the road appears in remarks like this one in 1886:

“Mr. John Quigley has been placed in charge of a Guinea or Italian sand train at Long Beach, carting sand to fill up the excavation made by the recent storms on the Marine R.R.”

The public sometimes appreciated the hard work the railroad men did and rewarded them personally. For Christmas of 1889, Conductor James D. Rushmore of the Oyster Bay train got a purse of \$100 from the people who rode his train as a token of their appreciation; James Van Nostrand, a brakeman on the same train, received a purse of \$25. This same Conductor Rushmore must have had a remarkably winning personality, for only two years later, we read the following:

“There is no more popular conductor on the LIRR than Conductor James D. Rushmore of the Oyster Bay Branch, formerly of Hempstead. A few days ago a committee of his regular passengers made him a little visit at his home in Oyster Bay in the course of which it was revealed that their mission was to present the genial conductor with a handsome gold watch and chain, towards the purchase of which the regular passengers on the train contributed the money. The watch is of the best make with open face and has Mr. Rushmore’s monogram handsomely engraved on the back.”

When a fire destroyed a mail and baggage car at Port Jefferson and burned up the uniforms of Conductor Schofield and Express Manager Smith, the passengers on the Port Jefferson Express contributed \$40 towards purchasing new uniforms. In 1891, the same commuters were once again generous:

“The commuters on the Port Jefferson Branch recently raised a purse of \$111 and divided between the trainmen as follows: Conductor Schofield \$50; Engineer Townsend \$25; Fireman Donnelly \$10; Mail Agent Petrie \$10; Baggage-master Colsh \$5 and the newsboy \$1.25.”

From scattered articles and interviews of this period, we learn

that discipline on the road was firm and reprisal for wrongdoing prompt. The railroad used the service of Pinkerton detectives to keep an eye on its scattered personnel and their adverse report could lead to a dismissal. Besides the detectives the railroad employed "spotters" to check on observance of the regulations.

When a number of the engineers, firemen and conductors were discharged in 1892, the first two groups were paid off, but the conductors were told that if they wanted their wages due them, they could sue for it. The railroad had strong suspicions that they had been "knocking down" and determined to recover some of their losses in this way. One of the conductors, who was of course admittedly biased in his views under the circumstances, said this to the "Brooklyn Eagle" reporter:

"If a brakeman cracks a lamp chimney by turning the flame up too high, he is made to pay for it. If a conductor takes up a commutation ticket of a past date, he is compelled to pay the passenger's fare. The injustice of this is that the company loses nothing, for the ticket that should be taken up cancels itself. The company, you see, gets two fares in that case. Engineers are required to run a given number of miles with a certain weight of coal, and if he overruns the limit, he takes the risk of being suspended for a day or week, unless extra cars are carried to account for the increased consumption of coal. We are compelled to buy new uniforms at stated intervals and the company compels us to patronize a certain tailor and even makes the price we have to pay and we do not believe that it is the fair price either. Why, we are compelled to have our watches repaired at a shop chosen by the company. Worst of all, we never get a penny for extra work that we are constantly called upon to do."

How much truth there is in all this we have no way of telling today; however, when conditions became too unbearable, the men could and did rebel. In July 1892, the freight hands on the Port Jefferson freight rebelled when the work force was cut. It seems that the usual run consisted of six men and by hard work they were enabled to make their run in 14 hours. A few days before, the force was reduced to three men, and with the

reduction in the force came the usual summer increases in freight. The men claimed they were obliged to work from 7 A.M. to 1 A.M. and as a result they quit the train and it had to be sidetracked at Mineola until a new crew could be obtained. The men were then drawing \$45 a month—\$1.50 a day. The men defended their extreme action by claiming that other freight men they knew on the Sag Harbor freight sometimes worked until they fell from exhaustion. There is little doubt that these conditions existed, for all railroads in that day required hard manual labor and labor-saving devices were still far in the future.

The Long Island R.R. could and did issue some rather unreasonable orders to its freightmen at times. In September 1893, crews on the Port Jefferson freight were ordered to remain at the destination of their trains, except at the end of the day's work on Saturday or Sunday nights. This meant that the men who resided at the west end of the island had to forego returning home at night all week long until the weekend. Previously, the men had found it convenient to catch the westbound afternoon passenger train from Port Jefferson and spend the night at their houses, returning in time for duty the next morning. The new order put a stop to these overnight pilgrimages and kept the men from home.

Hardly more sensible and practical was the foolish rule, enforced for a while, that all trainmen should pay fare while traveling over the road and not on duty. This rule came out on February 1, 1882, and reached a new height of absurdity on August 1 of the following year, 1883, when it was decreed that all employees of the road, laborers, trainmen returning from work, conductors or brakemen sent out to some distant part of the road—all were obliged to pay carfare to and from work! Men who earned \$1 or \$1.25 a day were now obliged to give back 20¢ of this for carfare. Such an anguished wail of protest arose over this regulation that the order was rescinded in ten days; however, even then Corbin would not wholly back down: he lowered the charge to half the commutation rate! For some unknown reason, the same obnoxious regulation was repeated all over again in October 1885. When it was repealed—as it must have been—is unknown.

In 1893, the Long Island R.R. was struck by three disasters in quick succession: the Parkville wreck, the Berlin smash-up

and the general business depression of that year, and as a result severe retrenchment was the order of the day. In July the railroad discharged about 200 mechanics and helpers from the car shops at Morris Park alone. The company also let go one or two section men from each section along the road. In February 1894, the railroad laid off two ticket sellers at the main depot in Long Island City and one doorman. Each of the remaining ticket agents had to work a 14-hour day now instead of nine as heretofore. One boat was withdrawn also from the ferry service between James Slip and Long Island City. The trackmen too came in for their share of retrenchment. They were now permitted to work but nine hours a day instead of ten as formerly, receiving 12¢ per hour for their labor.

On the North Shore Branch in March 1895, the ticket agents and brakemen were notified that they would have to submit to a reduction of \$5 per month in their salaries, effective April 1. The ticket agent's wages were reduced from \$60 to \$55, and that of the brakemen from \$50 to \$45 a month. To save further the railroad in July 1895 issued an order giving each of the employees one day's vacation each week without pay during the summer season.

After Austin Corbin died in 1896, the succeeding Baldwin regime was much kinder to the men; times had become more prosperous and the railroad could afford to be generous. In January 1897, a general order went out to the employees, stating that hereafter the enforcement of suspension and fine would be discontinued. A record of service would now be kept and each employee would be promptly notified of any unfavorable entry against him. Only when the record was considered sufficiently unsatisfactory to unfit a man for future service would dismissal follow.

Lest anyone should imagine that the railroad always maintained an adversary relationship with its men, it is only fair to present the other side of the coin. Beginning in 1883 and for years thereafter, Austin Corbin distributed a turkey to each one of his employees at Christmas. In addition, Corbin sought by means of many prizes to inspire a spirit of competition between the superintendents on the three divisions of the railroad: the man having the best division got \$100, a substantial sum in those days; for the best section in each of the three divisions

\$50, and for the best section in the three \$25.

Across the street from the Long Island City depot, the Long Island sponsored a railroad YMCA and supported a Reading Room Association which offered comfortable chairs and a library well supplied with books and periodicals. In January 1891, Mrs. Corbin presented the reading room with a library of 500 volumes, many of them standard sets. A week later she made an arrangement to supply the place with daily and weekly newspapers and periodicals. In April, she followed this up with a leather-bound edition of Webster's Unabridged Dictionary. On Sunday afternoons, religious services were held in the library rooms.

Hiring and working standards for employees of the Long Island R.R. rose steadily during the twenty years of the Corbin era. As soon as Corbin took over the road, he ordered that all prospective employees would be required to submit "recommendation blanks" as well as application blanks. These recommendations had to be obtained from citizens of well-known standing and respectability and had to certify that the prospective employee was a man of "industry, honesty and reliability." The railroad in its 1885 Report noted with satisfaction that since recommendations had been required, discharge for drunkenness had fallen markedly. Beginning in June 1886, all applicants for positions as engineers or trainmen had to undergo medical examinations. They had to be physically sound in general, and any who revealed symptoms of color blindness were promptly rejected. In December 1890, regulations were further tightened up to require that all engineers, conductors, firemen, brakemen, agents and operators had to pass an examination on the general rules and the train rules during the coming 30-day period. Operating personnel had to demonstrate understanding of the code of signals and rules governing the movement of trains. This policy weeded out the illiterate amongst the employees and put a premium on educated intelligent personnel. In June 1891, the railroad began a personnel file for the first time of all of its men; blanks were issued to all the employees to be filled in with the age, previous occupation and other particulars of a man's past life.

While on duty, the men were required to maintain a good moral tone and avoid both liquor and tobacco. In 1886, when

the superintendent heard that some of the men had been running up bills for beer and whiskey at the Long Island City saloons, he sent a detective who collected the names of all the delinquents and what amounts were outstanding. It was found that bills of from \$1 to \$40 had been contracted by brakemen and others. The men were summoned to their superiors and notified that all the bills would have to be paid at once and that instant discharge would follow any further dereliction in that direction. The use of tobacco had been forbidden since before Corbin's day, but trainmen took a chance. A notice of January 1891 reported:

"A few days ago after the Pt. Jefferson mail train had left Setauket with two passengers in the coach, the conductor sat down in the smoking car and took a whiff from a cigar. The spotter reported him when the train got back to Hunter's Point and the next day the conductor received notice of suspension for 30 days without pay. He had to double the road every day."

In January 1892, an order was sent out reminding all personnel that the use of tobacco by trainmen while on duty was prohibited, while Corbin ordered that preference was to be given non-smokers in hiring.

Corbin's own strong antipathy to drink was reflected in an order promulgated in January 1893:

"Heads of department shall be required to dismiss from the service men addicted to the habit of drinking while on duty and full inquiry into the habits of employees and also the reputation of all applicants for positions shall be made; even where men are known to be in the habit of drinking excessively while off duty, dismissal shall follow. The frequenting of a place where liquor is sold may be cause for the dismissal of an employee, if he be on duty at the time.

"Where applicants for employment are to be considered, preference is to be given to those who do not use intoxicants in any form."

The order then quoted the sections of the Penal Code where engineers, firemen, pilots, conductors, etc. are guilty of a misdemeanor in being under the influence of intoxicating liquors

while in charge of a conveyance. In June 1893, General Manager Reynolds issued an order ordering employees not only not to drink intoxicating liquors while on duty, but requiring heads of department to discharge those who frequent saloons even in their leisure hours. Besides these well-meant regulations, a few make us smile today:

“An order went into effect Monday, December 29, 1890 prohibiting the brakemen from sitting down while on duty; it is claimed that they are delayed in their work by their talk with passengers.”

At some point bonding as a requirement for hiring for certain positions was required; however, in January 1897, the new president of the road, William H. Baldwin, issued an order relieving conductors of the necessity of providing bonds before entering upon their duties. Before this, each conductor had to provide a \$500 bond.

Union activity on the Long Island R.R. was almost non-existent before 1900. Other than the previously mentioned formation of a local chapter of the Brotherhood of Locomotive Engineers in 1885 with headquarters at East New York, there was little union consciousness. In April 1886, a sensitive time when the street-car systems all over Manhattan and part of Brooklyn were paralyzed by union strikes, a committee of Long Island R.R. employees held a meeting and petitioned for admission to the Central Labor Union. A list of grievances was to be drawn up and presented to the company after the new organization had been admitted to the Knights of Labor. Thereafter, we hear nothing of any organization activity and nothing of any rank and file unrest. Part of the reason for this may have been Corbin's dislike of labor unions. During 1890, he contributed an article to the "North American Review" in which he viewed with alarm the tendency of labor to organize.

Besides their labor organizations the men did form benevolent associations to provide sick-benefit and burial assistance; this was typical of that day in many industries throughout the country and provided the only welfare assistance and social security available in the 19th century. The plan for such an association was first proposed in 1885 and was suggested by a similar group just formed on the Baltimore & Ohio R.R. As

worked out the plan was as follows:

“The members were classified into two divisions. Those whose salaries amounted to \$40 a week would pay an assessment of 50¢ a month and receive a weekly indemnity in case of disability from accident or natural causes of \$7, and in case of death \$250 would be paid to their heirs. All getting over \$40 a month would pay a dollar a month dues, receiving in case of disability \$14 weekly benefits with \$500 in the event of death. The scale is to be operative for one year, after which, if circumstances warrant, a larger sum will be made payable where death occurs. The Board of Management consists of nine members, with Corbin an ex-officio member with power to appoint three members, the remaining five to be elected by the employees. Corbin personally pledged as his contribution 10% annually on all monies raised by the association up to \$25,000, sharing in all the benefits.”

The mutual benefit association was a great success; 1,402 of the 1,824 employees on the road as of February 1886 joined.

In closing, we may record here the scant details that have come down to us on employees' uniforms. Summer uniforms went into use on Decoration Day annually—May 30th, and winter uniforms on November 1. In April 1884, an order was issued requiring all train and depot employees to provide themselves with new uniforms of blue cloth and brass buttons. Conductors and depot masters were to wear long frock coats, while brakemen, ticket agents, and depot hands were to wear sack coats. In June 1886, station agents got the order to go into uniforms. A paper of December 1886 adds the further information that employees then dressed in a blue cap with badge over peak and blue clothing with large, gold-mounted buttons upon which were stamped “LIRR”. The conductors and brakemen had to get their winter uniforms at the shop of one tailor who held the contract; he charged conductors \$54 for their Prince Albert suits; he furnished brakemen with full suits with double-breasted coats and these cost \$16.90. The caps worn by both cost another dollar.

The summer uniform was very sporty—white caps and Navy blue single-breasted suits. Gatemen were required to don suits

of grey which were to be furnished by the company. Just a few weeks before, an order had come out requiring newsmen to wear blue flannel suits and white caps for the summer months. A new style of summer uniform was adopted in April 1891. The suits were of blue flannel, the coats of blouse style, buttoning at the neck. The hat was the same as those worn by the commanders of ocean-line steamers, with gold band, etc. The suits varied slightly, according to the position of the employee. Some men understandably found the coat which buttoned up to the neck very uncomfortable in hot weather and began to leave their jackets unbuttoned, provoking a further order from headquarters that conductors were to keep their coats buttoned "at all times".

When Austin Corbin died in 1896 and the Baldwin regime took over, a request came from headquarters asking the men on the road what style of uniform they would prefer for winter and summer wear. The men all agreed upon a single button cutaway for summer and a Prince Albert for winter—just about what they had always worn.

CHAPTER 21

The Long Island R.R. in the Spanish-American War

THE Long Island R.R. found itself involved in the Spanish-American War simply because, in 1898, there was no other practical way of moving large bodies of men and material except by rail. A high proportion of the all-volunteer army came from the populous cities of the Northeast, and of course, New York City was heavily represented. The Federal government needed a staging area outside New York City near enough to be within easy reach of the ports of embarkation and with ample water supplies and a good road network. The government finally fixed on the Hempstead Plains as an ideal site for a training and staging area. The land was leased from the Stewart Estate that controlled Garden City, and in March of 1898, Camp Black came into being. The camp was located along what is now the east side of Glen Cove Road from the Old Country Road on the north to the Central R.R. track on the south.

The Long Island R.R. received no help or even advance notice from the Army. On April 29 the road was officially notified that eight regiments of New York Militia would be moved from New York to Hempstead Plains on Monday, May 2. On this short notice the railroad had to put up within a matter of days nine buildings covering 10,700 square feet and at the same time lay 6,703 feet of side tracks with nine switches. On April 29th, the opening day of Camp Black, Company H of the 71st Regiment moved into the camp to prepare the ground, the first batch of men to be hauled in by the Long Island R.R. Because troop movements would clearly impede the normally heavy summer civilian passenger and freight traffic, the railroad concentrated all of its military traffic at the 39th Street depot in Brooklyn, which it had acquired less than a year before. Besides moving military personnel, the railroad had to undertake the additional responsibility of running excursion trains at reduced

rates for the relatives of the soldiers who wanted to see their infantryman or cavalryman in camp. As early as May 15th, the first such excursion operated to the plains encampment.

After only 46 days of training, the First Battalion of the 47th Regiment took its departure from Camp Black on Tuesday June 14th, and the huge area was left almost deserted with only one company in residence—the Binghamton Company of the 1st Regiment. A reporter dispatched to the camp to check on the place reported that “a scene of the utmost quiet prevails about Camp Black. Where a few weeks ago thousands of troops were encamped, a large herd of cattle is grazing. “All the canteens, stores and restaurants have closed up. The railroad station has been closed and the Long Island R.R. has discontinued running trains to the camp.”

On June 28th, the Army announced that any new regiments to be raised in New York State would be sent to Camp Black for instruction, mustering-in and equipment. Work on the water supply for the camp was reported as being started at once, and just as soon as the pipes were ready, bathhouses were to be erected at once. The new troops were expected to train at the camp all summer. Besides the three regiments there were to be several batteries of light artillery at the camp.

The Long Island R.R. put out a revised edition of its “Unique Long Island” book, calling it the Camp Black edition. About 15% of the illustrations were halftones instead of the usual line cuts. The middle of the book presented in picture form the story of Camp Black from the time the 71st Regiment pitched its tents until the regiment left for the front. The pictures included the temporary railroad station with the guard and flags flying, the headquarters and the various scenes connected with it. To make room for the camp pictures, most other island photos were left out. Incredibly, this brochure was sold by the railroad for five cents.

In September 1898, all the regiments moved out and the camp was officially discontinued on September 28th. On November 12, a Saturday afternoon, all the buildings of the Commissary Department were sold at auction, and were bought at a good price by the residents of Hempstead.

