

NAMED TRAINS OF THE LONG ISLAND RAIL ROAD

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This list is extremely fragmentary given the absence of long runs of LIRR timetables. The Official Guide showed LIRR train names briefly, ca. 1899-1903, although the names were probably continued until most train names were dropped by the USRA in 1918. The LIRR timetables that appear in the Guide are extremely condensed, except for the Montauk and Greenport services. The Guide does show names restored beginning around 1921 and continuing until World War II, when parlor cars were again withdrawn. A few names reappear after the war, and increase with the expansion of East End parlor car service in the late 1950s and early 1960s. The Guide does not show train names after the MTA takeover in 1966.

***THE BANKER:**

Est. 6/24/1934; #203; formerly THE GREENPORT EXPRESS; summer Monday-only train, Greenport-New York; last trip 9/8/1942.

BLOCK ISLAND EXPRESS:

Est. 5/1905 or 6/1905; Long Island City-Montauk via Montauk Branch; with connecting boat to Block Island; last trip 9/4/1916?

CANNON BALL:

Est. ca. 1899; named not shown in Guide pre-WWI; revived 5/18/1927; #20-3; all-first class, extra-fare train, New York-Greenport & Montauk via main line; splits at Manorville with Greenport leg as #281-286; renumbered #20-21 6/19/1932; name dropped (10/31/42-11/16/42); name restored 12/23/1946 as a Hunters Point Avenue-Montauk train; renumbered #5-24 (by 5/24/1956); runs into MTA years.

EAST MORICHES SPECIAL:

Est. (5/1902 or 6/25/1902), from MORICHES SPECIAL; #195; summer Saturday-only train, Long Island City-East Moriches; last trip (9/1903 or 9/1904)

FISHERMAN'S SPECIAL:

Est. possibly in 5/1932; runs May-October; by 4/4/1937 begins running to Canoe Place in April and Montauk in May; still operating in season beginning 4/6/1973

GREENPORT EXPRESS:

Est. 5/18/1927; #212; Friday-only summer train, New York-Greenport; Monday-only westbound #203 added (5/1930-6/4/1930); last trip of #203 9/6/1932; last trip of #212 (9/15/1933 or after 6/24/34?)

HAMPTONS EXPRESS:

Est. 5/1902 or 6/25/1902; #109-110; summer-only train; Long Island City-Montauk; first to be advertised as all-vestibuled; dropped from Guide at the end of 1903 or 1904 seasons.

HAMPTON EXPRESS:

Est. 5/18/1927; #8-25; summer-only New York-Montauk; renumbered #8-9 (1931-6/19/1932); name dropped 11/ /1942; name restored 12/23/1946;

HAMPTONS LIMITED:

Est. (1899-6/26/1901); #107; all-first class, summer Friday-only train; Long Island City-Montauk; last trip 9/ /1902; renamed SPECIAL LIMITED for 1903 season.

LONG ISLAND SEABREEZE:

Est. 7/4/1937; #__ ; Sunday-only train, New York-Montauk, with boat connection to New London; last trip 9/6/1937.

MONTAUK EXPRESS:

Est. (5/1902 or 6/25/1902); #66; summer-only; Montauk-Long Island City; last trip (9/ /1902).

MONTAUK SPECIAL:

Est. (1899-6/26/1901); #187; summer Saturday-only train; Long Island City-Montauk; dropped from Guide after 1903 or 1904 season; revived 5/18/1927; #16-7; extra-fare, all-first class weekend train, New York-Montauk, eastbound on Fridays and westbound on Mondays; carries Washington-Montauk parlor car; last trip 9/8/1931.

MORICHES SPECIAL:

Est. (1899-6/25/1901); #195; summer Saturday-only train; Long Island City-Moriches; last trip 9/ /1901; renamed EAST MORICHES SPECIAL for 1902 season.

NEW YORK EXPRESS:

Est. 5/18/1927; #19; Montauk-New York; renumbered #5 (1931-6/19/1932); name dropped 11/ /1942; name restored 6/20/1947; named dropped (1948-1956)

PATCHOGUE EXPRESS:

Est. (5/1902 or 6/25/1902); #43; summer-only, Long Island City-Patchogue; dropped from Guide at end of 1903 or 1904 season.

PATCHOGUE EXPRESS (BROOKLYN SECTION):

Est. (5/1902-6/25/1902); #97; summer-only; Flatbush Avenue-Patchogue; dropped from Guide at the end of 1903 or 1904 season.

PATCHOGUE SPECIAL:

Est. (1899-6/26/1901); #193; summer Saturday-only train; Flatbush Avenue-Patchogue; Sunday-only #268 added (5/1902-6/25/1902); last trip (9/ /1902).

PECONIC BAY EXPRESS:

Est. 5/18/1927 by renaming SATURDAY SPECIAL; #208; Saturday-only train, New York-Greenport; last trip 9/19/1942; name restored as #211-212 (1946-48); discontinued (by 6/28/1950).

SATURDAY SPECIAL:

Est. (by 5/22/1926); Saturday-only train, New York to Montauk and Greenport; last trip 9/10/1926; replaced by PECONIC BAY EXPRESS and SHINNECOCK EXPRESS in 1927 season.

SHELTER ISLAND EXPRESS:

Est. (by 6/25/1901); #24-25; Long Island City-Greenport; also extra-fare, summer Friday-only

#115; Long Island City-Greenport; name appears in Guide through end of 1903 season; revived 5/23/1923; #210; summer Friday-only train, New York-Greenport; last trip 9/4/1942.

SHINNECOCK EXPRESS:

Est. 5/18/1927 from SATURDAY SPECIAL; #12; Saturday-only train, New York-Montauk; last trip 9/19/1942; restored 12/23/1946; discontinued ???

SOUTH SHORE EXPRESS:

Est. 5/18/1927; #11-26; New York-Montauk; renumbered #26-27 and made all-first class, extra-fare train 6/19/1932; all-first class status dropped (by 6/24/1934); last trip 10/3/1942; restored 12/23/1946; discontinued ???

SOUTH SHORE LIMITED:

Est. 1905 (Seyfried); Long Island City-Eastport via Montauk Branch; would have been discontinued by WWI

SPECIAL LIMITED:

Est. (5/1903-6/25/1903) from HAMPTONS LIMITED; #107-94; all-first class summer weekend train, Long Island City-Montauk, running east on Fridays and west on Mondays; dropped from Guide at end of 1903 or 1904 seasons

SUNRISE SPECIAL:

Est. (5/1921-6/25/1922); #7-18; all-first class, extra-fare, summer-only train, New York-Montauk, running eastbound on Fridays and westbound on Mondays; operates daily for the first time 6/28/1926-9/10/1926; renumbered #18-19 6/19/1932, running eastbound on Thursdays and Fridays and westbound Mondays; last trip as all-first class 9/7/1937; last trip 9/8/1942.

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