

LONG ISLAND RAIL ROAD
Alphabetical Station Listing
and History

(Compiled and researched by Dave Keller along with
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Robert L. Myers, David M. Morrison, Derek Stadler et. al.)

ETT = Employee Timetable

TT or PTT = Public Timetable

G.O.= General Order

G.N.= General Notice

C.R.4 = Car Record book (indicating stations, siding capacities and shippers)

<u>STATION:</u>	<u>BRANCH:</u>	<u>DATA:</u>
A & P	CENTRAL EXT.	1 ST STATION: LOW CINDER PLATFORM IN SVC: c. 1928 AT EAST SIDE OF A & P WAREHOUSE (ATLANTIC & PACIFIC TEA COMPANY: EARLY GROCERY STORE CHAIN) TO SERVICE THEIR EMPLOYEES. OUT OF SERVICE: 2/1930. 2 ND STATION: LOW CINDER PLATFORM IN SVC: 2/1930 AT WEST SIDE OF A & P WAREHOUSE. OUT OF SVC: 6/1949 WHEN A & P RELOCATED WAREHOUSE FURTHER EAST NEAR GENERAL BRONZE CO.
A & P BRONZE	CENTRAL EXT.	LOW CINDER PLATFORM OPENED: 6/1949 TO SERVICE THE EMPLOYEES OF THE A&P WAREHOUSE AND THE GENERAL BRONZE CO. CLOSED: 5/15/53 WITH END OF PSGR. SERVICE ON BRANCH.
ADAMSVILLE	ATLANTIC	OPENED: 6/1872 WEST OF ELDERT'S LANE. CLOSED: 1876
ALBANY AVENUE (BROOKLYN)	ATLANTIC RT	RAPID TRANSIT STOP PER ETT #11, EFF. 11/4/1878

ALBERTSON
(ALBERTSONS)

OYSTER BAY

BUILT: 1913, NO AGENCY AS OF
01/01/1924. RAZED: 1954
SHELTER SHED BUILT: c. 1954
AGENCY ESTABLISHED AND TICKET
OFFICE ADDED TO ONE END OF
SHELTER SHED: ___? MONDAY-
ONLY AGENCY INDICATED IN "LONG
ISLAND RAIL ROAD TICKET OFFICE
HOURS" LISTING OF 9/18/67. 1ST
OF THE MONTH ADDED TO AGENCY
HOURS. AGENCY CLOSED: ?. RE-
PLACED WITH NEW SHELTER SHED:
19 ?
NEW STATION SHELTER WITH HI-LEV-
EL PLATFORMS BUILT: 1999 TO AC-
COMODATE NEWLY-ARRIVED C3 BI-
LEVEL CARS WHICH WERE PLACED
IN SERVICE JULY, 1999. (*Robert L.
Myers 1999 data*)

AMAGANSETT

MONTAUK

BUILT: 1895, BURNED: 8/15/10
2ND DEPOT BUILT: 1910, AGENT
AND FAMILY LIVED UPSTAIRS.
ALTHOUGH BRANCH WAS OPENED
TO MONTAUK, AMAGANSETT WAS
A TERMINAL UNTIL 6/1/27 WHEN
THE NEW YARD WAS OPENED AT
MONTAUK. AGENCY CLOSED: 1958.
DEPOT BUILDING RAZED OVER SEV-
ERAL WEEKS DURING THE MONTH
OF AUGUST, 1964 (*The East Hampton
Star: 08/20/64*). REPLACED WITH
WOODEN SHELTER SHED: AUGUST/
SEPTEMBER, 1964.
HI-LEVEL PLATFORMS AND SHELTER
INSTALLED: 1999 TO ACCOMMODATE
NEWLY-ARRIVED C3 BI-LEVEL CARS
WHICH WERE PLACED IN SERVICE
JULY, 1999. (*Robert L. Myers 1999 data*)
**FREIGHT STATION BUILT: 1895
STILL STANDING: 2003

AMERICAN GRASS
TWINE WORKS

MONTAUK

EAST OF GLENDALE. APPEARS IN
1903 CR-4 BOOK AND 5/1904
ETT SPECIAL INSTRUCTIONS.

LOW LEVEL PLATFORM ONLY
FOR EMPLOYEES OF THE PLANT.
BECAME PRAIRIE GRASS FURN-
ITURE CO. WORKS IN 11/1904
ETT SPECIAL INSTRUCTIONS
(SEE: "PRAIRIE GRASS FURNI-
TURE CO. WORKS")

AMITYVILLE

S. S. R. R.
(MONTAUK)

S.SIDE R.R. SVC. BEGAN:
10/28/1867. DEPOT BUILT:
NOV-DEC/1868 AT RAILROAD
AVE. MOVED TO PRIVATE PROP-
ERTY: 1889. STILL STANDING: 1/2020.
2ND DEPOT OPENED: 7/25/1889,
.2 MILES WEST OF ORIGINAL STA.
RAZED: 5/29/64.
REPLACED WITH TEMPORARY STA.
BUILDING. IN SVC: 5/29/64.
OUT OF SVC: 10/25/68 AC-
COUNT RELOCATION OF TRACKS
AND FACILITIES FOR GRADE
CROSSING ELIMINATION. BLDG.
RAZED.
2ND TEMPORARY STA. BUILDING
ACCOUNT GRADE CROSSING
ELIMINATION IN SVC: 10/25/68.
OUT OF SVC: 8/7/73 AND RAZED.
ELEVATED STRUCTURE IN SVC:
8/7/73. AGENCY SCHEDULED TO
CLOSE (?)