The Long Island R.R. had done a fine job at Camp Black of which it could be proud. Between April 29th and Septem-

ber 15, 1898 the road had hauled into the camp 12,897 men, requiring 331 coaches, and out of the camp 15,011 men requiring 476 coaches. In addition to the coaches 447 freight and baggage cars had been used. The largest number of men transported on any one day had been on May 2 between 9 A.M. and 4:55 P.M., when 7,663 were carried in 160 coaches with 17 baggage cars.

The other big military operation of the Long Island R.R. during the Spanish-American War was Camp Wikoff. While the location of a camp at Montauk was under consideration by the War Department for a number of months, no official notice was given to the railroad company, definitely settling the matter, until the afternoon of August 3rd, and then it was announced that troops would move in in four days! Unlike Camp Black, which was a reception and training center, Camp Wikoff was a debarkation and recuperation center, particularly for men disabled by yellow fever, the cause and cure of which had not yet been discovered by Col. Gorgas, its eventual conqueror.

Camp Wikoff was located at Montauk, one mile south from the depot, facing the ocean and east of Fort Pond Bay. At that time the site was called the Great Plains; today it is the heart of "downtown" Montauk village. The Corbin Estate and George Pratt, co-owners of the Montauk tract, were not enthusiastic about the establishment of a camp on their property, and at first refused to allow it, but finally consented as a public duty. In July 1898, arrangements began to be made hurriedly for the reception of the men of General Shafter's Army. Plans were to be drawn up for a water system and wells were to be dug; plans called for store houses and hospitals also.

The Long Island R.R., on four days' notice, had to rush preparations for handling the 20,000 troops which were expected to arrive at Montauk from Santiago, Cuba, within a week. On Sunday, July 31st, a train consisting of six carloads of ties and three carloads of steel rails arrived at Montauk and work was begun the next morning. The railroad laid in days 22,795 feet of track, requiring 28 switches and 5,200 yards of filling. In addition, 14 buildings eventually went up, covering 17,524 square feet.

On August 5, 1898, a special train arrived at Montauk bringing Capt. Tappen of the Quartermaster General's department,

President Baldwin of the Long Island R.R., Superintendent Potter, Chief Engineer Ford and Superintendent of Buildings Cummin. The captain held a conference with the Long Island R.R. officials, during which all matters relating to the erection of buildings, transportation facilities, handling of supplies, etc. were decided upon. Cummin put a force of men to work driving wells near Montauk Railroad station and another force of 100 men erecting buildings. Lumber by the trainload was arriving daily. In the next few days, eight sidetracks measuring in all four miles in length were laid to accommodate the heavy trains soon expected. One storehouse 30 x 60 went up and four more were started.

Orders went out from the War Department directing the first Volunteer Cavalry at Tampa to move to Montauk; other orders went to General Shafter at Santiago to send the Cavalry detachments of all his regiments to Montauk. President Baldwin was appalled at the size of the troop detachments headed for Montauk, the insufficient preparations made to receive them, and the lack of conveyances for hauling supplies or unloading transports.

On Saturday, August 6th, 105 carloads of horses arrived from Tampa. The Medical Department unloaded cots and hospital equipment for 200 men and a few days later 300 more. A division hospital was set up, five beds to a tent. The Quartermaster shipped on the same day 150,000 lbs. each of oats and hay, 250,000 lbs. of straw, 50 cords of wood, all of which came through the 39th Street terminal. On top of all this there arrived from Schuyler Arsenal in Philadelphia 20,000 each of hats and shoes, 40,000 pairs of stockings, 10,000 each of blankets and bed sacks, and 147 hospital tents. The United States Post Office borrowed Long Island R.R. postal car No. 24, the largest on the road, and made it into the Camp Wikoff post office with a force of four postal clerks.

The water scarcity problem caused much suffering among the troops encamped at Montauk. All the water was taken from Fort Pond and was so salty that the doctors dreaded what it would do to soldiers suffering from malaria and stomach trouble. Camp personnel who arrived at Montauk perfectly healthy were slowly filling up the hospital beds because of the water. Many soldiers bathed in the pond from which others

got water for cooking and drinking.

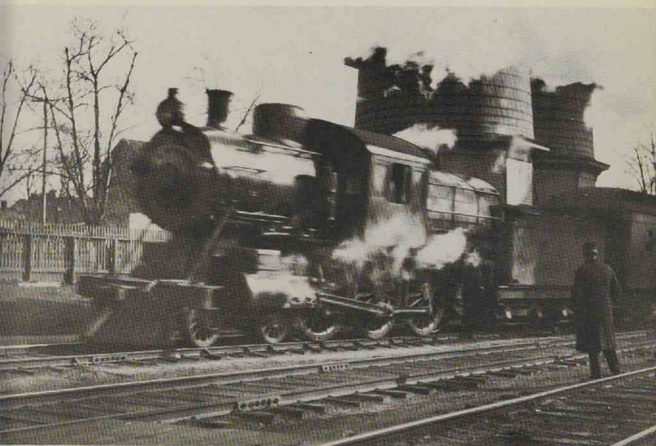
In this crisis the Army imported experts from the Jamaica Water Company to sink wells but all the water proved brackish. It was the Long Island Rail Road which rose to the crisis and became the hero of the hour. Engineers on the locomotives were instructed to permit the soldiers to get drinking water from the tanks on the tenders of the locomotives. The railroad also enlisted through Vice-president Charles M. Pratt the aid of the Union Tank Company and the Standard Oil Company to contribute four large tank cars with a capacity each of 6,000 gallons. The Standard Oil Company towed these cars to Long Island City with its tugs, and the Long Island R.R. filled them from its own Montauk Water Company pumps.

On August 15 Colonel Theodore Roosevelt, General Wheeler and all the Rough Riders and Third Cavalry troops landed from the "Miami" in Fort Pond Bay, which was brought up to the Long Island R.R. pier and made fast. The cheering was tumultuous as Roosevelt and his staff marched down towards the detention hospital while the band struck up "Rally Round the Flag". Behind the "Miami" in Fort Pond Bay was the "St. Paul" and the "St. Louis" and three other transports. In all, there were now between 4,500 and 5,000 tattered, storm-beaten and worn-out Santiago men in Camp Wikoff.

While these groups were debarking at Montauk, 700 troops of the 2nd United States Regular Cavalry arrived in Long Island City on the same day on their way to Montauk. The day before the First Engineers Corps with 700 men had arrived at Montauk from Long Island City. The camp was now at peak strength. Over Sunday, the 14th, the people of Westhampton visited Camp Wikoff with a wagon load of food which was distributed to the Sixth Cavalry.

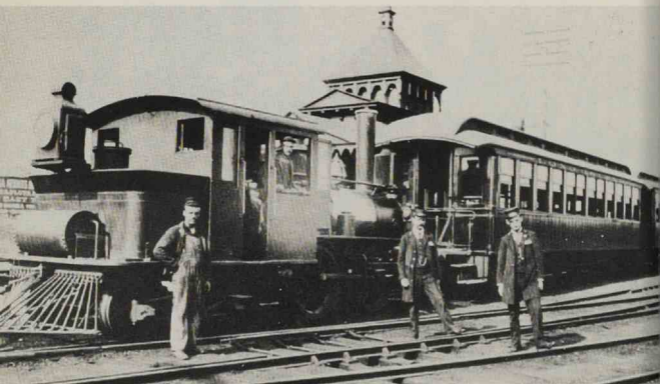
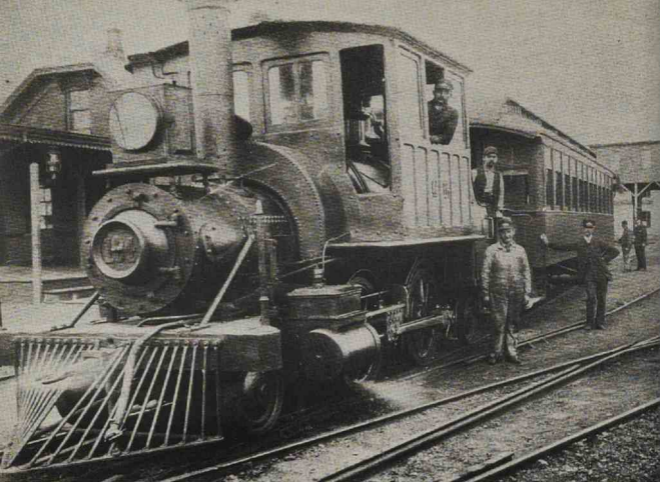
We get this interesting description of Camp Wikoff from the Bridgehampton News:

"Vast changes have been made at Montauk within the past three weeks. Where a few weeks ago there was but one building, the railroad depot, there are now dozens of small buildings and any number of tents and a mammoth lunch room erected by the railroad company. There are twelve sidetracks on the south of the depot and one or

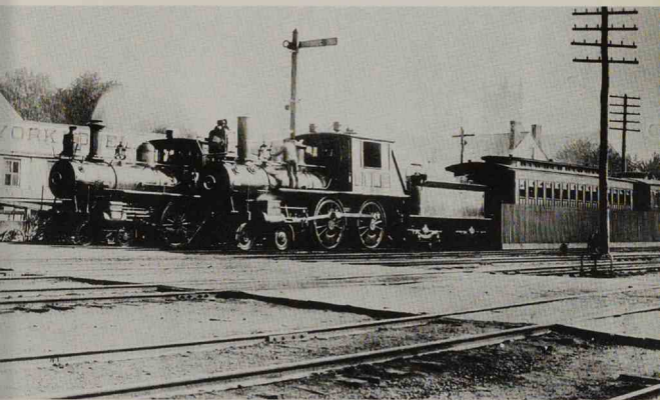
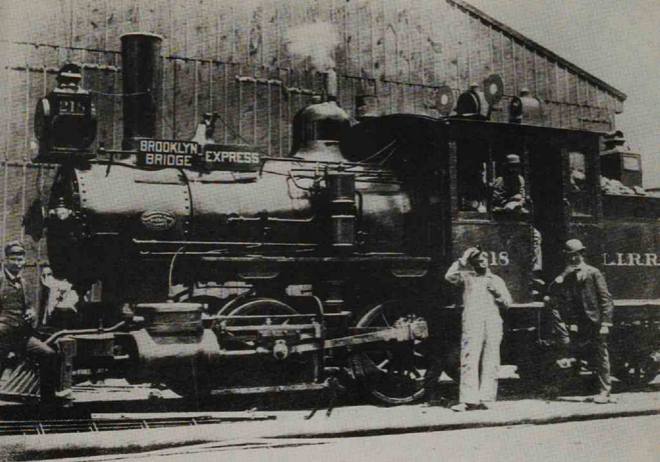


Engine #58 at Morris Park, a 4-4-0 Cooke engine of June 1890, rebuilt to a Camelback.
(Ziel) (Top)

Engine #15, built by Baldwin in 1902, a 4-6-0 Camelback, at Jamaica Station in March 1903.
(Ziel) (Bottom)



Engine #104, Baldwin June 1878, a 2-4-2T type, originally the "Manhattan", at Woodhaven Junction. A yard and engine house was opened here on Jan. 1, 1888. (Huneke) (Top)
Engine #109, Baldwin May 1879, another Rapid Transit Forney 0-4-4T locomotive, seen at Rockaway Junction station in 1896. (Watson) (Bottom)



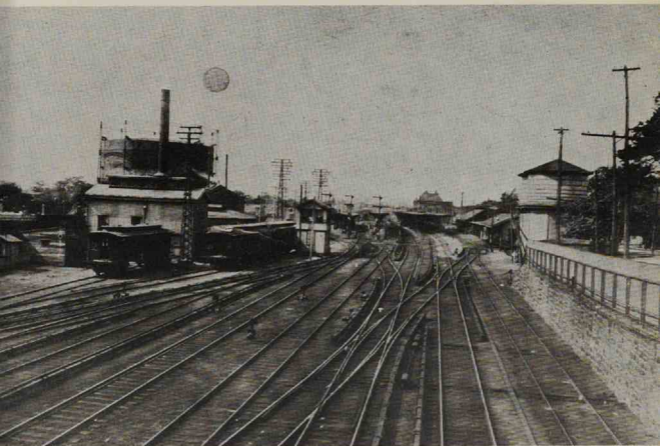
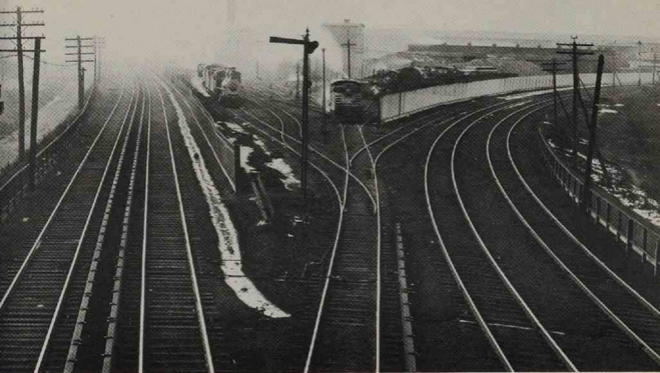
Engine #218, Rhode Island 1893, an 0-4-4T Rapid Transit locomotive from the Lake Street elevated in Chicago. (Fagerberg) (Top)

Typical train scene at Jamaica about 1890. The New York and Brooklyn trains, lined up side by side and about to depart. (Fagerberg) (Bottom)



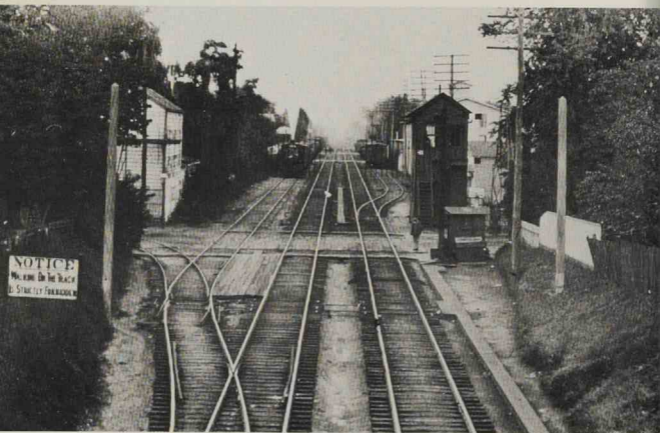
Looking east from the signal bridge at 147th Street toward Jamaica Station on March 8, 1904.
(Ziel) (Top)

Looking west from the signal bridge at 147th Street toward the site of the present Jamaica
Station, on March 8, 1904. (Ziel) (Bottom)



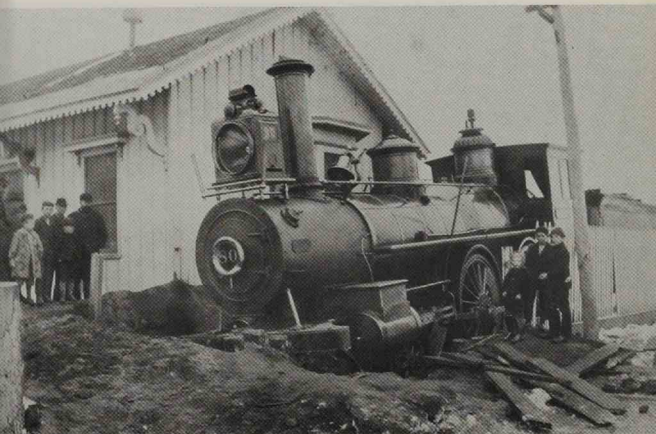
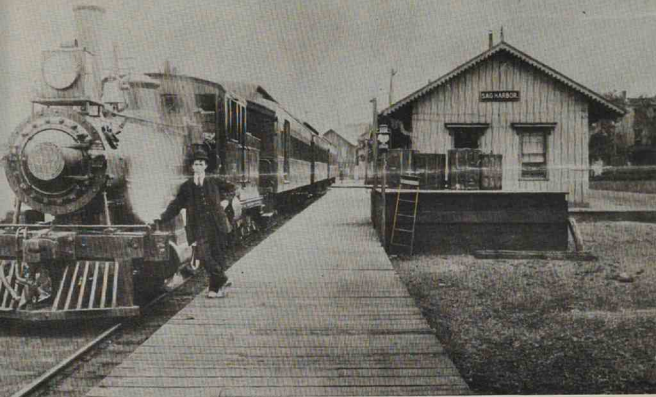
Junction of the Atlantic and Montauk Divisions at Morris Park in 1908, looking west.
(Keller) (Top)

Looking west from 160th Street toward old Jamaica Station. (Bottom)



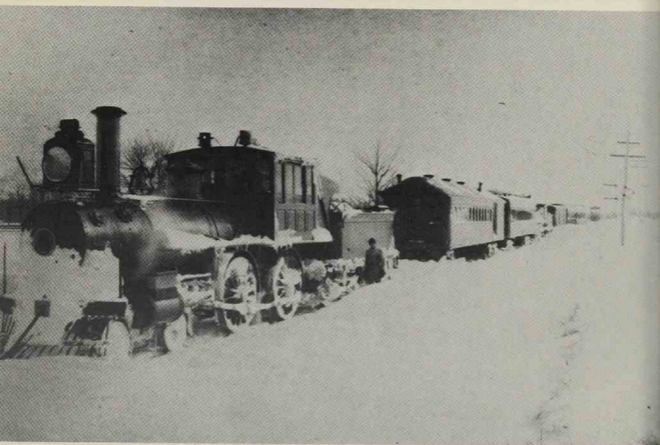
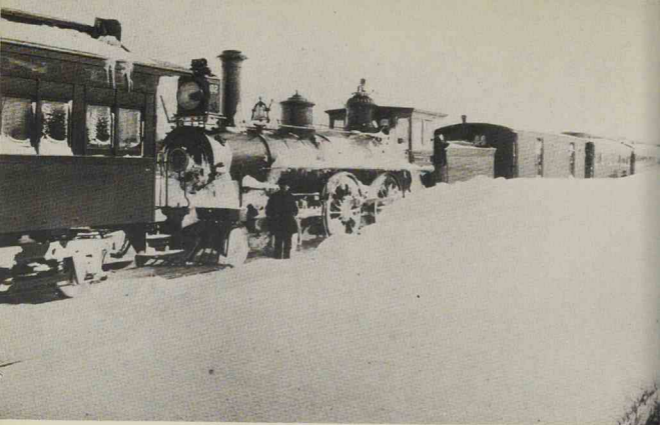
Looking east from Twombly Place, Jamaica. East end of Jamaica Station area, 1904.
(Ziel) (Top)