AQUEBOGUE

MAIN LINE

BUILT: 1892 ON N. SIDE OF TRACKS
AND W. OF CROSSING. MOVED TO
PRIVATE LOCATION WITH CON-
STRUCTION OF 2ND DEPOT: 1910.
2ND DEPOT BUILT: 1910 ON S. SIDE
OF TRACKS AND E. OF CROSSING.
AGENCY CLOSED: c. 1936 (*Robt.
Emery data*). DORMER AND WIN-
DOWS REMOVED, CREATING AN
ENCLOSED SHELTER. LARGE
OPENING PROVIDED TRACKSIDE
FOR ACCESS: 19__? LATER, COM-
PLETLY GUTTED WITH POSTS
SUPPORTING THE HIP ROOF, AND
OPEN ON ALL FOUR SIDES: 1956.

REPLACED WITH METAL SHELTER
SHED BY 1966. LAST APPEARS IN
ETT #1, EFF. 5/22/66. RAZED: 7/67.

AQUEDUCT

ROCK. BCH

BUILT: 1883 AT N. CONDUIT BLVD.
WITH A SEPARATE SET OF LOW-
LEVEL PLATFORMS FURTHER
NORTH FOR RACETRACK SVC.
ONLY. SUMMER AGENCY ONLY AS OF
01/01/1924 OUT OF SVC: 11/29/39.
PER G.O. #1208C, TEMPORARY
WESTWARD STATION FACILITIES
RELOCATED SOUTH OF FORMER
LOCATION AND CONVERTED FROM
OUTSIDE TO ISLAND PLATFORM IN
SVC: 11/29/39.
PER G.O. #1221C, WESTWARD STA-
TION FACILITIES RELOCATED TO
ELEVATION NORTH OF FORMER
LOCATION AND CONVERTED FROM
ISLAND LOW LEVEL PLATFORM TO
OUTSIDE HIGH LEVEL PLATFORM
IN SVC: 5/20/40.
PER SAME G.O. EASTWARD STATION
FACILITIES RELOCATED TO TEMP-
ORARY LOCATION ON ELEVATION
NORTH OF FORMER LOCATION
AND CONVERTED FROM ISLAND
TO OUTSIDE PLATFORM IN SVC:
5/21/40
PER G. O. #1402B, 1403C, EAST-
WARD STATION FACILITIES RELO-
CATED 26' SOUTH OF FORMER
LOCATION AND CONVERTED
FROM LOW LEVEL TO HIGH LEV-
EL IN SVC: 9/24/40. NEW STA-
TION EXTENDED FROM N. CON-
DUIT BLVD. NORTH (RAILROAD
WEST) ALL THE WAY TO THE
RACETRACK, CONSOLIDATING
BOTH FORMER LOCATIONS. AGENCY
CLOSED BY 01/01/55. OUT OF SVC:
10/3/55 PER G.O. #216.

ARVERNE
(GASTON AVE.)

FAR ROCK.

BUILT: 1888 AT GASTON AVE.
(BEACH 66TH ST.) WITH DEVELOP-

		<p>MENT OF THE AREA BY REMINGTON VERNAM ("R. VERN") DUE TO QUARREL BETWEEN R.R. & DEVELOPER OVER USE AND OWNERSHIP OF THE DEPOT, THE R.R. REFUSED TO STOP TRAINS THERE AS OF 6/27/1892. AND BEGAN STOPPING AT ANOTHER DEPOT BUILT AT STRAITON AVE. (BEACH 60TH ST.) R.R. WAS ORDERED BY COURT TO RESUME SERVICE TO GASTON AVE. GASTON AVE. DEPOT REBUILT 1911-12 ON NEW SITE BETWEEN BEACH 67TH AND BEACH 69TH STREETS. IN SVC: MAY/ 1912. AGENCY OPEN AS OF 01/01/1924. RAZED 1940-41 DURING GRADE ELIMINATION PROJECT. ELEVATED STRUCTURE OPENED: 4/10/42. AGENCY CLOSED WITH TRANSFER TO TA OWNERSHIP: 10/3/55</p>
ARVERNE (STRAITON AVE.)	FAR ROCK.	<p>IN SERVICE: 6/27/1892 AT BEACH 60TH ST. AS A RESULT OF QUARREL BETWEEN DEVELOPER AND R.R (SEE "ARVERNE, GASTON AVE." ABOVE) RAZED 1940-41 DURING GRADE ELIMINATION PROJECT. ELEVATED STRUCTURE OPENED: 4/10/42. AGENCY CLOSED AS OF 06/46. TRANSFERRED TO TA OWNERSHIP: 10/3/55</p>
ATLANTIC AVENUE (EAST ROCKAWAY)	LONG BEACH	<p>OPENED: 1898 AS A SIGNAL STATION. CLOSED AT SAME TIME AS OLD EAST ROCKAWAY STATION: 12/11/51. NEW STATION COMBINING BOTH STOPS RELOCATED FURTHER SOUTH ACROSS MILL RIVER AND RENAMED "EAST ROCKAWAY." (SEE: "EAST ROCKAWAY)</p>
ATLANTIC PARK	S.S.R.R. ROCK. BCH.	<p>OPENED: 5/1875 (SOUTHERN DIVISION) (IN 07/15/1878 BOOK OF RULES). POSSIBLY LOCATED AT A POINT MID-</p>

WAY BETWEEN FAR ROCKAWAY AND
EDGEMERE STATIONS (*Vincent Seyfried
data*)

ATLANTIC TERMINAL	ATLANTIC	OPENED 1/5/2010 ON THE FORMER SITE OF FLATBUSH AVE. TERMINAL. OFFICIALLY RENAMED IN ETT #1, PER G.O. #104, EFF. 3/8/2010.
ATLANTICVILLE	SAG HARBOR	BUILT JUNE/JULY, 1875 AT LEWIS ROAD (<i>per Vincent Seyfried</i>). STATION APPEARS IN THE SEPTEMBER TIMETABLE. STATION INDICATED AS TELEGRAPH OFFICE AND POST OFFICE. STATION STOP APPEARS IN AVAILABLE PUBLIC TIMETABLES THRU 1881. AN 03/18/1882 ARTICLE IN " <i>THE SIGNAL</i> ," A BABYLON WEEKLY THAT PUBLISHED A SATURDAY COLUMN CALLED " <i>GOSSIP ON THE RAILS</i> ", STATED THE LIRR IS TO ABANDON THE STATION ALONG WITH THAT OF WATER MILLS DUE TO INSUFFICIENT BUSINESS. STATION NOT LISTED IN TIMETABLE OF 1883. POST OFFICE RENAMED "EAST QUOGUE" IN APRIL, 1891 (<i>per Art Hunkeler</i>)
ATLAS	MONTAUK	EAST OF GLENDALE. LOW LEVEL PLATFORM FOR EMPLOYEES OF THE PLANT PER 9/1923 ETT SPECIAL INSTRUCTIONS (SEE: "AMERICAN GRASS TWINE WORKS," "PRAIRIE GRASS FURNITURE CO. WORKS," "PRAIRIE GRASS WORKS") BECAME "DRY HARBOR ROAD" IN 10/1926 ETT SPECIAL INSTRUCTIONS.
AUBURNDALE	PORT WASH.	BUILT: 5/1901, CLOSED: 1929 ACCOUNT GRADE CROSSING ELIMINATION, SOLD AND MOVED TO PRIVATE LOCATION FOR USE AS A

		<p>CHURCH: 1930. (CHURCH CLOSED: 1973.)</p> <p>TEMPORARY TRACKS RELOCATED ON SHOO-FLY 42' NORTH OF ORIGINAL LOCATION: 6/18/29 DUE TO GRADE CROSSING ELMINITATION. HIGH LEVEL PLATFORM IN SVC: 12/5/29 AND WESTBOUND STATION FACILITIES RELOCATED ON ELEVATION 42' SOUTH OF FORMER LOCATION AND CONVERTED FROM OUTSIDE LOW LEVEL PLATFORM TO ISLAND HIGH LEVEL PLATFORM. AGENCY STILL LISTED IN "L.I.R.R. TICKET OFFICES OPEN FOR SALE OF TICKETS" OF 9/12/55. AGENCY CLOSED: ?</p>
AUTUMN AVE. (BROOKLYN)	ATLANTIC	<p>OPENED: 4/28/1905 AS "RAILROAD AVENUE" WITH ELECTRIFICATION FROM FLATBUSH AVE. NAME CHANGED: ??. OUT OF SVC: 11/1/39 PER G.O. #1204 AND RAZED WITH ATLANTIC AVENUE IMPROVEMENT PROJECT: 1939-40</p>
AVIATION FIELD NO. 2	CENTRAL	<p>EAST SIDE OF THE FORMER CAMP BLACK (CAMP MILLS), EAST OF GARDEN CITY, DURING WWI. RENAMED "MITCHEL FIELD" 7/16/1918. NAME CHANGE OFFICIALLY APPROVED: APRIL/1919.)</p>
BABYLON & FIRE ISLAND	CRR OF LI	<p>DEPOT BUILDING OPENED ON W. SIDE OF FIRE ISLAND AVE. AT TERMINATION OF THE LINE ACROSS FROM THE WATSON HOUSE [HOTEL] AND S. OF SSRR's BABYLON DEPOT: 1873. CLOSED: ??.</p>
BABYLON	MAIN LINE	<p>MAY HAVE BEEN AT OR NEAR THE LATTER-DAY SITE OF WYANDANCH STATION OR POSSIBLY AT EAST NECK ROAD. (per Art Huneke) ON TT OF 12/27/1841. DROPPED FROM TT WITH OPENING OF</p>

DEER PARK STATION IN 1842.