The right of way through Jamaica. Looking east from New York Avenue in 1898.
Tower 41. (Case) (Bottom)



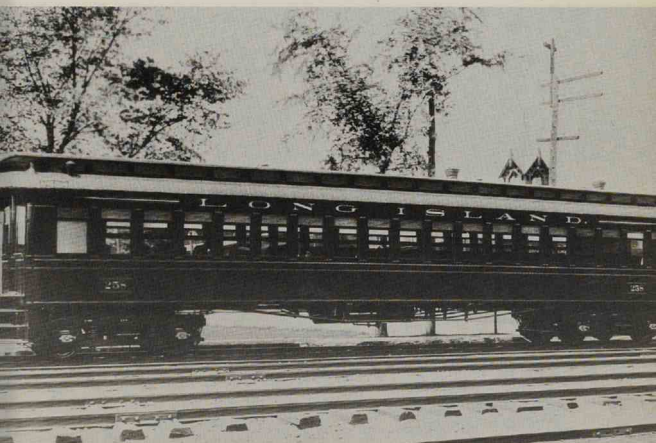
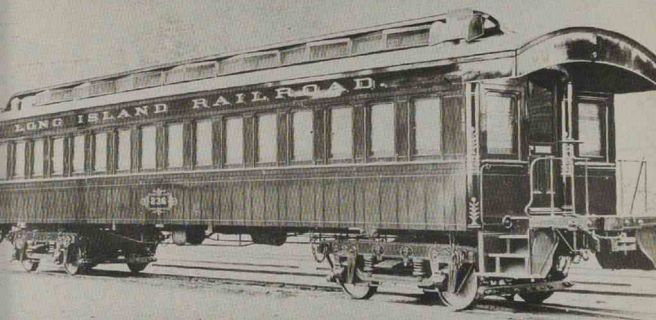
Engine #327, an ex-New York & Manhattan Beach engine, at Sag Harbor station about 1900. (Ziel) (Top)

Engine #80 (Rogers April 1882) after over-running the bumper block at Sag Harbor on January 6, 1883. (Ziel) (Bottom)

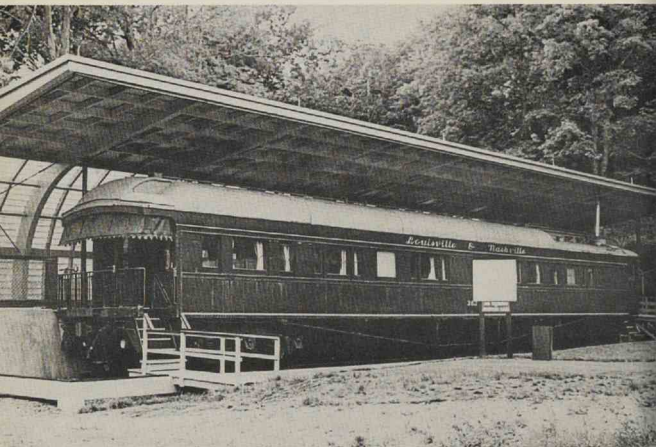
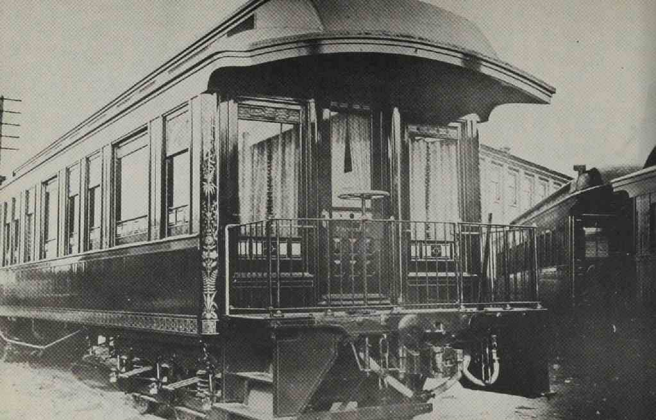


Engine #82 (Rogers April 1882) marooned at Rockaway Junction in the famous blizzard of March 12-14, 1888. (Winans) (Top)

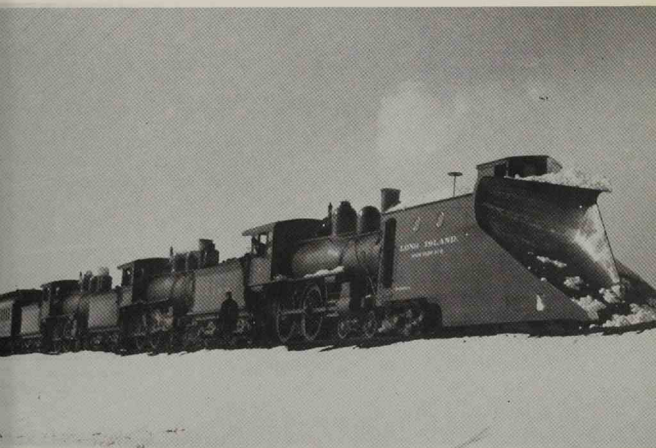
A Rogers engine of 27-42 series stalled on the main line at Rockaway Junction in the blizzard of 1888. (Winans) (Bottom)



Car #236, a passenger car made by Wason in 1899. (Winslow) (Top)
Car #258, a passenger car built by Wason in 1899. (Winslow) (Bottom)

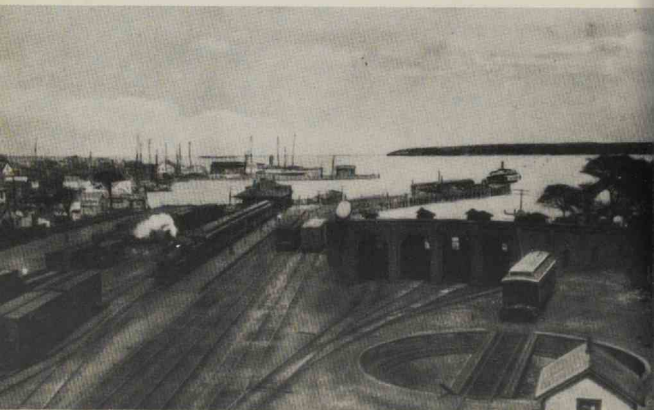


The parlor car "Manhattan" at the Jackson & Sharp plant. (Winslow) (Top)
The parlor car "Oriental" as it looks today at the Adirondack Museum.
Built by Pullman in 1890. (Museum photo) (Bottom)



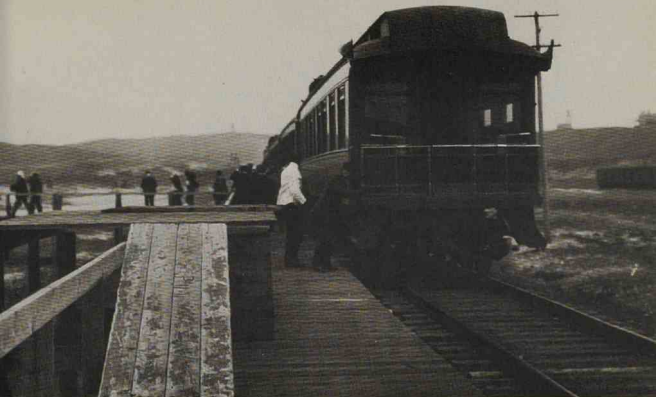
Passenger car #129, built by Gilbert & Bush in 1888, at Westbury Station in 1901. (Ziel) (Top)

A snow train pushing a nose plow at Amagansett in the blizzard of February 1898. (Ziel) (Bottom)



Bethpage Junction in 1900, showing the 4-4-0 engine #65 steaming around the bend. (Ziel) (Top)

The terminus at Greenport about 1905, showing the 1892 Station and round house. Shelter Island in rear. (Bottom)



The "Cannon Ball" at Montauk fishing pier just west of the Montauk Station in 1899. (Ziel) (Top)

Same, showing parlor car #754 and others. The "Cannon Ball" began running in 1891. (Ziel) (Bottom)

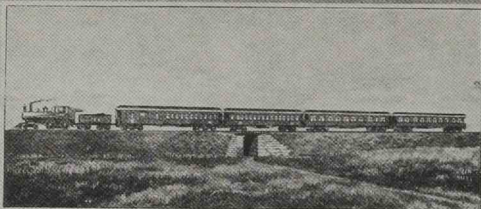
LONG ISLAND and EASTERN STATES LINE

(Comprising Long Island R.R., New England Terminal Co., Housatonic System, New York and New England R.R.)

NEW ROUTE BETWEEN

BROOKLYN, BOSTON and EASTERN CITIES

PROVIDENCE,
FRANKLIN,
PUTNAM,
WILLIMANTIC



HARTFORD
NEW BRITAIN
WATERBURY
HAWLEYVILLE

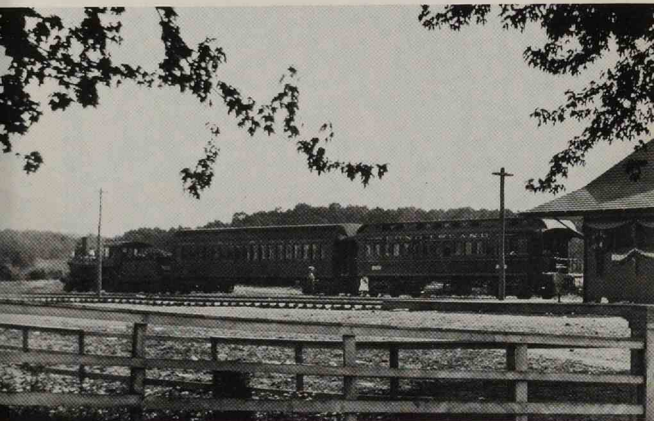
THROUGH SOLID PULLMAN VESTIBULED TRAINS—BUFFET SLEEPERS, DAY COACHES AND CLUB CARS

Leaves Flatbush Avenue Station, L. I. R. R., at 11.05 P. M.; Bedford Station, 11.08 P. M.; Long Island City at 11.10 P. M., daily (including Sundays). Due in Boston, 7.30 A. M.

TICKETS AND SLEEPING CAR BERTHS SECURED AT L. I. R. R. OFFICES.



Advertisement from the "Brooklyn Eagle" almanac of 1892 for the cross-Sound ferry service, offering through trains between Brooklyn and Boston during 1891-92. (Top) Long Island terminus as seen from the water, with LIRR boat "Nassau", in 1901. At left is ferryboat "Long Beach". (Ziel) (Bottom)



Handsome action shot of engine #80 and train at Huntington in 1904. A Brooks 1898 engine. (Ziel) (Top)

First train to arrive in new Port Washington Station, June 23, 1898. Last car is inspection car #200. (Bottom)

Cedarhurst

WOODSBURGH STATION, L.I.R.R.

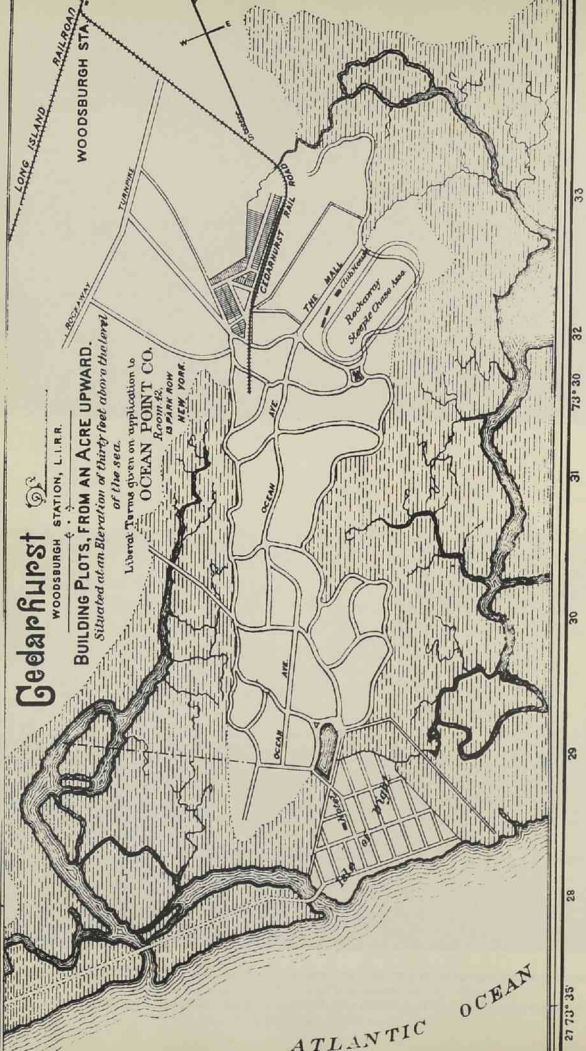
BUILDING PLOTS, FROM AN ACRE UPWARD.

Situated at an Elevation of thirty feet above the level of the sea.

Liberal Terms given on application to

OCEAN POINT CO.

Room 42,
13 PARK ROW
NEW YORK.



27 33° 35' 28 29 30 31 32 33
73° 30'

Advertisement of the Ocean Point Co. of Cedarhurst in 1885, showing the Cedarhurst Railroad and the Rockaway Hunt Club.

two on the north side. All the hospital cases are unloaded at the old pier to the eastward where a large tract of land is devoted to hospital purposes and is surrounded by guards. Visitors at the camp can see but little of the troops at present except while they are landing, but later when all restrictions are removed, and the excursion trains begin running, the camp will be worth a visit."

At the end of August Camp Wikoff had 6,300 tents, 5,000 horses, 2,000 mules and 24,000 men.

On September 2, President McKinley himself arrived at Long Island City station at 10:15 at night and visited the headquarters of the Red Cross Society opposite the Long Island R.R. depot. The president went up to each cot, grasped the hands of the sick soldiers and spoke a few encouraging words to each. After covering all three floors of the building, the president and his party entrained for Camp Wikoff, and from 9 A.M. until 12 the next morning, they inspected the camp, passed through the hospitals, consulted with General Wheeler and the departmental executive heads and were saluted by the band and took a 21-gun salute. The presidential party returned to the Montauk railroad station at 2 P.M. and left for New York.

In moving the sick soldiers back and forth between Montauk and New York, the Long Island R.R. did everything possible to aid the Red Cross in their efforts to alleviate the sufferings of the sick. At Jamaica, Long Island City and other stations, cots with blankets and fans were kept strapped to the posts so as to be handy in an emergency. Private persons also came forward to provide comforts on the trains.

During the month of September 1898, Camp Wikoff was slowly evacuated. Orders came from Washington to abandon the camp by October 15th. By October 1st the population of the camp had dwindled to 4,000 with only 170 in the hospital. Camp Wikoff had proved a relatively healthy place; the hospital had handled 1,800 patients in all, of which 796 were volunteers, and only 62 had died. The deadline of October 15th was met and the Long Island R.R. ran its last troop trains out of Montauk.

All in all, between August 8 and September 12, the Long Island R.R. had transported from Long Island City and Brooklyn to Montauk 9,310 men in 310 coaches and from Montauk to

the city 12,031 men in 707 coaches. The number of officers and men carried on regular trains and not transported at the expense of the government was about 13,000 men in 341 coaches. The total number of freight and baggage cars required was 4,218 and the freight for Montauk included 7,750 horses and 1,000 mules; the freight out of Montauk included 6,000 horses and 1,000 mules. On January 19, 1899, the United States Government conducted an auction sale of all the property from the camp which attracted an immense crowd.

The Long Island R.R. was probably one of the few commercial facilities working for the government that made no profit out of the war. In the Annual Report for 1899, the railroad commented unenthusiastically:

"In August 1898, the United States Government established a camp at Montauk for the recuperation of troops to arrive from Cuba by transport. From conditions beyond our control the railroad company was called upon to perform important duties which were unexpected and burdensome. The revenue from the camp business amounted to \$157,000. The expense of building the necessary terminals at Montauk, passing tracks, rental of engines, special train service, etc. was undoubtedly as large as the revenue obtained."

The editorial comment from the influential "Brooklyn Daily Eagle" gave the railroad an accolade of "well done":

"On the whole it may be said that Montauk Point was an ideal place for the isolation of troops who had been exposed to yellow fever and for the recuperation of those greatly debilitated by malarial attacks of marked severity. The time allotted for preparation was altogether too short, and, as a consequence, the camp was occupied long before it was ready. Because of this and because of sick and convalescents, and of those on the grounds who were unconnected with the Army, there was much confusion, lack of attention to matters of sanitation, and to the sick, and without doubt, cases of distress, it may be, neglect. But, after all, there was much exaggeration, at times intentional, generally the result of unfamiliarity

with the life of the soldier, and with the appearance of sick and broken-down men brought together in a limited space. It was much to the credit of the Long Island R.R. that, notwithstanding the great crowd of passengers carried to and from Montauk during the existence of Camp Wikoff, not a life was lost and not a person was injured."