BABYLON

S. S. R. R.
(MONTAUK)

S. SIDE R.R. BEGAN SVC: 10/28/67
DEPOT OPENED.
2ND DEPOT OPENED: 7/2/1881, AND THE
EARLIER DEPOT RELOCATED ALONG-
SIDE THE DEPOT ROAD CROSSING
AND CLOSE TO THE TRACKS FOR USE
AS AN EXPRESS HOUSE. (*Robt. Emery
data and photographic evidence*).
COVERED STATION PLATFORM ADD-
ED TO W. SIDE OF EXP HSE SOME-
TIME AFTER 1907 (*photographic evidence*).
STRUCTURE WAS RAZED ALONG WITH
THE 1881 DEPOT IN 1963 WITH GRADE
CROSSING ELIMINATION PROJECT.
TEMPORARY STATION FACILITIES RE-
LOCATED TO SHOE-FLY SOUTH OF
FORMER LOCATION PER G.O. #931,
EFF: 04/06/63.
3RD AND ELEVATED DEPOT AND TRACKS
RELOCATED ON ELEVATION ACCOUNT
COMPLETION OF GRADE CROSSING
ELIMINATION PROJECT PER G.O.
#1112, EFF: 09/09/64. TEMPORARY
DEPOT RAZED.

BAITING HOLLOW

MAIN LINE

SEE: "CALVERTON"

BALDWIN

S. S. R. R.
(MONTAUK)

S. SIDE R.R. SVC. BEGAN: 10/28/1867
AS "BALDWINSVILLE" UNTIL 1875.
DEPOT BUILT: 2/1868. PER TIME-
TABLE LISTINGS, RENAMED "BALD-
WINS" 1875-1892. DEPOT REMOD-
ELED: 5/1881. RENAMED "MILL-
BURN" 1892-1897. AGAIN RENAMED
"BALDWINS" 1897-1900. FINALLY
RENAMED "BALDWIN" 1900. DEPOT
RAZED: 1917.
2ND DEPOT OPENED: 12/28/1917. RAZED
WITH GRADE ELIMINATION SHORTLY
AFTER 3RD AND ELEVATED STRUC-
TURE OPENED. (*photo provenance*)
TEMPORARY STATION FACILITIES AND
TRACK RELOCATED TO SHOE-FLY 60'
S. OF FORMER LOCATION ACCOUNT

GRADE CROSSING ELIMINATION PROJECT PER G.O. #306 EFF: 08/14/56. THE TEMPORARY TRACKS RAN THROUGH THE PARKING LOT AT THE REAR OF THE OLD DEPOT WHILE THE OLD DEPOT REMAINED IN SVC. 3RD AND ELEVATED DEPOT AND TRACKS RELOCATED 60' NORTH OF TEMPORARY LOCATION. CONVERTED FROM SIDE PLATFORMS TO ISLAND PLATFORM AND PLACED IN SERVICE ON 10/2/57 PER G.O. #407

BALDWINS	MONTAUK	(SEE: "BALDWIN")
BALDWINSVILLE	S. S. R. R.	S. SIDE R. R. (SEE: "BALDWIN")
BARNUM ISLAND	LONG BEACH	IN SERVICE c. 1897. RENAMED JEKYL ISLAND: JAN, 1901. AGAIN RENAMED ISLAND PARK: 10/1921 SERVED AS TEMPORARY STATION FOR ISLAND PARK FROM 10/1921 TO 7/1922 WHEN IT WAS PLACED OUT OF SERVICE WHEN "THE DYKES" WAS RENAMED ISLAND PARK AND BECAME THE STATION STOP FOR THAT COMMUNITY.
BARTLETT	MAIN LINE	STATION STOP 2 ½ MILES EAST OF MEDFORD. FORMERLY "BELLPORT." RENAMED "BARTLETT" ON THE WINTER TIMETABLE OF 1881-1882 WITH THE OPENING OF BELLPORT STATION ON THE SOUTH SHORE. PER " <i>Babylon Signal</i> " NEWSPAPER ARTICLE OF 03/23/1882, BARTLETT AND WAVERLY STATIONS WERE TO BE ABANDONED (<i>Art Huneke data</i>). AS THIS STATION WAS ORIGINALLY OPENED TO PROVIDE STAGECOACH SERVICE TO BELLPORT ON THE SOUTH SHORE, IT PROBABLY NO LONGER SERVED ANY PURPOSE AFTER 1881-82 AND THEREFORE WAS SLATED FOR ABANDONMENT.

BARTLETT
(FANNY BARTLETT)

MONTAUK

PLATFORM ONLY. OPENED: __?_ AS
"FANNY BARTLETT", NAMED AFTER
A SHIP THAT SUNK THERE IN 1894.
FLAG STOP ONLY, FOR EMPLOYEES
OF NEIGHBORING FISH PROCESSING
PLANTS. APPEARS AS SIGNAL STOP
IN SPECIAL INSTRUCTIONS OF ETT
#27: 06/25/1903. APPEARS AS A
SIGNAL STOP AS "BARTLETT" IN
SPECIAL INSTRUCTIONS OF ETT
#49: 09/09/1908. APPEARS WITH
STATION DESIGNATION OF "S108"
IN CR4 BOOKS OF 1913 AND 1924.
(*Art Huneke data*). CLOSED:
12/31/28 (*Robt. Emery data*).

BASE BALL GROUNDS

NY & M.B. RR
(EVERGREEN)

GRAUER'S RIDGEWOOD PARK (BE-
TWEEN SCHAEFFER & HALSEY STS.
RIDGEWOOD, QUEENS -1885-1886
PERIOD. DISCONTINUED AS STA-
TION STOP IN 1886 WHEN SHUTTLE
SERVICE TO GREENPOINT ENDED.
USED BY TERRY AND McMICHAEL
COAL CO. BY 1922. (*1922 photo prov-
enance, Art Huneke data and:
<http://www.covehurst.net/ddyte/brooklyn/ridgewood.html> .)*)

BAYPORT

S. S. R. R.
(MONTAUK)

S. SIDE R.R. DEPOT OPENED: 3/1869,
ON E. SIDE OF BAYPORT AVE.
RAZED: 1903.
2ND DEPOT OPENED: 08/10/1903 FURTH-
ER WEST ON WEST SIDE OF SNEDE-
COR AVE. AGENCY STILL OPEN AS OF
01/01/55 AND CLOSED SOMETIME
AFTER. RAZED: 05/64. REPLACED
WITH METAL SHELTER SHED. DIS-
CONTINUED AS STATION STOP PER
G.O. #207, EFF: 9/6/80.

BAY RIDGE

BAY RIDGE

TERMINAL OPENED: 1870s.
1ST DEPOT BUILT: 6/1877. RAZED
BY FIRE: 12/14/1882.
2ND DEPOT BUILT: 1883. CLOSED
WITH END OF PSGR. SVC: 1904

BAYSHORE
(BAY SHORE)
(PENATAQUIT)

S. S. R. R.
(MONTAUK)

S. SIDE R.R. DEPOT OPENED: 5/20/1868
AS "PENATAQUIT." CHANGED TO BAY
SHORE: 7/1868. REPLACED: 1882.
(RAZED, BURNED OR REBUILT INTO
1882 BLDG?)
2ND DEPOT BUILT: 1882, RAZED: 1912
3RD DEPOT OPENED: 7/17/1912
AGENCY CLOSED: 11/20/96.

BAYSIDE
(ORIG. "BAY SIDE")

FLUSHING R.R.
NY & FLUSHING
FLUSH. & N. SIDE
(PORT WASH.)

BUILT: c. 1866 WITH OPENING OF
STATION STOP ON 10/27/1866
2ND DEPOT BUILT: 1886, RAZED: 1924
3RD DEPOT BUILT: 1924. TEMPORARY
TRACKS RELOCATED TO SHOO-FLY
SOUTH OF ORIGINAL LOCATION:
6/18/29 DUE TO GRADE CROS-
SING ELIMINATION.
TRACKS DEPRESSED AND HIGH LEV-
EL PLATFORMS IN SVC: 9/25/29
(WESTBOUND) AND 12/5/29 (EAST-
BOUND) AT 1924 DEPOT BUILDING.

BAYVILLE

OYSTER BAY

APPEARS ON TIMETABLE EFF:
10/1/1889. PER TOWN OF OYSTER
BAY HISTORIAN JOHN HAMMOND,
STATION STOP WAS A BOXCAR
PLACED AT THE CROSSING OF KAIN-
TUCK LANE ON W. SIDE OF SHU
SWAMP. ALSO THE SITE OF 500'
SIDING FOR PLACEMENT OF WORK
TRAINS AND EQUIPMENT WHILE
EXTENSION WAS BEING BUILT
TO OYSTER BAY. PER ROBERT EM-
ERY'S MAP, DEPOT WAS A WOODEN
FRAME BLDG WITH LOW PLATFORM.
BAYVILLE BECAME A SIGNAL STOP:
11/1891. DISCONTINUED AS STA-
TION STOP: 11/1892. REPLACED
BY STATION AT MILL NECK ½ MILE
FURTHER EAST ON E. SIDE OF SHU
SWAMP. *(per 11/3/1892 edition of
"Brooklyn Daily Eagle" and John
Hammond).* "BAYVILLE SIDING" RE-
MAINED IN PLACE AND WAS IN USE AT
MILL NECK FOR MANY YEARS AFTER
(per Art Huneke).