Accident List

- 1881 June 21 Westbound freight derails between Oakdale and Club House when rear truck of tender breaks. Eight cars and engine go down embankment.
- Sept. 8 Engine #47 goes through open switch onto side track at Babylon station and hits engine #29 of freight train waiting on turntable.
- Sept. 9 Drill engine #39 rolls off turntable at Hunter's Point into pit.
- Oct. 19 Westbound Flushing engine with two cars suffers brake failure at Whitestone Jct. and strikes rear cars of Whitestone train. Two cars derailed.
- 1882 Mar. 4 Westbound Babylon freight train derailed at Rockville Center by open switch.
- Sept. Engine #145 hauling a Rockaway Beach train struck a crosstown car at the Vernon Avenue crossing in Long Island City, overturning the car and injuring several passengers.
- 1883 Jan. 6 Owing to an open switch at Sag Harbor station, locomotive and train derail and partly roll over.
- Apr. 19 Regular 10 A.M. train had passed Rockville Center depot, and a freight train waiting on a siding then moved onto the main track. At that moment a special, with Supt. Barton, consisting of one engine and one car, arrived suddenly and crashed into the freight engine and cars.
- Sept. 2 Westbound train from Far Rockaway stops on curve near Springfield to eject a passenger. The westbound Long Beach train fails to see train ahead and crashes into it, wrecking the last two cars. Two killed.

- Sept. 11* Manhattan Beach train, drawn by #67, with 8 cars, loses air brakes enroute, and while relying on hand brakes, enters Long Island City, is unable to stop and hits outbound LIRR train drawn by #65, leaving yards. Parlor car "Manhattan" is telescoped by LIRR coach 187. 3 killed; 15 injured.
- 1885 *Jan. 8* Engine #66 derails at Bethpage Junction and kills its engineer and fireman. Switch tampered with.
- Oct. 21* Engine of freight train jumped the track near Moriches and is derailed with 3 box cars.
- 1886 *Aug. 14* Freight train moves onto spur leading into Lalance & Grosjean plant at Woodhaven and switch left open. Fast train from Brooklyn runs through switch and smashes into freight. Brakeman killed. Engines #18 and #62 damaged.
- Sept. 18* Westbound Greenpoint freight suffers broken axle on one car which derails, forcing those behind off track at Hinsdale.
- Dec. 24* Engine #13 on New York & Rockaway Beach R.R. jumped the track within 300 yards of Ozone Park station. No one injured.
- 1887 *Feb. 26* Engine jumps switch and rolls down embankment at Valley Stream station at night and in rain.
- 1888 *Aug.* Tender wheel breaks on engine #44 at Hicksville.
- Aug. 20* Westbound Far Rockaway Rapid Transit train stops at Hammels with its light tank engine lying across the New York & Rockaway Beach track. Eastbound Rockaway Beach train crashes into Rapid engine, damaging it.
- Nov. 28* Westbound mail train ran into the freight train at West Deer Park, throwing several freight cars from track.
- 1889 *June* Collision at Manhattan Crossing. Engines #97 and 86.
- July* Engine #91 derails near Division Street in Jamaica.

- July 24 Engine #32 and 8 cars derailed due to an open switch just east of Far Rockaway depot. Tender and first car roll over.
- 1890 Jan. Open switch derails engine at Garden City, which turns over and rolls down embankment.
- May During a dense fog the Far Rockaway passenger train runs into rear car of moving Babylon freight at Springfield which suffers broken platforms and partial derailment.
- June Eastbound Flushing train accidentally switched to westbound track, running head-on into westbound train. Engines #94 and #44 plow into each other.
- Aug. Engine #9 breaks eccentric rod at Whitestone.
- Aug. 8 The Sag Harbor Express derails two miles out of town at Long Pond. Engine, two parlor cars, two passenger cars and two combination baggage cars thrown from track.
- Oct. 23 Long freight train from Long Island City rounding curve near Greenport breaks in two; rear section crashed into forward section, smashing two cars and derailing gondola. Conductor injured.
- Nov. 14 Farmers' train loaded with wagons takes side track at Jamaica and leaves switch open. Babylon Express comes along and crashes into rear cars. Flat cars broken and wagons smashed. Several injuries.
- Nov. 21 Westbound Babylon train with 6 coaches, a combination and a mail car smashes into freight just east of Valley Stream; one box car hurled into ditch, 10 others derailed. Babylon engine and mail car derailed and coach platforms smashed. Freight failed to flag passenger train.
- Nov. 25 Passenger train jumps track at Jamaica. Tender and baggage car damaged. No injuries.
- 1891 Jan. Rapid engine #26 collides with engine #4 on gravel train at Dunton
- May 16 Train consisting of engine #112, a combination

- and a passenger car on way to Oyster Bay strikes a horse whose body ricochets against switch target, throwing switch at the instant that the wheels of the car behind the engine tender reach it. As the car and tender flew off in different directions, the whole side track was wrenched over towards the main track and the engine was dragged sideways, derailing it and throwing it on its side, and as it fell, it smashed into the Greenvale station building wrecking it. Engineer and fireman killed.
- Sept. 9 Engine #113 exploded with terrible violence at Oyster Bay station at 7 A.M. just before taking a train out. The engineer, fireman and brakeman were all scalded to death.
- Sept. 10 An extra of one engine and three coaches bound for an auction sale at Edgewood was derailed a short distance west of the bridge over Jack's Creek because of disregard of a block signal.
- Nov. 24 Engine #14 and two freight cars jump track at Whitestone Landing through a wrong switch.
- 1892 Feb. Engine #113 again explodes its boiler at Oyster Bay.
- Mar. Engine #116 blows a cylinder head and is relieved by engine #132.
- Apr. Drill engine #18, used in Long Island City yard to make up trains, derails neat Blissville
- Apr. 6 Fire box of engine #48 of construction train blew out at Long Island City, killing four and injuring three.
- Apr. 1 Engine #96, drawing a freight train, ran off the track at Glen Cove and is dragged back on by #134.
- June 17 Engine #82 with four coaches bound for Far Rockaway, when just north of Ozone Park station, ran into an open switch and onto a side track. Engine overturned.
- July Engine #95 damaged in crash near Dunton.

- July 7* A Babylon train, held outside Jamaica station by a block signal, is slow to flag its rear, and a Hempstead bound train, rounding the curve, smashed into its rear cars.
- July* Baggage-mail car #5 on the Oyster Bay mail train upset at Long Island City by colliding with engine #8 of the Rockaway road.
- July 30* The Cannon Ball ran into Sag Harbor station at speed, struck a standing train and threw its rear end off the track. One car was thrown on its side and another piled onto it. Parlor car and baggage car damaged.
- July* Engine #116 blew out a boiler flue at Ronkonkoma.
- Aug. 19* Far Rockaway Express on way to Long Island City runs into open switch west of Jamaica, derailing rear parlor car "Swansea" and tearing up two switches.
- Sept. 2* A gravel train, drawn by engine #70, coming from Forest Hills where it had been loading dirt, tried to reach the beginning of the double track at Winfield Jct. Just before reaching Winfield, the noon eastbound Patchogue freight train from Long Island City, drawn by engine #137, struck the gravel train head-on and badly damaged engine #70;
- Sept. 2* Locomotive of a manure train crashes into the rear of a fast freight at Springfield and derails several cars.
- Sept. 10* Some gondolas had been left standing on a side track west of Hicksville station; their brakes came loose and they rolled onto the westbound track just ahead of an oncoming westbound freight pulled by engine #132. Four gondolas wrecked.
- Oct. 3* The Brooklyn car of the Babylon train lost its brakes while being switched in Jamaica station and crashed into the rest of the train.
- Oct. 29* While drill engine #22 and the train crew were making up the Patchogue freight train at Long

- Island City, the towerman in Tower #30 threw the switch under the moving train. Coal and box cars were upturned, tracks wrenched from under the cars and roadbed ploughed up.
- Nov. 12 North Shore freight breaks in two near Winfield. Rear cars run into forward cars, derailling locomotive and several cars.
- Nov. 15 An eastbound gravel train at Greenvale was attempting to make the siding to give the Oyster Bay freight behind it a clear track. The freight, drawn by engine #134, rounded the curve and ran into the rear end of the gravel train. Engine #134 derailed and three cars of gravel train wrecked.
- Nov. 22 At Westbury the Greenport freight ran into the Port Jefferson freight. Minor damage.
- Nov. 22 Rapid Transit engine #57 jumped track at Rockaway Junction.
- 1893 Jan. 10 The westbound Port Jefferson freight was wrecked between Hicksville and Westbury when the axle of one of the cars broke, throwing several cars off the track.
- Jan. 14 Eastbound Rapid Transit train is struck in rear of 170th Street, Jamaica by engine of night freight train with such force as to telescope the rear car which is fortunately empty.
- Jan. 19 Engine #84 and drawing coaches #45 and #212 thrown down an embankment just west of Flushing Main St. station by the spreading of a rail. Fireman killed.
- June 20 Parkville Disaster. A train hauled by engine #68 and consisting of the parlor car "Jessica", closed cars #5 and #45, and open cars #45, #42 and #47 from Sheepshead Bay Race Track bound for Bay Ridge enters gauntlet track inside Parkville Tunnel. Last three opens derail and strike granite tunnel wall; men standing on outside running boards are scraped off and mangled. Towerman threw switch under train, 8 killed; 23 injured.

- June 20* Train of 10 open cars from Sheepshead Bay jumps switch in Long Island City yards. 4 cars derailed.
- July 19* A drill engine hauling a long string of flat cars out of the North Shore freight yard collided with engine #142 going into the yard with a string of empties.
- Aug. 26* Berlin disaster. Train from Rockaway Beach smashes into rear of Manhattan Beach train of 6 closed cars drawn by engine #10, which had stopped for a moment and then started. Last two cars demolished and 3 others badly damaged. Site between east end of Haberman station and Flushing Ave. in Maspeth, east of Tower #5, and on a double curve during a slight fog; 16 dead, 70 injured. This accident plus that at Parkville ended the LIRR's insurance policy and put an end to the use of open cars in passenger service.
- Sept. 27* The drawhead of one of the couplings in the center of a westbound freight train pulled out at Berlin on the site of the previous disaster, and caused 10 cars to derail.
- 1894 *Mar. 3* Sag Harbor freight wrecked near Quogue. Four cars derailed and overturned.
- Mar. 27* Construction train crashed into rear of freight train at Southampton. Caboose of freight wrecked and engine #114 of construction train damaged.
- Apr. 30* Two cars of eastbound freight derail east of Central Islip and delay traffic.
- July 10* Switch engine, trying to get across main tracks near Jack's Creek drawbridge, crosses in front of outgoing Manhattan Beach train and both engines become locked sideways; both engines derailed and disabled.
- July 16* A train of gondolas loaded with stone standing on curve just east of Springfield station is struck in the rear by the Sag Harbor freight. Gondolas forced off track; four box cars wrecked.

- July 21* Engine #95 had just pulled into Division Ave. station when a drill engine from the opposite direction crashed into it.
- Sept. 13* Westbound freight, drawn by engine #133, sidetracked at Riverhead to allow eastbound to pass. The switch was left open, permitting eastbound freight, drawn by engine #100, to crash into standing freight. Two cars on each train wrecked.
- Sept. 20* Sag Harbor freight broke in two two miles east of Winfield in a cut. When the engineer stopped the front section, the rear section came along and plowed into the rear of the front, smashing 8 cars.
- Sept. 27* Flange which breaks off one of the wheels of a car near the front of a freight train one mile east of Quogue causes train to sway, tearing up rails and ties and derailing 5 laden cars.
- Oct.* Engine #113 again bursts boiler tube for the third time.
- 1895 Feb. 8* Engine #121 and one other pulling a passenger train, when near New Venice, ran into a snow-drift. The wheels left the track and the engine fell over on its side, killing the engineer and fireman.
- 1895 May 24* As eastbound freight train, drawn by engine #48, was a little west of Jamaica station, one car derailed on a switch, pulling an empty car behind it also off, which struck drill engine #16 and damaged it.
- July 12* Westbound Wading River freight, hurrying to make Syosset siding in advance of a passenger train. In backing up to couple the train, the engine struck the cars with such force that four box cars were smashed.
- Aug. 30* A freight train backed into a construction train at Bethpage Junction and the caboose and one box car were telescoped. Two hurt.
- Oct. 17* A construction train loaded with workmen ran into a switch and crashed into a car

- loaded with steel rails.
- Nov. 7 As the westbound train from Amagansett was nearing Bushwick Junction, a broken rail threw parlor car #114 from the track.
- Nov. 28 Collision between Rapid Transit train and a through train at Jamaica station.
- Aug. Engine #32 runs into hand-car at Southold.
- 1896 Mar. 29 Engine #83 suffers air brake failure, skids on wet rails and crashes into a pile of rails, toppling sideways at Bath Beach Junction.
- July 24 Engine #29 blows cylinder at Lynbrook.
- Dec. 20 Two engines attached to a snow plow run into an open switch between Hyde Park and Mineola and wreck a feed house and flat car on side track.
- 1897 Apr. 6 Eastbound passenger train crashed into the rear of the Sag Harbor freight just west of Jamaica station. Several freight cars derailed and broke.
- July 28 The rear truck of a parlor car in the middle of a westbound express train a few miles west of Manor suddenly derailed, breaking the coupling and cutting the train in half. Rear 4 cars derailed but parlor overturned. No injuries.
- July 29 Westbound Port Jefferson train, drawn by engine #50 pulling one passenger car and one combination car, ran into a washout two miles east of Northport. Engine and cars thrown into a ditch and wrecked. Three injured.
- July 29 Flat car on siding at Great Neck with brakes loosely set starts rolling onto the main track and travels two miles west, striking eastbound passenger train. Flat car derailed; no injuries.
- Dec. 6 Eastbound freight train brought to an abrupt standstill at Ronkonkoma by the breaking of a journal and several cars were derailed.
- 1898 Jan. 20 A construction train working on the Shinnecock Bridge sent man back to flag eastbound freight drawn by engine #101. Man falls asleep and lets freight pass which crashes

- into work train. Engine #101, caboose and gondola damaged.
- Apr. 30* Flat cars loaded with stone on the Central R.R. east of Garden City are in two sections. When crew attempted to couple them, one section became jammed and the weight of the other caused crash.
- Aug. 25* Freight train was at Farmingdale unloading when a military transportation special, returning empty from Montauk, crashed into the freight station, smashing the caboose and killing the brakeman.
- Aug. 29* The westbound Greenport mail jumped the track at the switch in Manor. Three big freight engines at the station pulled the derailed engines back on the rails.
- Aug. 25* Engine #11 jumped the track on the curve near Glendale. Tender and first coach derailed and engine leaned over but did not tip.
- Oct. 3* Eccentric strap on engine #50 broke at Floral Park station, causing delay.
- Oct. 8* Eastbound train from Long Island City was approaching Flushing station, ran through an open switch and crashed into a westbound train. There was also a freight train on the same side track and all three engines and some cars were damaged.
- Nov. 28* Five engines pushing a plow just west of Queens station hit a snowbank and the plow overturned. The two forward engines, #310 and 37 partly capsized. Conductor killed and 3 injured. Two photos of this wreck survive.
- 1899 *Feb. 18* Eastbound Babylon train was standing at Bushwick Junction when the eastbound Hempstead train, 8 minutes late, crashed into the rear car in the fog.
- Mar. 25* Eastbound freight train wrecked half a mile west of Islip when axle breaks on car loaded with stone. Eight freight cars damaged.
- June 12* Regular train from Rockaway Park is rammed

in the rear on a foggy night by a special consisting of an engine and two cars at Goose Creek.

Aug. 7 As the Rapid Transit for Brooklyn was near the Rockaway Road crossing in Jamaica, it was run into by a heavy passenger car that was being shunted by a switch engine. Some injuries.

Sept. 11 Engineer at Whitestone Landing started engine #9 on a down grade leading to the turntable to turn it around. Wet rails caused slipping and the engine ran into the round house and crashed into engine #24. Both damaged.

Sept. 16 Engine #51, drawing a train from Far Rockaway, topples over at the switch at Valley Stream Junction.

Locomotive Roster—1881-1898

(For engines below #80 see Volume III)

- 80-85 Rogers, April 1882; type 4-4-0; builder's numbers 2972, 2973, 2974, 2984, 2986, 2987. Cylinders 17 x 24; 67" drivers
#82 taken off roster June 5, 1906
#83 scrapped 1905-06
Renumbered October 1898 to 27-32
- 86-90 Rogers, April 1883; type 4-4-0; builder's numbers 3238, 3240, 3244, 3246, 3248. Cylinders 17 x 24; 67" drivers
Renumbered October 1898 to 33-37
- 91-95 Rogers, May 1883; type 4-4-0; builder's numbers 3259, 3260, 3262, 3263, 3264. Cylinders 17 x 24; 67" drivers
Renumbered October 1898 to 38-42
- 96-97 Rogers, June 1883; type 4-6-0; builder's numbers 3287, 3291
Built for the Utica, Ithaca & Elmira R.R. as #12 and #13
Placed in service on the LIRR July 27, 1883
- 98-99 Rogers, 1886, type 4-6-0; builder's numbers 3674, 3675. Cylinders 18 x 24; drivers 54"
Renumbered October 1898 to 103-104
- 100 (old) Rhode Island, date unknown; type 4-4-0. Built for another road.
Listed on LIRR in 1886 as "J. P. Bay"; gone in 1887
- 100-101 Rogers, July 1886; type 4-6-0; builder's numbers 3676, 3677
Freight engines. Cylinders 18 x 24; drivers 54"
Renumbered October 1898 to 105, 101
- 102 (old) Baldwin, July 1877; type 0-4-0 dummy; builder's Formerly LIRR #3 "Bedford"; in 1886 called a "shop drill engine"

- 102 (*new*) Rogers, July 1886 type 4-6-0; builder's number 3678; cylinders 18 x 24; drivers 54"; retained old number in October 1898
- 103 Mason, date unknown; type 0-4-4 tank
Perhaps a former New York & Manhattan Beach Railway engine
- 104 Baldwin, June 1873; type 2-4-2 tank; builder's number 4363
Formerly LIRR #104 "Manhattan"
- 105-110 Baldwin, May 1879; type Forney 0-4-4 tank; builder's numbers 4649, 4652, 4653, 4655, 4656, 4657, Cylinders 12 x 14; drivers 40"
Renumbered October 1898 to 201-206
#105-109 sold 1905 to B. R. & L. Co. This company later disposed of:
two engines to W. C. Wood Lumber Co. of Collins, Miss.
one engine to W. D. Reeves Lumber Co. of Helena, Ark.
one engine to Sheffield Coal & Iron Co., Sheffield, Ala.
one engine to Loxley Lumber Co. of Apalachicola, Fla.
#110 sold to B. R. & L. Co., later to Lyndon Lumber Co. of Wingate, Miss.
- 111-117 Rogers, June 1888; type 4-4-0; builder's numbers 3955, 3956, 3957, 3958, 3959, 3960, 3961
Cylinders 17 x 24; drivers 67"
Renumbered October 1898 to 4349
- 118-124 Rogers, April & May 1889; type 4-4-0; builder's numbers 4131, 4132, 4135, 4136, 4139, 4140, 4145; cylinders 17 x 24 drivers 67". Some rebuilt in 1899
Renumbered October 1898 to 50-56
- 125-129 Cooke, June 1890; type 4-4-0; builder's numbers 2004, 2005, 2006, 2007, 2008. Cylinders 17 x 24; drivers 67"
- 130-131 Cooke, April 1891; type 4-4-0; builder's numbers 2102, 2103; cylinders 17 x 24; drivers 67"
Renumbered October 1898 to 62-63

132-136 Cooke, May 1891; type 4-6-0; builder's numbers 2104, 2105, 2106, 2107, 2108; cylinders 18 x 24; drivers 60"
Renumbered October 1898 to 108-112

The Long Island Rail Road rebuilt 21 Rogers and Cooke 4-4-0's of 1888-1891 into camelbacks. According to the "Brooklyn Eagle" of March 24, 1898, the first camelback to run on the Long Island R.R. was #153, making first trip March 23.

137-141 Baldwin, January 1892; type 4-6-0; builder's numbers 12456, 12453, 12457, 12454, 12463. Cylinders 18 x 24; drivers 60"
#138 retired November 1925 as #114
#140 not listed after 1906
#141 scrapped July 13, 1925 as #117
All renumbered October 1898 to 113-117

142-146 Baldwin, February 1892; type 4-6-0; builder's numbers 12472, 12473, 12480, 12483, 12490 Cylinders 20 x 24; drivers 60"
#144 scrapped July 17, 1925 as #120
#146 scrapped August 1925 as #122
Renumbered October 1898 to 118-122
Rebuilt in 1905

147-149 Baldwin, June 1892; type 0-6-0; builder's numbers 12722, 12723, 12724. Cylinders 18 x 24; drivers 51"
#148 scrapped June 18, 1924 as #187
#149 scrapped June 13, 1924 as #188
All renumbered October 1898 to 186-188

150-159 Baldwin, May 1892; type Forney 0-4-4T, Vauclain Compounds; builder's numbers 12700, 12701, 12702, 12703, 12707, 12708, 12709, 12718, 12719, 12720. Cylinders 15 x 20; drivers 51"
All of these engines were sold in 1905 as follows:
#150 Barber Asphalt Co.
#151 Sandusky Portland Cement Co.
#152 Carthage & Copenhagen R.R.
#153 Newark & Marion Railway as #1
#154 Lee Lumber Co. (?); Tioga & S. E. Railway
#155 ?

- #156 Spitcaufsky-Wagner Const. Co.
 #157 Spitcaufsky-Wagner Const. Co.
 #158 A. O. Smith Co.
 #159 ?
 All renumbered October 1898 to 207-216
- 160-169 Rhode Island, 1893; type Forney 0-4-4T; builder's numbers ? Cylinders 21 x 18; drivers 44". Two-cylinder cross-compounds. Built for the Lake Street Elevated R.R. of Chicago; all sold in 1905 as follows:
 #160 ?
 #161 order number 2959; ex-16 of Lake Street El. "Willard R."
 #162 ?
 #163 order number 2964; ex-21 of Lake Street El. "James G."
 #164 built 1894; rebuilt at Morris Park in 1907 to 0-4-0T; scrapped August 1927 as #321
 #165 built 1894
 #166 built 1893
 #167 built 1894
 #168 built 1894
 #169 built October 1894; order number 3006; ex-35 on Lake Street El. sold to Morristown & Erie R.R. in February 1908 as #2
 All renumbered October 1898 to 217-226
- 1-4 Baldwin, May & June 1893; type 4-4-0; builder's numbers 13475, 13453, 13454, 13455. Cylinders 18 x 24; drivers 67"
 Renumbered in October 1898 to 64-67
- 6 & 8 Brooks, March 1898; type 4-4-0; builder's numbers 2933, 2934. Cylinders 18 x 24; drivers 67"
 Renumbered in October 1898 to 77-78
 #8 scrapped October 1925 as #78
- 16-20 Schenectady, 1889; type 0-6-0; builder's numbers 2845, 2846, 2847, 2848, 2849.
 Cylinders 18 x 24; drivers 51".
 Renumbered October 1898 to 176-180
 #16 scrapped June 21, 1924 as #176
 #17 scrapped June 12, 1924 as #177

- #18 scrapped August 1925 as #178
 #19 scrapped October 27, 1925 as #179
 #20 not listed in 1924
- 21-23 Schenectady, 1891; type 0-6-0; builder's numbers
 3457, 3458, 3459; cylinders 18 x 24; drivers 51"
 Renumbered in October 1898 to 181-183
 None listed in 1924
- 24-25 Baldwin, July 1893; type 0-6-0; builder's numbers
 13570, 13571; cylinders 18 x 24; drivers 51"
 Renumbered in October 1898 to 184-185
 #24 not listed in 1924
 #25 scrapped on May 22, 1924 as #185
- 27-31
- 37-40 Baldwin, May & June 1893; type 4-4-0; builder's
 numbers 13456, 13499, 13500, 13501, 13502,
 13510, 13511, 13512, 13513
 Cylinders 18 x 24; drivers 67"
 Renumbered in October 1898 to 68-76
 #39 scrapped on May 15, 1924 as #75
 The "Hempstead Inquirer" of May 19, 1893
 commented:
 "The new engines will be of nearly the same pat-
 tern as those received from the Baldwin Works
 last year, except that they will have but four dri-
 ving wheels instead of six, designed especially for
 fast passenger service. The six wheelers purchased
 last year were intended for freight work, but
 owing to the heavy travel, the company was
 pushed for locomotives and it became neces-
 sary to put them on passenger trains where they
 have failed to distinguish themselves as speeders,
 one great objection being their liability to run
 hot in fast work."
- 33-34
- 42 Brooks, March 1898; type 4-4-0; builder's numbers
 2935, 2936, 2937; cylinders 18 x 24; drivers 67"
 Renumbered in October 1898 to 79-81
- 227-231 Rogers, June 1883; type 0-4-6T; builder's numbers
 3269, 3273, 3275, 3281, 3284
 Cylinders 14 x 18; drivers 48"

All New York & Manhattan Beach Ry. engines,
formerly 61-65
Renumbered October 1898 to 227-231

LOCOMOTIVES OF THE N. Y. & ROCKAWAY B. RAILWAY

- 301 Rogers, May 1880; type 4-4-0; builder's number 2589; cylinders 16 x 24; drivers 60"
Formerly N.Y. & Rockaway Beach engine #6
Renumbered October 1898 to 301
Taken off list June 5, 1906
- 302-305 Hinckley, 1879; type 4-4-0; builder's number ?
Cylinders 16 x 24; drivers 60"
Formerly N.Y. & Rockaway Beach engines #2,3;
Renumbered October 1898 to 302-303
- 304-307 Rogers, 1879 & 1880; type 4-4-0; builder's numbers: 306-2602; 307-2590; others unknown.
Cylinders 16 x 24; drivers 60"
Formerly N.Y. & R.B. engines #4, 5, 8, 7
Renumbered in October 1898 to 304-307
Taken off roster: 303, 305 in September 1905
306, 307 on June 5, 1906
The "Long Island Democrat" of May 3, 1892 says the LIRR sent N.Y. and R.B. engines #2, 3, 4, 5 to the Baldwin Works to be fitted.
- 308-312 Baldwin, May & June 1893; type 4-4-0; builder's numbers 13440, 13441, 13442, 13473, 13474
Cylinders 18 x 24; drivers 60 9/16"
Formerly N.Y. & R.B. engines #1, 9, 10, 11, 12
Renumbered in October 1898 to 308-312

CENTRAL RAILROAD OF NEW JERSEY

Since President Maxwell of the Central Railroad of New Jersey had been a vice-president on the Long Island R.R. for many years down to his resignation in 1891, it was natural for the Long Island R.R. to turn to him for additional motive power in times of peak travel. In August 1898, ten locomotives along with their crews were being used on the Long Island R.R. under a leasing agreement because of the strain of the Spanish-American War traffic.

Roster of Passenger Cars

The earliest known passenger car roster of the Long Island R.R. dates to September 1902. Using this list as a basis, it is possible to reconstruct the 1881-1900 roster with a high degree of accuracy.

- 40's *Jackson & Sharp, 1877-1879*; open cars.
#42, 45 and 47 were involved in the Parkville disaster. Nearly all the open cars went out of service after the 1893 mishap, and, after being in storage at College Point for six years, were destroyed in 1899.
- 50's *Jackson & Sharp (?)*; closed cars; 16 narrow windows; these were still in service until at least as late as 1905.
- 67-86 *Bowers, Dure & Co. 1882*. Twenty closed cars; 56'10" length overall, seating 60.
Ordered December 1881; delivered between April 1-15, 1882 and housed at Hunter's Point. They were "in the Eastlake style, high backs, finished in plain woods with beautiful racks in brass work, altogether the most attractive on the road. They are modeled after those on the Pennsylvania R.R." Cost \$100,000. Five were assigned on delivery to the Sag Harbor Express, five to the Port Jefferson Branch, five to the Main Line, and five on the Greenport Express.
- 87-98 *Gilbert & Bush, 1883*; 58'2½" length overall
- 99-111 *Jackson & Sharp, 1883*; 58'6" length overall
Twenty-five closed cars. Ordered November 1882; built between November 1882 and September 1883. Four delivered by July 1st. Built "in the Pennsylvania R.R. Eastlake pattern." Later class P-51. From the "Flushing Journal" of March 30, 1889, we learn:

"#111, the old side-seat smoker, is now one of the handsomest and easiest riding on the North Shore road. It has been refitted with nickle-mounted cane seats, repainted and varnished, and is a daisy. #107, #108 and #116 are its counterparts in every respect."

112-131 *Gilbert & Bush, 1888*; twenty closed cars; 58'3" length overall; seating 62; 16 windows. Ordered February 1888; received June 1888. Ordered for main line service. Class P-51A.

132-151 *Pullman, 1890*; twenty closed cars; 58'3" length overall; seating 62. Decorated in the Eastlake pattern. Five delivered on June 7, 1890. The newspapers describe them: "They are very handsome and are almost as comfortable as parlor cars." Class P-51.

152-167 *Jackson & Sharp, 1891*; fifteen closed cars; 58'2" length overall; seating 62. Ordered in May 1891; all received by July. Class P-51-A.

168-177 *Jackson & Sharp, 1893*; ten closed cars; 64'9" length overall.

178-228 *Pullman, 1894*; fifty-one closed cars; 64'6" length overall; seating 72. #168-177 were ordered January 1892; #178-228 were ordered May 1893; 16 windows; class P-57.

The newspapers commented: "The coaches will be full size with all the approved appliances. The interiors will be finished in light woods with dark upholstery and brass finishing, large windows and comfortable seats. The exterior is to be painted Tuscan red." — *Newtown Register*, Dec. 28, 1893.

"We rode in one on the mail train to Greenport. They are severely simple, yet elegant and richly furnished in oak with seal-brown upholstery, heated by direct radiation (steam from the engine) and lit by Pintsch gas lamps. The cars are about six feet longer than usual and seat 72 persons." — *Newtown Register*, May 10, 1894; 3 cars delivered on April 21, 1894; 10 by May 10, 1894; cost \$6,500 each.

229-258 *Wason, 1899*; thirty closed cars; 65'0" length overall; seating 72. Ordered February 1899; cars arrived

between April 1 and July 1. Class P-57A.

PASSENGER CARS OF THE NEW YORK AND ROCKAWAY BEACH RAILWAY

- 401-411 *Gilbert & Bush, 1880*; eleven closed cars; 61'4" length overall; seating 66. In the "Railroad Gazette" for April 9, 1880, Gilbert & Bush was reported to be building 20 passenger cars for the New York, Woodhaven & Rockaway R.R.
- 412-431 *Harlan & Hollingsworth, 1880*; twenty closed cars; 61'0" length overall; seating 66.
- 432-441 *Bowers, Dure & Co., 1880*; ten closed cars; 60'2" length overall; seating 62.
- 442-452 *Gilbert & Bush, 1880*; eleven closed cars; 60'8" length overall; seating 62.
- 453-467 *Gilbert & Bush, 1888*; fifteen closed cars; 61'4" length overall; seating 62.
- 468-477 *Jackson & Sharp, 1893*; ten closed cars; 64'5" length overall; seating 68.

LONG ISLAND RAIL ROAD – COMBINATION CARS

- 493-498 Builder & date ? Six combination cars used on the New York & Rockaway Beach R.R. 52'4" length overall; seating 34. Probably old LIRR coaches rebuilt as combos.
- 501-520 *Pullman, 1898*; twenty combination cars; 66'6" length overall; 46 seats. Ordered December 1897. On April 11, 1898, seventeen of the twenty were assigned to duty on the branches. We have one newspaper comment: "Baggage and smoking cars from Pullman... seating capacity will be 42..... cars will be nearly 60 feet in length, having a liberal space for baggage at one end. The finish of the interior will be after the style of the last consignment of passenger coaches from the Pullman Co. All are to be fitted up with devices for holding 150 bicycles on the sides and under the roof.... the cars are handsomely upholstered in red plush and finished

- in oak and are lighted by gas." #512 is still in existence (1974) on the Moscow, Camden and St. Augustine R.R. This line has been abandoned but the car is in storage. (Polk County, Texas, north of Houston)
- 521-530 *Wason, 1899*; twenty combination cars; 66'6" length overall; seating 46. Ordered February 1899; to be all delivered by July 1st. "...New smoking and baggage cars..."
- 531-553 Date and maker unknown; twenty-three combination cars; 52'2" length overall; seating 38.
- 554 *Jackson & Sharp, 1889*; one combination car; 68'2"; seating 42.
 "A new kind of combination car is being tried on the main line of the Long Island R.R., consisting of the usual baggage and smoking compartments, but with the latter more elaborately finished off in quartered oak. It is mounted on three trucks." (six-wheel trucks ?) — Flushing Journal, October 19, 1889.
- 555-556 *Pullman, 1890*; six combination cars; 68'6"; seating 42. These were reported "being built" in April 1890.
- 557-560 *Jackson & Sharp, 1891*; four combination cars; 68'3½" length overall; seating 42. On hand by July 1, 1891.
- 976-977 No record; 42'0"; length overall; seating 22. For use on the Rapid Transit and elevated services. These two cars were very probably ex-Rapid Transit coach #842 (Gilbert & Bush 1888) and #876 (Pullman 1898)

BAGGAGE CARS

- 499-500 Builder and date unknown; 45'4" length overall.
- 651-677 Builder and date unknown; 51'9" length overall.
- 678-679 *Gilbert & Bush, 1884*; 52'5" length overall.
- 680-691 Builder and date unknown; 42'0" length overall.

MAIL CARS

- 721-724
 & 729 Builder and date unknown; 57'5" length overall.

- 725 Builder unknown; 1884; 52'6" length overall.
- 726-727 *Bowers, Dure & Co., 1889; 68'0" length overall.*
 These cars attracted three newspaper notices:
 "The Long Island R.R. has received two new and handsome combination mail and express cars; one will be used on the Greenport route and the other on the Sag Harbor route. They are 65' in length, and the mail rooms are 20 feet in length. They have six-wheel trucks. Every modern improvement is provided." — *Flushing Journal*, July 20, 1889
 "The Long Island R.R. has ordered two new combination mail and express cars at a cost of \$3,500 each. They will be put on the road when the summer timetable goes into effect."
 — *Hempstead Inquirer*, March 15, 1889
 "The Long Island R.R. has received from Bowers, Dure & Co. of Wilmington two new and handsome combination mail and express care."
 — *Long Island Democrat*, June 25, 1889
- 728 Builder unknown, 1890; 64'8" length overall.
- 730 *Pullman, 1894; 68'2½" length overall.*
- 731-732 *Ohio Falls Car Mfg. Co., 1895; 68'0" length overall.*
- 733 *Pullman, 1898; 68'10" length overall.*

PARLOR CARS

- 751-758 Builder and date unknown. Thirty parlor cars; 58'5" length overall; seating 30.
 In 1880, the Long Island R.R. built in its own shops these five parlor cars: *Idle Hour*, *Olympic*, *South Side*, *Orient*, *Peconic*. Three additional cars appear in newspaper reports:
 "Port Jefferson"—referred to in 1884.
 "Jessica"—the parlor car that was part of the train involved in the Parkville disaster.
 "Swansea"—derailed in Jamaica station in 1892.
- *Pullman, 1890.* The newspapers report: "Two drawing room cars are now being built by the Pullman Palace Car Co. for the LIRR."

- 781-788 *Barney & Smith, 1899*; eight parlor cars; 72'7" length overall; seating 45. Ordered January 1899; delivered June 1st.
- 815-826 Builder and date unknown; twelve parlor cars; 57'5" length overall, seating 68.

WOODRUFF PARLOR CARS

These were owned by the Woodruff Company and leased to operating roads. The eastern headquarters of the company was located in Corona, L.I. The newspapers shed a little light on the Woodruff cars:

1881	16 Woodruff cars on the LIRR
1882 August	— 10 handsome parlor cars added
1883 July	10 handsome parlor cars added
1887 May	16 Woodruff parlor cars added

In 1892, the Long Island R.R. took over 38 Woodruff parlor cars and integrated them into its own fleet. What the names or numbers were we shall probably never know.