BEAVER STREET	PRESENT DAY ATLANTIC BR.	SEE "JAMAICA"
BEACH CHANNEL	ROCK. BCH.	OPENED: ? N. OF BEACH CHAN- DRAWBRIDGE. OUT OF SVC: 5/31/1905
BEDFORD	ORIG MAIN LINE BETW. BKLYN AND JAMAICA (ATLANTIC RT) (ATLANTIC)	ONE OF THE ORIGINAL STOPS ON THE LIRR (c. 1836-1861) ALSO USED AS RAPID TRANSIT STOP PER ETT #11, EFF. 11/4/1878. DISCONTINUED AS STATION STOP: 11/1905 WHEN FULL ELECTRIC SERVICE WENT INTO EFFECT FROM FLATBUSH AVE.
BEECHHURST	WHITESTONE	SEE: "WHITESTONE LANDING."
BELLAIRE	MAIN LINE	ORIGINALLY NAMED "BRUSHVILLE." OPENED: 3/20/1900 AS "INTERSTATE PARK." RENAMED "BELLAIRE" IN 1907. 2 ND DEPOT OPENED: 9/20/1924 (<i>per official dedication invitation</i>). AGENCY LAST NOTED IN "LIRR TICKET OFFICE HOURS" LISTING OF 6/3/68. GONE BY LISTING OF 5/26/69 (<i>Brad Phillips data</i>). DISCONTINUED AS STATION STOP: 06/26/1972, DUE TO LOW RIDERSHIP (<i>per N.Y. Times article of 06/18/72</i>). RAZED: 19_?
BELLEROSE	MAIN LINE	OPENED: 1898 2 ND DEPOT BUILT: SUMMER/1909, OUT OF SVC: 12/12-15/60 TEMPORARY STA. FACILITIES RE- LOCATED TO SHOO-FLY SOUTH OF FORMER LOCATION: 12/15/60. ELEVATED, SINGLE ISLAND PLATFORM IN SVC: 11/8/62 AGENCY STILL NOTED IN "LONG ISLAND RAIL ROAD TICKET OFFICE HOURS" LISTING OF 5/20/74 AS PART TIME. AGENCY CLOSED: 12/10/96.

BELLMORE

S. S. R. R.
(MONTAUK)

S. SIDE R.R. DEPOT BUILT: 10/1869
2ND DEPOT BUILT: 1886 (*Robt. Emery
map data*) OR ORIGINAL DEPOT RE-
MODELED (?). DEPOT AGAIN RE-
MODELED POST-1925 (*photo prov-
enance*) WITH STUCCO REPLACING
CLAPBOARD SIDING, SPANISH TILE
ROOF ADDED AND AN ADDITION
TO THE WEST END OF THE STRUCT-
URE. DEPOT BURNED: 2/18/1968
AND TRAILER TICKET OFFICE
PLACED IN SERVICE. DEPOT SUB-
SEQUENTLY RAZED.

TEMPORARY STATION AND TRACKS RE-
LOCATED TO SHOE-FLY 63' SOUTH
OF FORMER LOCATION PER G.O.
#619 EFF: 12/04/70 ACCOUNT
GRADE ELIMINATION PROJECT.

STATION FACILITIES RELOCATED ON
ELEVATION 63' NORTH OF FORMER
LOCATION AND CONVERTED FROM
TWO HIGH-LEVEL OUTSIDE PLAT-
FORMS TO A SINGLE HIGH LEVEL
ISLAND PLATFORM, AND TEMPORA-
RY FACILITIES PLACED OUT OF SVC:
6/28/75 (G. O. #216) AND RAZED.

ELEVATED STRUCTURE IN SVC:
6/28/75. (G. O. #216)

BELLPORT
(BELL PORT ON
TT OF 12/08/1851)

MAIN LINE

STATION STOP 2 ½ MILES EAST OF
MEDFORD STATION TO MEET
STAGE COACH SERVICE TO BELL-
PORT VILLAGE ON SOUTH SHORE.
NOT LISTED IN TIMETABLE OF
05/01/1848. LISTED IN TIMETABLE
OF 12/08/1851. DEPOT BUILT: ?
REMAINED IN SERVICE UNTIL LIRR
EXTENDED FORMER SOUTH SIDE
R.R. TRACKAGE BETWEEN PATCH-
OGUE AND THEIR SAG HARBOR
BRANCH AT THE NEWLY-CREATED
EASTPORT JCT IN 1881. STATION
STOP CREATED FOR THE COM-
MUNITY OF BELLPORT ON THAT
EXTENSION IN 1881 AND BELLPORT

STATION ON MAIN LINE RENAMED "BARTLETT" PER WINTER TIMETABLE OF 1881-1882. STATION STOP DISCONTINUED BY TIMETABLE OF 1894, MOST PROBABLY EARLIER, AS THE STATION STOP NO LONGER SERVED A PURPOSE.