RAPID TRANSIT PASSENGER CARS

- 801-814 *Jackson & Sharp, 1877 & 1879*; fourteen rapid transit coaches; 35' body; 43'5" length overall; seating 48.
- 827-851 *Gilbert & Bush, 1888*; twenty-five rapid transit coaches; 46'5" length overall; seating 48.
 All except 829 and 842 were sold in 1917 to the T. E. Co. in New York City.
 #829 was converted into a club car in 1901; retired 1924.
 #842 may have been rebuilt to elevated baggage car 976.
- 852-876 *Pullman, 1898*; twenty-five rapid transit cars; with center doors and five windows on each side of the doors; 46'7" length overall; seating 56.
 All sold in 1917 (except 876) to the Washington, Baltimore and Annapolis Railroad, where they became 301-356.
 #876 may have been rebuilt to elevated baggage car 977.

877-906 *Wason 1899*; thirty rapid transit coaches; with center side doors; five windows on each side of the doors; 46'7" length overall; seating 56. All sold in 1917 to the Washington, Baltimore and Annapolis Railroad. Built for the Jamaica-Brooklyn Bridge service. Reported as "being built" in February 1899; all delivered by June 1st. The center doors were intended for rapid loading and unloading at the Sands Street terminal of the Brooklyn Bridge.

BUSINESS CAR

200 *Jackson & Sharp, date ?*
 (later Already in service in 1899. The private car of
 2000) Superintendent William F. Potter.

PRIVATE CARS

Manhattan—the private car of Austin Corbin. The newspapers described it rather fully:

"The palatial private car built by the Jackson & Sharp Company of Wilmington for Austin Corbin is literally a palace on wheels. The exterior is painted a Munich lake color. The name "Long Island" is emblazoned on the letter boards and the car's name "Manhattan" on the center of each side. The Miller & Janey platforms are enclosed by railings and gates with silver-plated hand rails.

The interior is unique and luxurious and made of Mexican mahogany and the bulkheads with panels of different sizes are highly polished by hand. All the apartments are finished in the same way, excepting the kitchen and the smoking room. These are finished in antique style in oak. Old brass is used in all the metal trimmings except the wash room where they are silver plated. The chandeliers have from two to four lights each and they as well as the side lights are supplied with fine cut-glass globes. All the clear glass is French beveled plate. The floors are covered with fine Wilton carpets. The windows have India silk curtains running on brass rods. Instead of the usual veneering covering for the ceiling, silk tapestry of different patterns is used. The front end is the richly carpeted drawing room. It is supplied with easy chairs and divans, upholstered in silk tapestry. In order that the room may be also used as a dining room, a mahogany extension table and buffet are supplied. Passing to the right through a portiere is a corridor extending the length of the car. On the left of it is Mr. Corbin's private sleeping apartment. The floor is covered with sheepskin mats. An elegant sofa, upholstered in silk tapestry, occupies one side. It is convertible into an upper and lower berth capable of accommodating four persons if necessary. The washstand is of Tennessee marble and is surmounted

with a beveled plate mirror. Next is a private dressing room containing water closets, flush stands, etc. Adjoining it is another sleeping room almost identical with Mr. Corbin's."

—Hempstead Inquirer, September 18, 1885

This car later went into regular service.

Oriental—Pullman, 1890

"The private car of President Austin Corbin, the "Oriental" is said to be the finest one of its kind in the world. It is supplied with every luxury, comfort and convenience to be found in any rich man's dwelling. There are kitchen, butler, pantry, dining room, two state rooms, a sitting room and observation platform. The state rooms contain a lavatory with hot and cold water and the toilet rooms are equally complete. The car is lighted by electricity supplied from a storage battery. The interior woodwork is of mahogany, hand-carved."

—Newtown Register, May 18, 1893

"The train which conveyed President-elect Cleveland and party to Washington yesterday consisted of four Pullman coaches. The first coach, the "Oriental", owned by Austin Corbin, president of the LIRR, was occupied by the president and his family."

—March 3, 1893

After the death of Austin Corbin in June 1896, the "Oriental" passed into the possession of August Belmont. In 1897, Belmont became chairman of the Louisville and Nashville R.R., and the car's name was changed to the "Louisville". Belmont owned the car till 1903 and reportedly used it to go to the Saratoga races. Later, the car passed into the ownership of other board chairman. In 1931, it became a superintendent's car, bearing the number 362, but it retained most of its luxury accommodations.

On February 4, 1958, the car came to Weehawken and began its last journey to Tupper Lake, New York, where it was unloaded and trucked overland 50 miles to the Adirondack Museum at Blue Mountain Lake. It is now a prize exhibit of the museum there.

Station List

MAIN LINE

Long Island City: The most important station on the whole railroad. Original station built August 1860 and opened for use May 9, 1861. Enlarged 1870, 1875, 1878 and 1879. In April 1881, the waiting room was doubled in size. A shed was built over the yard to put the cars under cover. The tracks were re-arranged so that five trains could be loaded at the same time. A restaurant and lunch counter went in in April 1885, and an information booth in August 1886.

In the summer of 1888 the decision was made to build an entirely new two-story depot of stone, brick and iron after the style of the Broad Street station in Philadelphia, big enough to permit 12 trains to load at once. Ground was broken in October 1890. From the *New York Herald* of December 14, 1890, we have the following description:

"The main building will occupy the site of the present station, corner of Front Street & Borden Avenue, besides much additional ground. It will have a frontage of 215 feet on Front Street and a depth of 75 feet and will be two stories high. Joined to this will be an extension of one story with a depth of 30 feet, so that the total dimensions of the structure will be 215 x 105.

The ground floor will be for the public and the second story for the use of the officials of the road. The structure is to be built of Trenton pressed brick, with rock-faced granite water table, door sills and window sills. The inside walls of the waiting room are to be lined with English enamelled brick. The ground floor is to be of concrete, five inches thick, and the floor of the second story of two-inch maple.

The ceiling of the first story is to consist of pressed steel and the floor of the second story will be supported by Phoenix columns and steel girders. The height of the ceiling of the first story will be 16 feet, of the second story, 13. A well,

14 x 128, running from the first floor to the roof, will extend the length of the building, and there will be a skylight in the roof 24 x 128. The roof will be of the hip truss variety, 18 feet at its highest point above the walls and 53 feet above the level of the sidewalk. It will be covered with Gilbertson's standing tin roof. The cornice of the building will be made of galvanized iron, 3 feet 6 inches deep and projecting 24 inches. Surmounting the whole there will be a tower, with an extreme height above the ground of 80 feet. The exterior of the tower will be covered with steel shingles.

The plan of the ground floor is as follows: there will be four doorways opening on Front Street and six exit doors at the rear leading to the trains.

The feature of the depot will be the waiting room which promises to have the largest capacity of any depot in the country. The waiting room in the main building is to have a width of 140 feet and a depth of 72 feet 4 inches, and the auxiliary waiting room, in the extension, a width of 190 feet and a depth of 30 feet. Combined, their capacity will be enormous and in striking contrast to the waiting room capacity of the Grand Central Depot, which is quite limited.

At the south end of the waiting room there will be an exit 15 feet wide for passengers arriving on trains. At the north end of the ground floor there will be another exit 15 feet wide for passengers arriving on trains, and three 15 foot arches will lead from this exit to the sidewalk on Borden Avenue. Adjoining the waiting room at the north end will be the restaurant, the express and baggage room, the parlor car office and the telegraph office. The ticket office will be placed exactly in the center of the main waiting room and its size will be 12 x 20.

The second story will be used exclusively for offices and all the rooms will open upon a balcony 5 feet wide enclosing the well. Those facing on Front Street will be occupied by the auditor, vice-president and his clerks, general superintendent and his clerks, assistant superintendent, telegraph office, purchasing agent, superintendent of construction and the chief engineer and his clerks. A large room at the south-east corner of the floor will be used as a draughting office.

On the south side of the second floor will be the offices

of the assistant chief engineer and the auditor of the revenue. The train dispatcher's office, the conductor's room, the store room, the clerk of the auditor, a traffic manager and train master's private office will be on the east side of the building and the traffic manager's office and cashier's office on the north or Borden Avenue side.

The first story of the tower will be used as a meeting place for the managers of the mutual relief association of the railroad. A large clock will be placed in the upper story of the tower with an 8-foot dial visible from three sides. The station will be heated by steam and will be lighted by electricity. The company has just completed a brick building 40 x 70 feet for the electric light plant with four 75 HP boilers, two automatic engines and four dynamos to heat and light the building, and to light the passenger and freight yards."

To avoid disruption, the big new depot was built in two sections, the southern half first in April 1891 and the northern half in May. The new depot was wholly completed in July 1891. The electric light was turned on for the first time on January 9, 1891. The yard was widened by the addition of land on the creek side and the removal of the machine shops to Richmond Hill.

In July 1899, the city gave the railroad permission to erect a shed in and over Front Street, covering the street between the ferry entrances and the railroad station to protect passengers from sun and rain.

The new station burned down in December 1902 and was reopened after extensive rebuilding on April 26, 1903. This structure lasted until 1938, when it was razed during the building of the Midtown Tunnel.

Woodside: At 58th Street & 38th Avenue on the north side of the track. A two-story wooden frame building with peaked roof was built by the Flushing & North Side R.R. in November 1869. The old building burned on January 31, 1894, and after the refurbishing, was used as a dwelling by the station agent. A small new two-story depot was built. In October 1883, the station platforms were extended and raised to the level of the car platforms. The wooden 1894 station continued in use till the grade crossing elimination of 1914. Station demolished in 1916.

Winfield: station in triangle bounded by 70th Street, 48th Avenue and the old railroad right-of-way and on the north side of the track. In present terms, the southwest corner of 70th Street & 48th Avenue. In October 1883, the platforms were reported extended and raised to the level of the car platforms. Building torn down 1915 because of the grade crossing elimination at the junction. Station closed 1929.

Jamaica: The wooden station of the 1880's and 90's went back to pre-Civil War days. Located on the north side of the track at 151st Street. In May 1877, the old South Side R.R. depot building was moved to just west of the LIRR building. Both buildings remained in use till the elevation of the old site in 1912-13. As early as May 1882, the company considered moving the station to the present site between Sutphin Blvd. and Van Wyck Blvd. to get more room. In July 1886, the village trustees gave the railroad permission to close Beaver Street and expand its tracks on the south. The old brick engine house at the depot was razed in June 1890. During 1892 elaborate plans were made for a new station building and other old buildings in the area were demolished, but then nothing happened, other than one new platform in September 1892 for Brooklyn passengers. Not till 1903 were the platforms re-arranged and connecting tunnels put in but no new station even then was built. When the present big station went up and opened on March 9, 1913, it was on the new site between Sutphin Blvd. and Van Wyck Blvd.

New York Avenue: Opened as a Rapid Transit station only on September 15, 1890.

Canal Street (168th St.): Opened as a Rapid Transit only stop on June 24, 1890.

Woodhull Park: 178th Street, old Wheeler Street. Rapid Transit service was extended to here on June 24, 1890. There was a wooden frame depot decorated with Victorian gingerbread trimmings. Torn down 1905-06.

Hollis: Originally East Jamaica. When the village was founded by Frederick Dunton in 1885, he wanted to call it Woodhull in memory of the capture of General Woodhull at 197th Street in the Revolution, but there already was a Woodhull in Steuben County and the Post Office Department refused. The name Hollis was then adopted. Depot erected between

May and September 1885. Wooden frame building with a cupola at each end. Neighborhood vandals burned down the old station on the night of November 2-3, 1967.

Bellaire: Station built January-February 1900 as Interstate Park. In June 1899, Adam Haubitzer sold his 42-acre farm between 210th Street and 212th Street to the National Pigeon Shooters' Association for a shooting park. On March 20, 1900, the park and station opened. Pigeon shooting was outlawed in March 1902 and the park died out in 1903. The station remained as Interstate Park till 1907, when developers changed the name to Bellaire.

Queens: Wooden frame station opened at Springfield Boulevard in October 1871. When the present high-level station opened in September 1924, the old station was moved forward to Jamaica Avenue, stuccoed and converted into a store, where it remained until the opening of the present station plaza.

Bellerose: Developed as Bellerose in 1897. A station was opened in 1898; a Dutch-style station was erected in 1908; torn down September 22, 1960.

Floral Park: Original depot erected November 1879 as Stewart Junction; changed to Hinsdale in 1880 in honor of the general counsel of the LIRR. Located at first south of the tracks and east side of Tulip Avenue; later north of the track and west of Tulip Avenue. Timetables list the station as East Hinsdale to January 1890; thereafter as Floral Park. The sign on the station building was changed to Floral on April 1, 1886, but on June 24th, the Post Office changed the name back to East Hinsdale and the station followed suit. In October 1889, the superintendent of the LIRR issued an order changing the name to Floral Park. A new depot went up in 1909. Razed October 20, 1960.

Hyde Park: A depot building was erected in 1870 on the south side of the track and west of the New Hyde Park Road. On the timetables the name is always "Hyde Park". The original depot was razed in the summer of 1947.

Mineola: A new depot was erected in May-June 1883, 98 x 25. There is a photo taken by Brainerd in 1878. Station located in the triangle formed by the wye. The present station opened September 22, 1923 just west of Mineola Boulevard.

Westbury: In the 1860's and 70's J.P. Kelsey's store served as the

depot which was photographed by Brainerd in 1878. A new depot was erected between April and June 1883, 18 x 30 feet. In 1891, carriage sheds were added on the east and west sides of the depot. Torn down 1914.

Hicksville: Wooden frame depot erected September 1873, 13 x 60 feet. Station located on the north side of the tracks and west of Broadway. A new station was built in 1909. The old station was moved to the Sutter Monument Works as a storage shed. In December 1891, the railroad condemned a triangular strip of one acre near the depot for a switch tower. Depot torn down November 1962.

Central Park: Founded in March 1867 by developers. The combination passenger and freight depot was photographed by Brainerd in 1879. A depot was built in 1884; torn down 1957. Name changed to Bethpage October 1, 1936, the original name.

Farmingdale: Founded by Ambrose George who bought the land in 1838 and invented the name. A depot was built in July 1875, just east of Main Street. In October 1895, the State Board of Railroad Commissioners permitted the railroad to move the station 1,000 feet east to between Farmingdale and Depot Avenues and to remove the freight house to between Dexter and Oakview Avenues. A new depot was erected in 1910 with a second story to house the electric transformers for the cross-island trolley line to Huntington and Amityville.

Pinelawn: First appears on the timetable of 1898 under the original name of Pinelawn-Melville. In 1904, a large white combination station, administration building, church and crematory was erected by the cemetery corporation at a cost of \$100,000, north of the tracks and west of Wellwood Avenue. Within a year or two the elaborate building burned down, leaving only the granite arch and platform still visible today. The LIRR built a frame depot in 1915 south of the tracks and east of Wellwood Avenue.

Wyandance: A depot building was erected in May 1875, 18 x 35 feet and two stories high east of the Straight Path Road. In December 1888, the Post Office changed the name of West Deer Park to Wyandance at the request of the Wyandance Brick & Terra Cotta Manufacturing Company. In the spring of 1893, the works burned down. Beginning in June 1892,

the old name "West Deer Park" returns to the timetables. The original wooden station was destroyed in February 1958. Some time between 1902 and 1910 the name "Wyandanch" was adopted.

Edgewood: Depot located at Corbin Avenue. The place boomed in September 1891 but there was little settlement. First appears on the timetables of June 1892 as a signal stop and so remains. Station disappeared between 1910 and 1914 and the two-story wooden depot burned down 1920.

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. In 1884 a large engine house and car house were put up at Deer Park and a new depot was built in April and May 1884. In the spring of 1882, the railroad abandoned the station, but the 60 to 80 families living there pressured the railroad into reopening the place in November 1882. The old depot was torn down in 1937.

Brentwood: The railroad station was moved to here from Thompson's Station in December 1869. The inhabitants donated land and money for a depot building which was erected in 1870. This station burned down in April 1903 and the present station was then built west of Brentwood Road and opened November 10, 1903.

Central Islip: Depot built between August and October 1873 and opened November 4, 1873 as a flag stop. In 1888, the State Hospital opened and the station became important. The original wooden building was torn down in August 1958.

Ronkonkoma: Formerly Lakeland Station, located at Ocean Avenue and photographed by Brainerd in 1878. In May 1882, the railroad decided to move the station eastward to just east of Ronkonkoma Avenue. In June 1883, the new building opened, 16 x 30, and burned down 1934. Present station opened September 1937.

Holbrook: The station was abandoned in May 1883, when the Ronkonkoma station was moved eastward from Ocean Avenue to Ronkonkoma Avenue. A newspaper note of November 1883 remarks that the railroad had also torn up the platforms. However, the station stayed on the timetables as a signal stop only till January 1890, when it disappears altogether. The station reappears on the timetable of 1902, and

- the railroad put up a shanty in 1907 not much larger than a switchman's booth. Torn down June 1962.
- Holtsville (Waverly)*: The railroad called the station Waverly but the Post Office was Holtsville because there already was a Waverly in Tioga County. The station was improved, according to the papers, in October 1881. A new one-story station was put up in May 1912 and torn down July 1962.
- Medford*: In October 1881 the station was said to be undergoing "Improvements". In 1889, a small one-story depot was put up with attached living quarters for the station master. This was demolished in 1940 when the grade-crossing elimination on Route 112 was done. The railroad put up a new one-story white brick station, but vandalism was so bad that the building had to be torn down in 1964.
- Bartlett's (Bellport)*: Station opened in 1852; disappears from the timetables October 1876. In May 1880 reopened as Bartlett's Station; permanently discontinued 1882. Named (May 5, 1880) in honor of the prominent New York lawyer William O. Bartlett (1820-1881), who owned a farm near Yaphank. The station was located south of the track and on the east side of Bellport Avenue.
- Yaphank*: A new frame depot was put up in July 1875; the station was just east of Yaphank Road. Torn down 1961.
- Manorville*: A new station building was erected in the center of the wye in May 1871. The village had no importance other than as a junction point. The old building was torn down June 1941.
- Calverton*: The name of the station for decades had been Baiting Hollow. In June 1897, the superintendent of the LIRR issued an order that the names of the railroad stations had to be the same as those of the Post Office and so Baiting Hollow became Calverton. The depot was erected in 1880; it is now used as a private house.
- Riverhead*: A wooden frame depot was built in September 1870 and continued in use till 1910, when the railroad built a new brick two-story station which is still standing. Opened June 2, 1910.
- Aquebogue*: First appears on the timetable of June 1892. A new depot was erected at Aquebogue in 1910; this wooden building was razed July 1967.