BELLPORT

MONTAUK

STATION STOP IN SERVICE WITH LIRR'S EXTENSION OF THE FORMER SOUTH SIDE R.R. TRACKAGE BETWEEN PATCHOGUE AND THEIR SAG HARBOR BRANCH AT THE NEWLY-CREATED EASTPORT JCT IN 1881. LISTED IN WINTER TIMETABLE OF 1881-1882. REPLACED THE STATION STOP OF THAT SAME NAME ON THE MAIN LINE THAT PROVIDED STAGE COACH SERVICE TO THE SOUTH SHORE COMMUNITY.

DEPOT BUILDING BUILT: SUMMER/1882. AGENCY CLOSED: 1/1959, RAZED: 5/64. REPLACED WITH METAL SHELTER SHED. STATION STOP SCHEDULED TO BE DISCONTINUED ALONG WITH OTHERS IN 1998 BUT VOCAL OPPOSITION CAUSED LIRR TO ALTER THEIR DECISION (*David M. Morrison data*). INSTEAD OF ABANDONMENT, NEW STATION SHELTER WITH HI-LEVEL PLATFORMS BUILT: 1999 TO ACCOMMODATE NEWLY-ARRIVED C3 BI-LEVEL CARS WHICH WERE PLACED IN SERVICE JULY, 1999. (*Robert L. Myers data*)

BELMONT

S.S.R.R.

WEST OF BABYLON. APPEARS ON TIMETABLE OF JULY 5, 1875. (SAME AS BELMONT JCT???)

BELMONT JCT.

CRR OF LI CROSSING OF S.S.R.R.

W. OF BABYLON NEAR GREAT EAST NECK ROAD. NAMED AFTER THE NEARBY BELMONT STUD FARM OWNED BY AUGUST BELMONT. THE CENTRAL RAILROAD OF LI CROSSED THE SOUTH SIDE RAIL

ROAD OF LI AT THIS POINT. WHEN BOTH ROADS WERE ACQUIRED BY THE LIRR, THE CRR OF LI BECAME THE LIRR'S CENTRAL BRANCH EXTENSION. THE CROSSING WAS REMOVED, A JUNCTION WAS CREATED AND TRACKS SOUTH OF THE JUNCTION WERE REMOVED. PASSENGER STATION AND TELEGRAPH OFFICE APPEARS ON TIMETABLES OF 1873 – 1880. IN 1877, 1878 AND 1880, SOME TRAINS MADE REGULAR STOPS. "LONG ISLAND AND WHERE TO GO" FROM 1877 SHOWS A DEPOT AND TELEGRAPH OFFICE WITH FIVE DAILY TRAINS EACH WAY. BY 1880 SOME MADE "F" STOPS. TELEGRAPH OFFICE ONLY PER ETT #22, EFF: 6/18/1885 (NO TRAINS STOPPED. SWITCHMAN OR OPR. HAD TELEGRAPH). PER SEYFRIED, INTERLOCKING INSTALLED 9/10/1886. PER "RAILROAD GAZETTE" OF 2/10/1888, INTERLOCKING WAS "TO BE INSTALLED." NO DATA IF IT EVER WAS. STATION GONE FROM TIMETABLES BY 1896. (per Art Huneke). JUNCTION OF CENTRAL BRANCH WITH MONTAUK (BABYLON) BRANCH ELEVATED WITH BABYLON GRADE CROSSING ELIMINATION PROJECT: 1964. JUNCTION STILL IN OPERATION.

BELMONT PARK

SPUR OFF
MAIN LINE

OPENED: 1905 TO SERVICE THE RACE TRACK (STATION AND AGENCY OPEN DURING RACING SEASON ONLY)
 RAZED: 1957 WHEN TRACKS WERE CUT BACK TO N. OF HEMPSTEAD TPKE.
 2ND DEPOT BUILT: 1957 N. OF HEMPSTEAD TPKE. NO AGENCY.
 MANNED TOKEN BOOTHS ONLY.
 STATION CLOSED AT END OF 2010 RACING SEASON DUE TO LOW RIDERSHIP. STATION REOPENED FOR SPRING AND SUMMER, 2011

WITH FINANCIAL SUBSIDIZING BY
THE N. Y. RACING ASSN.