Jamesport: The original station was set on fire by an incendiary and burned to the ground on October 17, 1877. In July 1878, the railroad purchased a building and converted it to station use. The building lasted 85 years and was torn down on July 18, 1963, after having been remodeled in 1944.

Laurel: This hamlet, originally known as Middle Village, was changed to Franklinville in 1830, and, on securing a Post Office in February 1898, had to change its name again because there already was a Franklinville in Cattaraugus County. The residents voted to choose the name "Laurel" after the local lake. On the timetables the name Franklinville first appears in April 1891, then disappears, only to reappear in September 1892. Then the name disappears again but reappears in June 1894. Thereafter, the station is a signal stop only. A depot was put up in 1901.

Mattituck: A depot was erected here, very probably in 1870. The station was a typical one-story wooden frame building; torn down July 1967.

Cutchogue: A depot building was erected in August 1875. A large frame building was put up in 1887, with wide carriage sheds on either side. Torn down June 1962.

Peconic: A station building was erected in August 1876, south of the track and on the west side of Peconic Lane. Torn down April 1942.

Southold: A station building was begun in November 1869 and finished in January 1870. The original station lasted until June 1962.

Greenport: On July 4, 1870, the original depot burned down and was replaced by a wooden frame building at Third Street in October 1870. In March 1892, the LIRR completely rearranged the whole station area. A contract for a new dock was let in May 1892, and the railroad erected a large brick station at the water's edge which is still in use. The water was dredged at the bulkhead line to permit sizeable steamers to land passengers and freight in front of the depot. A large new brick freight house (still standing) and a four-bay round house were put up at the same time with a new turntable.

OLD SOUTHERN BRANCH

Division Avenue: (151st St.) The Jamaica "Farmer" for August

- 24, 1894 refers to the "Division Avenue station on the Old Southern Road", but there is no other mention of it and it does not appear on the timetables.
- South Street*: A station was opened here on July 16, 1916 and a depot was built and opened on November 15, 1917. It was torn down 1922.
- Cedar Manor*: The LIRR opened a small one-story frame station here in 1906, east of the track and north of Linden Blvd. This was a real estate development covering the neighborhood generally west and north of the crossing of the LIRR with New York Boulevard. Before World War I it was a signal stop only. The station was phased out in 1959 and the building torn down February 1959.
- Locust Avenue*: The station was north of Baisley Boulevard and east of the tracks. There was a small frame station building. The railroad opened a station here in June 1869; attempts were made in 1878 and 1881 to abandon it but the courts thwarted the move. Changed to Locust Manor in 1929. Phased out as a stop January 28, 1959.
- Higbie Avenue (Springfield)*: The railroad opened a frame station here in 1908; located south of 140th Avenue (Higbie Avenue) and on the north side of the tracks. Phased out as a station stop January 28, 1959.
- Laurelton*: The station building was an exceptionally beautiful one-story brick and frame structure and elaborately landscaped. It was built by the Laurelton Land Company whose president was ex-Senator William H. Reynolds, the man who built Long Beach. Most of the houses were of stucco with French and Spanish Mission tile roofs and cost from \$5,500 to \$17,500. Work was begun on the Laurelton station November 5, 1906 and it was opened in 1907. It was just west of the junction of the tracks of the Montauk and Old Southern Branches and was torn down in 1950 because of the grade crossing elimination.

MONTAUK DIVISION

- Penny Bridge*: At Laurel Hill Boulevard. The station gave access to Calvary Cemetery #1 and to the Meeker Avenue trolleys on the Brooklyn side of the creek. The railroad shut down

- the station on July 1, 1881. The station was re-opened on February 4, 1895 as a Rapid Transit stop. The railroad put up a shelter for passengers in 1902. Another shed went up in 1921.
- Haberman*: On the east side of 50th Street. Named after the Haberman Steel Enamel Works in Berlin village. Opened as a station for the convenience of workmen in September 1892; service was furnished by the Long Island City-East New York Rapid Transit trains. There never was a station building.
- Maspeth*: Opened as a Rapid Transit station in February 1895; located at 58th Avenue and Rust Street. Station closed down October 1903. Later re-opened but closed down and the station building removed in 1925.
- Bushwick Junction*: A wooden frame depot was reported built at Fresh Pond Junction in November 1886. Probably at Andrews Avenue & 59th Street. Nothing further is known of it.
- Fresh Pond*: In December 1885 the LIRR was reported to be purchasing land of H. Brunjes at the junction of Fresh Pond Road & Metropolitan Avenue for a station and freight depot. In April 1895, a new railroad station was opened directly on Metropolitan Avenue "obviating the necessity of passengers walking down the tracks as was formerly done." This building lasted till the grade crossing elimination of 1915. The old building, out of use, was photographed by Armbruster in 1923 on the south side of Metropolitan Avenue.
- Glendale*: A regular stop on the timetables, located just west of 73rd Place (old Clinton Place). There was a small station building erected in 1876; burned down January 7, 1927.
- Richmond Hill*: Depot building put up during April and May 1869 on Myrtle Avenue at its junction with Jamaica Avenue. The name of the station was changed from Clarenceville to Richmond Hill in October or November 1871. The building survived till the grade crossing elimination of 1923.
- St. Albans*: Work on a station building was begun on April 25, 1898. Land for the depot was donated by Charles Brown. Work continued during May and June and the building was opened on July 1, 1898. Cost \$2,200. During April 1899, telegraph wires were installed in the station and a park was laid out. A freight house, 13 x 18, was erected in June 1899.

The station was located south of Linden Blvd. and east of the tracks. Torn down 1935.

Springfield: On May 7, 1885, the railroad moved the station to just east of Springfield Blvd. and south of the track. In April and May 1889, a new frame depot was built.

Foster's Meadow (Rosedale): The place was named for Thomas and Christopher Foster, early settlers of Hempstead, who bought the land in 1647. The village first appears on the timetable of May 1870. Located at the present Hook Creek Blvd. just east of the present Rosedale station. Building opened July 1871. In May 1889 the name appears once as "Still Stream". In March 1892 the village name was changed by real estate developers to "Rosedale", and the station name followed in June 1892. A new depot building was erected in the summer of 1889. Torn down 1936.

Clear Stream Road: When the electric loop service from the city to Valley Stream and back to Hammels was started in 1906, a station was opened at *Clear Stream Road*, now Clear Stream Avenue in Valley Stream. Rush hour service only was furnished; the station continued through 1910 but was abandoned thereafter.

Valley Stream: First appears on the timetables of June 1869. A depot building was erected in the summer of 1870. It was located inside the wye at Third Street. Torn down in 1933 during grade crossing elimination.

Pearsalls (Lynbrook): Station located between Hempstead Avenue and Forest Avenue on the north side of the track. In April 1894, the village changed its name to Lynbrook and the timetables followed in June. During the summer of 1893 the village had hesitated between calling itself Wyndermere and Lynbrook; the latter won. Depot opened probably 1881; torn down 1938.

Rockville Centre: Station located on the east side of Village Avenue and north of the railroad. In July 1881, the depot building was remodeled, painted and refurbished. In December 1900, the owners of land on the north and east of the depot building donated land to extend the station to Park Avenue. During June, July and August 1901 the new station was built, the first in "Spanish" style. Building opened October 4, 1901. The old station was bought by Antonio

Esposito and moved to Woods Avenue, where it still stands as a private house behind the "Arbor Inn."

Baldwins: First listed in 1867 as Baldwinville, then in 1869 as Baldwinsville. In July 1872, it becomes Baldwins. Depot building erected February 1868 east of Grand Avenue and south of the tracks. Old building remodeled and modernized in May 1881. In January 1892, Austin Corbin decided on his own to change the name of the village to Millburn over the objections of the villagers. From February 1, 1892, the station carried the name Millburn till June 1897, when the old name was restored to conform to the Post Office name. A brick depot was built December 28, 1917. This was demolished November 1956.

Freeport: Depot building east of Main Street and north of the track. In March 1898, the railroad offered to build a brick depot if Grove Street were closed. The trustees agreed and the new depot went up between Main and Grove Streets on land bought from G. W. Smith and John J. Randall at a cost of \$2,000. Building opened April 3, 1899. Old station moved to Henry Street and joined to the freight house. Brick station demolished 1959.

Merrick: Charles Fox, president of the South Side Railroad, lived here and built a hotel in 1869 which served as the first depot. A new depot was built by the railroad in 1885 and this supplanted the old hotel, which burned down on February 27, 1898. In 1902 the railroad erected a new depot which was razed June 1969.

Bellmore: Station building erected October 1869; first appears on the timetables May 1870. Demolished January 1969.

Ridgewood (Wantagh): Depot building erected in July 1875. A new building was erected by the railroad in 1885. The name of the village was changed to Wantagh in May 1891, and the Post Office followed in July. The station was on the east side of Wantagh Avenue and south of the tracks. The old wooden depot of 1885 has been preserved in a park on Wantagh Avenue thanks to the efforts of the Wantagh Preservation Society.

Seaford: Agitation began for a depot in 1891; the railroad insisted on the donation of a tract of land. In July 1898, S. Jones donated a site between Washington and Jackson

Avenues. In May 1899 work began; the station building was completed on May 26, 1899 and the first train stopped on May 28th. Demolished April 15, 1966.

Massapequa: Station site donated by the Floyd-Jones family. The original station was known as South Oyster Bay and was located west of Hicksville Road and south of the track. In 1888, Thomas Brush developed a new village which he called Massapequa. In May 1889, the old name of South Oyster Bay was changed to Massapequa. In May and June 1891, a new brick depot was built east of Broadway and south of the track. This was torn down 1953.

Amityville: A depot building was erected in November-December 1868 on the east side of Broadway and south of the track. A new brick station was opened by the railroad at the head of Ketcham Avenue on July 25, 1889. This lasted until May 29, 1964 when the old building was demolished. The original station of 1868, remodeled into a private house, still stands at 29 Railroad Avenue.

Copiague: First appears on the timetables of 1901. The railroad erected a small depot building in 1902 east of Great Neck Road and south of the track. This was torn down December 1967.

Belmont Junction: A stop was maintained here for a dozen years, but there was so little business that the stop was discontinued permanently late in 1885.

Lindenhurst: Originally Breslau, after the birthplace in German Silesia of Charles Schleier, the developer. On July 14, 1891, the station name was changed to Lindenhurst through the influence of Benjamin F. Tracy, the-then Secretary of the Navy, who owned much bayfront land there. The original station of 1868 burned down on January 23, 1901 and the railroad erected a new station in 1902, located east of Wellwood Avenue and south of the track. The former frame station was moved to a park in 1968 for preservation when the track was elevated during 1971-73.

Babylon: The original 1868 station building was replaced in 1881. Work was begun in April on a two-story and attic frame structure 30 x 78, and the building was opened for use July 2, 1881. It was at that time the largest and best furnished depot east of Long Island City. It lasted till the grade crossing

elimination caused its demolition in 1964.

Bayshore: Depot located between Park Avenue and Fourth Avenue. The railroad erected a new frame depot in 1882 and this was replaced by a brick depot which was formally opened on July 17, 1912. Still standing.

Islip: Depot located just west of Islip Avenue. The original station of 1868 was a 20 x 30 frame depot. The residents subscribed \$600 for a new one and it went up late in 1881. Torn down 1963.

Great River: Depot just west of Connetquot Avenue. On May 11, 1881, by resolution of the local landowners in public meeting, the name of the place was changed from Youngs-port to Great River. First appears as a signal stop in 1898. Depot building erected in 1897; burned down 1943.

Club House: A private station for the members of the South Side Sportsmen's Club, founded about 1870. There were only 23 passengers all year in 1885 and thereafter the station is not listed. There was a small brick building south of the tracks and at the Montauk Highway crossing.

Oakdale: Station at the Oakdale-Bohemia Road and south of the tracks. Through the influence and generosity of William K. Vanderbilt, whose country seat, "Idle Hour" was located here, a contract for a \$20,000 depot was awarded in March 1890. The brick building was completed in October 1890 and opened in December, and was at that time the most luxurious station on the road. Still standing.

Sayville: Located just west of Railroad Avenue and south of the tracks. A frame depot was built in 1868. A new station in the Spanish style, with white stucco and a red tile roof, 21 x 48, was opened in 1905.

Bayport: A station building was erected in March 1869. In May 1902, a new station was planned 200 feet west of Snedecor Avenue and south of the track. This new building was opened August 10, 1903. The station was demolished in May 1964.

Blue Point: Station opened February 1, 1870 and discontinued on June 1, 1882 because it was too near Patchogue. In April 1890, the residents deposited \$1,000 with the railroad and donated a station site 100 x 1,200. In June 1900 a small one-story frame depot opened. It was 18 x 30 and was located

500 feet east of Blue Point Avenue and south of the track. Torn down October 1951.

Patchogue: A depot building was erected in August 1869 between Railroad Avenue and Ocean Avenue. In March 1888, the railroad began the erection of a large brick depot costing about \$5,000. The building opened during the summer. It was demolished in May 1963. Present station opened July 30, 1963.

East Patchogue: A depot building was erected in October 1890 by Frederick W. Dunton, president of the New York & Suburban Improvement Company, which boomed the Hegeman area. Hardly any trains stopped there and the stop was reduced to signal status. The depot building lasted till 1928-9.

Bellport: Originally Accobomac and later Brewster Place. In 1832 Capt. Jacob Bell and his son, Capt. Thomas Bell, bought the tract and laid the foundations of the village, which was first known as Bellville. A depot was built in the summer of 1882 west of Bellport (Station) Avenue. Building demolished in May 1964.

Brookhaven: Station west of Railroad Avenue and north of the track. The railroad built a station in 1884. This was a signal stop only throughout the 1880's and 90's.

Mastic (Forge): Station east of Mastic Avenue and north of the track. Place originally known as Forge and changed to Mastic in 1882. The railroad erected a station building in 1882. It was a signal stop only on the timetables of the 1880's and 90's. Depot torn down August 1960.

Center Moriches: The village was called Moriches but the railroad called the place Center Moriches when the station opened in 1881 to distinguish it from the former Moriches Station on the Sag Harbor Branch, which then took the name Eastport. The railroad built a new station in 1881 just east of Railroad Avenue and south of the track; this was demolished in May 1964.

East Moriches: Station east of Pine Street and south of the track. In May 1891, the residents after much effort raised \$1,500 for a depot. The railroad resisted the stopping of trains there and the Railroad Commission upheld the road (1895). A station was finally established in 1897. The station burned down in 1936 and the railroad discontinued service

in 1958.

Eastport: The former Moriches Station on the Sag Harbor Branch. Renamed to Eastport in August 1881. Depot west of Union Street and north of the track. Building erected in March 1870. Service discontinued in 1958. The depot was moved to the Union Street location in 1883.

Speonk: The station building was east of Phillips Avenue and south of the tracks; it was erected February 1870. The original station was struck by lightning and burned to the ground on June 22, 1901. The railroad built a replacement station in 1902. There was a strong pressure to change the name of the village to Remsenburg, and the Post Office went along in October 1895. The railroad station name was changed to conform in June 1897. Strong opposition developed in 1899, however, and the old name was restored. The 1902 station is still standing.

Westhampton: The railroad erected a station building in March 1870 on the west side of Depot Road and south of the track. A new station was put up in 1905. The old one is now a residence in Center Moriches.

Quogue: A station building was erected June 1875 at Old Depot Road. The railroad put up a new station in 1882 and again in 1905. Station located east of the Quogue-Riverhead Road and south of the track. Demolished April 1964.

Good Ground (Hampton Bays): A depot was opened in January 1874 to replace the original which burned down. In March 1892, the railroad took it upon itself to change the name of the station to Bay Head, but after many protests, the old name was restored on December 14. The first depot was on the west side of the Ponquogue Road and north of the track. In 1885, the depot was moved to the east side of the road. The village name was changed to Hampton Bays on June 12, 1922.

Suffolk Downs: Located 1.6 miles east of Good Ground station, near the present Peconic Road. The station was established in 1907 as a signal stop only. The depot was moved to the shore of Peconic Bay in 1927 and became a residence.

Shinnecock Hills: A station was established in December 1886 on the east side of Station Road and south of the track. A depot building was erected in April and May 1887. This was a

signal stop only. The original wooden depot still stands. The station was built to serve Corbin's Long Island Improvement Company development, which went bankrupt in 1893.

Golf Grounds: First appears on the timetable of 1900; it was 2.6 miles west of Southampton station and located at Tuckahoe Road. The railroad put up a station building in 1907. The station was abandoned in 1939 and the depot was moved in 1940 and converted into a private residence.

Southampton: A depot building was erected by the railroad in February 1871 between Maple and Elm Streets and south of the tracks. A new depot was put up in 1883 and again in 1902; this latter still stands.

Water Mill: The railroad erected a depot building in September 1875 on the west side of Halsey Lane. In August 1903, a new station was built on the east side of Deerfield Road and south of the track. Service discontinued in the late 1940's. The depot still stands.

Bridgehampton: A station building 16 x 30 was opened here in June 1870 east of Butter Lane and south of the track. This burned down on July 6, 1884. A replacement was put up the same year. This was demolished May 1964.

Wainscott: A station was opened here in 1897; a depot building was built in 1898 on the west side of Depot Road and south of the track. A new station was erected in 1915, and is still standing.

East Hampton: The station opened June 1, 1895 when through service began to Amagansett. The original station, built in the summer of 1895, is still standing.

Amagansett: The station opened June 1, 1895. A plot costing \$1,000 was donated to the railroad by the local residents in May 1895. The depot building costing \$5,000 was built in the summer of 1895; this was destroyed by fire in 1909 and a new two-story station was built in 1910. This fine building was demolished on August 31, 1964.

Montauk: Service to here on December 17, 1895. The first depot was a wooden two-story building erected in 1895 and demolished in 1907. On June 1, 1927 another station was built and still stands. The present station on the present site was built in February 1942. Trains also stopped at the fishing dock; there was a long wooden platform built over the sand

running the length of the track and leading to the dock.

Sag Harbor: Until June 1, 1895 this had been the eastern terminal of the road. On that date Sag Harbor reverted to branch status. A new modern station building was started in 1909 and opened in 1910. When the branch was abandoned on May 3, 1939, the station was sold. It was torn down in February 1966.

WADING RIVER BRANCH

Syosset: In September 1877, the depot formerly at Lockwood's Grove, Far Rockaway, was moved to Syosset and re-erected. In 1944 and again in 1948 this old station was remodeled and is still standing though much changed. Located east side of Jackson Avenue and north of the tracks. Before the extension of the Locust Valley Branch all of the express matter and many of the passengers for Oyster Bay went through Syosset station.

Cold Spring Harbor (Woodbury): The residents of Cold Spring and Woodbury raised \$700 toward the cost of a station building which was erected in December 1875. The name of the station was changed from Woodbury to Cold Spring on October 15, 1880. The station was moved from County Line Road to its present location in 1901-02. Demolished 1948.

Huntington: The original two-story frame station was on the west side of New York Avenue and north of the tracks. In 1909, as part of the construction on the Huntington-Amityville trolley line, the LIRR built a new two-story station (still standing) on the east side of New York Avenue and north of the tracks, and eliminated the New York Avenue grade crossing.

Greenlawn: The original depot was on the east side of Centerport Road. The name Greenlawn was coined in 1870. The depot burned down in 1909; a new and large building opened in September 1911.

(Old) Northport: The old station was built January-March 1868 and was located just north of Route 25A and on the north side of the track. This was abandoned as a passenger depot on October 17, 1899, and the station at East Northport became the only station in the village. The old site is now a freight siding.

East Northport: Station building and freight houses erected between May and July 1873. The original building was, before 1927, moved intact to the south side of East 10th Street where it was used as the office of a sign company. Torn down 1959.

Kings Park: Station is called St. Johnland until June 1891, when the timetable first uses the modern name of Kings Park. Original depot built November-December 1872. Demolished 1948.

Smithtown: Original depot erected November-December 1872; photographed by Brainerd in 1878. A new depot was built 1937 and still stands. Old depot razed 1937.

St. James: The original station was built August-October 1873 and is still standing, the oldest on the whole railroad still intact. In 1964, when there was talk of demolition, the local residents rallied to save the old building, and it has been carefully restored.

Flowerfield: One thousand acre site bought by John Lewis Childs, the Floral Park seedsman, in 1909, as a place to grow plants and seeds; also the location for his mail-order business; 1.2 miles east of St. James. The railroad station opened 1910 as a signal stop. Service to Flowerfield lasted until the late 1940's. Building razed July 1959.

Stony Brook: Station opened May 1873; a depot was built in the summer of 1873. It was rebuilt in 1917 to its present appearance.

Setauket: The freight depot erected in February 1877 long served as a station. The first real depot was built in January-February 1883. Torn down October 3, 1960.

Port Jefferson: A depot building and small freight house were opened on the west side of Route 112. The depot burned down on February 1, 1874 and was replaced in June 1875. The present depot was opened on July 29, 1903 by the owners of Belle Terre.

Miller's Place: Depot on the east side of Sylvan Avenue and north of the track; built 1898. This building burned down in 1902; its replacement again burned down 1927. Thereafter there was no station building. Closed March 20, 1939.

Rocky Point: Station was east of Broadway and south of the track. The depot was built in 1898. After the abandonment

of service on March 20, 1939, the building was moved a short distance and became a lumber yard office, the middle building in a cluster of three. The depot was built in 1898.

Shoreham (Wardenclyffe): The station was just east of the junction of North Country Road and Briarcliff Road and north of the track. It was a one-story frame building with sloping roof, built in 1900. Torn down 1950.

Wading River: The station was on the west side of the Wading River-Manorville Road and north of the track. The depot was built in 1895 as a one-story frame building; in 1906, it was enlarged to a two-story building. There was a long wooden board platform for passengers. Demolished 1938.

OYSTER BAY BRANCH

East Williston: A Post Office was opened here in May 1879. The railroad opened a freight station in February 1880. In October 1880, East Williston appears as a signal station, and so remains all during the 1880's and 90's to 1897, after which it is listed as a regular stop. Neither the railroad nor the newspapers record the date of erection of the old depot south of Hillside Avenue which still stands; 1880 is a probable date.

Albertsons: First appears on the timetable of June 1875 with two trains each way, later reduced to one; station disappears 1876 but reappears 1877. In April 1883, a milk bottling plant was erected alongside the track at a cost of \$1,500; 10 men were employed. All during the 1880's and 90's, Albertsons is a signal stop only. A station building was erected in 1913; this was demolished 1954.

Roslyn: A wooden frame building was erected shortly after the opening of service on January 23, 1865. The building was overhauled and moved ten feet south in the summer of 1885 to accommodate a new freight station. During June and July 1887, the present red brick passenger station was built.

Wheatley Hills (North Roslyn): A frame depot was erected here by the railroad in 1898; this was 1.32 miles north of Roslyn station and was located north of the North Hempstead Turnpike and Motts Cove Road on the south side of the track. This was a signal stop only. Changed in 1901 to North Roslyn. Discontinued 1924.

Greenvale: A freight station called Week's Station was in use as early as 1866; station appears on the timetables only in 1875. During the 1880's and 90's the station appears regularly. In a newspaper account of May 1891 we read: "The only depot at Greenvale is a small enclosed shed with a platform along the track. Passenger trains do not stop, only by special order. It is principally a depot for milk. One hundred yards or so from the shed is a switch which leads to a side track 200 yards long." This shed was struck by engine No. 212 on May 17, 1891 and wrecked. Station location is 1.97 miles north of Roslyn station, at Bryant Avenue and astride the Town Line.

Glen Head: In July 1866 the Post Office changed the name of Cedar Swamp to Greenvale, and in February 1874, changed the name again to Glen Head. This was the original terminus of the branch on January 23, 1865 and was located at Glen Head Road. A new station building was opened in May 1888. Torn down April 1961.

Sea Cliff: Service opened May 16, 1867. There was a wooden frame depot at first. This was replaced by a new brick depot which was opened in May 1888 at a cost of \$4,000, and is still standing. Between July 2, 1902 and December 31, 1924, the LIRR operated a trolley line into the village, and after 1905, extended it to Glen Cove.

Glen Cove (Glen Street): The terminus of the branch beginning May 16, 1867. The original two-story combination depot and freight house was photographed by Brainerd in 1878. A new station building was erected in September-October 1898 and is still standing. Trolley service to the village was given from 1905 to 1924.

Glen Cove (Nassau): In April and May 1895, there was a strong movement to shift the location of the station, but many opposed this. The State Board of Railroad Commissioners forbade the removal, but partisans of the new location at Titus Corner (Station Road) north of Duck Pond Road won permission from both the Commission and the railroad to build their own station and have trains stop there. The new depot was built in July and August 1895 at a cost of \$5,000. For awhile (1901-1911) it was called "Nassau" to distinguish it from the Glen Street station.

Locust Valley: This station became the terminus on April 19, 1869 and remained so until 1889. The original frame depot, finished in November 1872 was photographed by Brainerd in 1878. It was considerably refurbished in 1885. A new station building was erected in 1906; located west of Brick Hill Road and north of the track.

Bayville (Mill Neck): Service began June 25, 1889. After November 1891, it becomes a signal stop only. In November 1892, the name was changed to Mill Neck. The original station burned down on April 3, 1911; a new depot was built by the railroad in 1912. Station located east of the Mill Neck Road and north of the track.

Oyster Bay: The terminal of the branch; service opened to here June 25, 1889. A frame depot served the station at first; a new depot building, 32 x 68, was erected in June and July 1902. Still standing.

FAR ROCKAWAY BRANCH

Hewletts: First appears on the timetables in October 1869. Land was deeded to the railroad on March 17, 1870 by Samuel M. Hewlett; the station was built by public subscription. Austin Corbin insisted on changing the station name to Fenhurst without consulting the wishes of the people, and this sign went up on February 28, 1892. A year later an agitation began to restore the old name but in vain. Finally, in June 1897, the old name of Hewletts triumphed. The original 1870 station is still standing, though not quite in original condition.

Woodmere: Began as Wood's Station in October 1869, then as Woodsburgh; in 1897-98 the name was changed on the timetables to Woodmere. The depot was erected by Samuel Wood, who developed the place, in 1869. A new depot was built in 1902 and is still standing.

Cedarhurst: The South Side R.R. opened a station here in October 1869 as Ocean Point. A depot building went up in July 1872. The Long Island R.R. arrived here in July 1872 and put up a depot on the west side. The merged Long Island R.R. abandoned the Ocean Point station in June 1876 (both stations). The former LIRR depot was moved down to Far Rockaway in August 1881 and set up as the Far Rockaway

depot, after some remodeling. In June 1887, the LIRR reopened the long-closed South Side R.R. depot on the east side of the track. In May 1888, the building was extensively renovated, and in 1890, the station name was changed to Cedarhurst. A new depot was erected in 1913.

Lawrence: First listed on the timetable of June 1869. It is not known when the old frame depot was built; a new depot, red brick and stucco, 64 x 27, was built in the spring of 1906 and opened in August. The old depot was carted away on July 31, 1906, reportedly for conversion into a private residence.

Inwood: Formerly Westville; name changed to Inwood in January 1889. In May 1906, the LIRR purchased some land from the Foote Estate on McNeil Avenue for a station site. An open shelter, 4 x 14, was erected in November 1911. On October 30, 1911, the Public Service Commission directed the railroad to stop four trains each way daily. The former shed was demolished 1956.

Far Rockaway: Nothing is known about the original South Side R.R. depot of 1869. In August and September 1881, the railroad began to improve the station facilities, and moved the Long Island R.R. Ocean Point depot down to Far Rockaway; the old station building of 1869 was converted into a freight house. The remodeling of the ex-Ocean Point station building was finished on October 1, 1881, and was then said to be "the handsomest next to the one at Babylon." On March 30, 1890, a site was staked out for a new brick depot of 30 x 70. The new building opened July 15, 1890. This brick building was razed in 1957.

The former depot was purchased by Benjamin Mott and moved to Central Avenue adjoining the Hendrickson & Soper's blacksmith shop and carriage factory, where it was completely renovated and occupied by the Protection Hook & Ladder Co., as of October 1890.

The old LIRR station on Grove Street (Lockwood's Grove) was moved to Syosset in September 1877 and still stands, though rebuilt beyond recognition. The old LIRR freight house on Grove Street was sold in mid-October 1891 and moved in December 1891 to the rear of the Presbyterian Church on Central Avenue for use as a shed. It is still standing as the garage of a private house at 1316 Augusta Avenue,

separated from the old church building (now Arverne Church of God) by Augustina Avenue.

HEMPSTEAD BRANCH

Stewart Manor: Station opened 1909; original building still in use. Long a signal stop only.

Nassau Blvd.: Station building opened 1907 by the Garden City Estates Co. The original building is still in use.

Garden City: Original station was a two-story Mansard roof brick structure north of the track and facing Seventh Street. Built October 1872-April 1873. In August 1898 the railroad erected a new one-story brick depot just west of the old station and a twin of the one at Freeport. Still in use.

Country Life Press: Doubleday, Page & Co. bought 40 acres of land along the eastern side of Franklin Avenue in 1910, planning a six-acre plant to handle every phase of the book publishing industry. The site was newly named Country Life Press and lavishly landscaped. Theodore Roosevelt laid the cornerstone. The station opened in 1911 and a depot building was erected in 1913. The station served the plant and also the new development of Garden City East.

Hempstead: The LIRR station facilities in what is now Main Street were torn down in 1878, and thereafter the Central R.R. station was used, which had been built October-December 1872, facing Fulton Street. In July 1881, it was "enlarged and repainted." Three electric lights were put in in November 1887. The old brick station continued in use until 1913 when the present station was built. In 1942 the station was cut back to Jackson Street and in 1943 the station building was moved to its present site.

PORT WASHINGTON BRANCH

Winfield: Was laid out as a village in 1854 and a depot was erected on the southeast corner of 50th Avenue and 69th Street. This building was moved to Winfield Junction in August 1876. Later, a small one-story frame depot was located on the south side of 48th Avenue between 69th and 70th Street. This was torn down in 1915, and a new one was put up. The

station was closed in 1929 and the station building demolished.

Elmhurst: Formerly Newtown; name changed fall of 1896 by the Post office, and June 1897 by the railroad. In October 1888, a new brick one-story depot was built, 22 x 40, with bay window and slate roof and opened in December 1888. Demolished 1927.

Corona: First depot was located on the west side of National Avenue in March 1853. New depot erected September-October 1872. This building burned down December 9, 1880. The old White Line depot building was then moved to this site. In September 1894, this was torn down and a new one-story brick station, 60 x 30, was erected. This was razed in 1930.

Flushing (Main Street): The first station, fronting on Main Street, was built in December 1853. This burned down October 30, 1864 and was replaced by a new one in January-February 1865. A brick depot was erected October-November 1870 fronting on 41st Avenue. The present elevated station was built December 1912-January 1913 and opened for use October 4, 1913.

Murray Hill: A new brick depot was erected at 149th Street in April 1889 to serve the new development of Murray Hill. The old brick station was torn down in October 1912. The newer elevated station was opened July 1914 and torn down September 1964.

Broadway: One of the original stations which opened with the road on October 27, 1866, north of the tracks and south of Northern Boulevard. A new station was opened in September 1906. In 1912, this station was elevated.

Auburndale: In 1901, the New England Development & Improvement Co. bought the 90-acre farm of Thomas Willets and began to lay out Auburndale. The station first appears on the timetables in May 1901 and a frame depot was erected. This continued in use until 1929 and was sold in 1930 to the Episcopal Diocese which removed it to the corner of 42nd Avenue & Utopia Parkway and converted it into St. Mary's Church. The Baptists took over in 1969. Church closed in 1973.

Bayside: Station opened October 27, 1866 on the east side of

Bell Blvd. No information available on an early depot building. In 1886, a building was erected west of Bell Blvd. and south of the track. This disappeared in 1924 and a new building was erected.

Douglaston: The first depot, on the north side of the railroad and west of Douglaston Parkway, was built April and May 1867 by William P. Douglas and named Douglaston in his honor. In April 1887, Douglas and others contributed \$6,000 for a new depot in Queen Anne style, which was opened in June 1887. This was rebuilt in 1898 and demolished March 1962.

Little Neck: First depot built February-May 1870 east of Little Neck Parkway. Station opened July 1870 as Little Neck, superseding the earlier Little Neck station, which now took the name Douglaston. A new brick depot was built September 1890 and opened in December. It was of brick in Queen Anne style and cost \$10,000. Still standing.

Great Neck: The original terminus. Called Great Neck 1866-69; then Brookdale 1869-1872; Great Neck 1872-1890's; Thomaston during the 90's; in 1903 the old name of Great Neck was resumed. Original depot went up in 1866; this was replaced by a frame depot built July-August 1883. Remodeled August 1893. Torn down 1924; the present station was erected in 1925.

Manhasset: In February 1898, the Travers Estate agreed to donate land to the railroad for a Manhasset station site; this plot was 250 feet west of the Plandome Road. A wooden frame depot was built in 1899. The present station building was erected in 1924.

Plandome: A station was opened on the east side of the track in 1909. All trains began to stop regularly instead of on signal only, as formerly, in March 1911, when the Post Office was opened.

Port Washington: Service was opened to Port Washington in June 1898. The original depot of 1898 still stands, a one-story building facing Main Street with train sheds in the rear. It has been frequently altered over the years, the chief improvement being the brick facing, put on in 1930.

WHITESTONE BRANCH

Flushing (Bridge St.): Located immediately north of Northern Blvd. and on the east side of the track. A two-story station with Mansard roof was built October-November 1870. In 1893, this was replaced with a brick station.

College Point: A two-story brick depot with Mansard roof, located on 127th Street at 18th Avenue, was opened on August 14, 1869. It remains in use until the end of rail service on February 15, 1932. Demolished September 19, 1934.

Malba: An acronym derived from the initials of the five original developers who bought the Nostrand Farm and Ziegler Estate and incorporated the Malba Association in 1908. A station building was erected by the association in 1908.

Whitestone: A two-story brick depot was opened on January 30, 1871 on 14th Road between 149th and 150th Streets. This large building lasted till the end of rail service on February 15, 1932.

Whitestone Landing: Service opened August 9, 1886. A frame wooden station building was built almost at the shore line and was ready for opening day. In June 1892, the Landing depot was moved back from the shore to old 22nd Street and the Boulevard (present 10th Avenue). The old station lasted to the end in 1932.

LONG ISLAND DIVISION

R 656.5 S519 L
v. 6
Seyfried, Vincent F.
ABD-9010
The Long Island Rail
Road : a comprehensive
c1961-c198

QUEENS BOROUGH PUBLIC LIBRARY



0 2284 3046247 0 6

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