BERLIN	ATLANTIC	BUILT: 1870 AT MAURE AVE., MORRIS PARK, AT THE CROSSING OF THE SOUTH SIDE RAIL ROAD AND THE BROOKLYN CENTRAL & JAMAICA RAILROAD. CLOSED: 1878.
BERLIN SWITCH	ATLANTIC	SEE: "VAN WYCK AVENUE" (<i>One and the same as "BERLIN?" D.K.</i>)
BETHPAGE	CRR OF LI (CENTRAL)	CENTRAL RAILROAD OF L.I. DEPOT BUILT: ? NORTH OF THE JCT. ON THE OLD "BETHPAGE BRANCH" NEAR THE OLD "BETHPAGE BRICK WORKS." CRR PSGR. TRAINS BEGAN SVC. IN LATE 1874. APPEARS ON 1876 FREIGHT REPORT. STATION STOP APPEARS ON LIRR TIMETABLES UP TO AND INCLUDING 3/1879. PASSENGER SVC. DISCONTINUED THEREAFTER. BRANCH LATER DESIGNATED AS "SIDING" (G.O. OF 5/24/1909)
BETHPAGE	MAIN LINE	BUILT: 1884 AS "CENTRAL PARK", (SEE: "CENTRAL PARK" FOR EARLIER HISTORY) RENAMED BETHPAGE: 10/1/36. RAZED WITH OPENING OF NEW DEPOT. GROUND-BREAKING BEGAN 07/02/1957 (<i>Per LIRR P.R. Dept. bulletin.</i>) 2 ND DEPOT GROUNDBREAKING: 07/03/57. DEDICATED: 10/12/57 (<i>per "NY Daily News" article of 10/06/57, "Centre Island News" article of 09/20/57, LIRR P.R. Dept. bulletin and "L.I. Rail-roader" employee magazine</i>) HIGH-LEVEL PLATFORMS INSTALLED c. 1986-87 DURING RONKONKOMA ELECTRIFICATION PROJECT. AGENCY CLOSED: 8/19/2009. DEPOT BUILDING USED FOR

STORAGE (*Dave Morrison data regarding groundbreaking, dedication, closing of agency and storage usage*)

BETHPAGE JCT.	CRR OF LI (CENTRAL EXT.)	CENTRAL RAILROAD OF L.I. DEPOT FIRST APPEARS ON TIMETABLE OF 6/1873. APPEARS ON 1876 FREIGHT REPORT. LOCATED AT WEST SIDE OF JUNCTION. <u>USED BY BOTH CRR AND LIRR TRAINS TO AFFORD CONNECTIONS TO RIDERS</u> (<i>Per Art Huneke</i>). ABANDONED: 10/1/1877 (<i>Per Vincent Seyfried</i>). STILL APPEARS ON 1897 TIMETABLES WITH MINIMAL SERVICE. (???) CENTRAL EXTENSION TRACKS SEVERED FROM JUNCTION WITH REFURBISHING OF THE LIRR'S CENTRAL BRANCH IN 1925.
BLUEPOINT	S. S. R. R. (MONTAUK)	S. SIDE R.R. DEPOT OPENED: 2/1/1870, N. SIDE OF TRACKS AND WEST OF RAILROAD AVE. (LATER BLUE POINT AVE.) (<i>per 1873 map</i>). CLOSED: 6/1/1882 AS LIRR DEEMED IT UNNECESSARY BEING TOO CLOSE TO PATCHOGUE STATION. TOWNSPEOPLE FOUGHT FOR A STATION AND IN 4/1890, DEPOSITED \$1,000 WITH THE LIRR FOR A NEW STATION WHICH WASN'T BUILT UNTIL TEN YEARS LATER WHEN IT OPENED IN JUNE, 1900. 2 ND DEPOT OPENED: JUNE, 1900, AGENCY CLOSED: 6/1946. RAZED: 1951 AND REPLACED WITH CONCRETE SHELTER SHED. DISCONTINUED AS STATION STOP PER G.O. #207, EFF: 9/6/1980 AND SHELTER DEMOLISHED.
BOLAND'S LANDING	ATLANTIC	EMPLOYEE-ONLY STOP AT MORRIS PARK SHOPS IN SVC: EARLY-MID 1980s (?). REPLACED THE UN-NAMED,

FORMER SHORT, STEEL, HIGH-LEVEL PLATFORM ON N. SIDE OF ATLANTIC BRANCH TRACKS WITH TWO (2) 1-1/2 CAR-LENGTH, STAGGERED, HIGH-LEVEL PLATFORMS, ONE ON EACH SIDE OF ATLANTIC BRANCH TRACKS AND A PEDESTRIAN CROSSOVER AT THE WEST END. NAMED FOR ALFRED BOLAND, SR., ENGINEER AND LATER ROAD FOREMAN OF ENGINES IN THE STEAM ERA.

BRANCH (HEMPSTEAD BRANCH)	MAIN LINE	APPEARS ON TIMETABLE OF MARCH, 1837 AS "HEMPSTEAD." THIS WAS THE STAGE CONNECTION TO HEMPSTEAD. STATION DOES NOT APPEAR ON TIMETABLES OF 1838. DEPOT PROBABLY OPENED IN JULY 1839 WITH OPENING OF LIRR BRANCH TO HEMPSTEAD. DEPOT NAMED "BRANCH" AS A RESULT. LATER NAMED "HEMPSTEAD BRANCH." RENAMED "MINEOLA" ON TT OF JUNE 4, 1862. (SEE: "MINEOLA" FOR LATER DATA.)
BRENTWOOD	MAIN LINE	BUILT: 1869-70, BURNED: 4/1903 2 ND DEPOT OPENED: 11/10/1903, AGENCY CLOSED: ? DEPOT CLOSED: 1987. REMODELED WITH ADDITIONS ADDED IN PLACE OF THE FORMER COVERED PLAT- FORMS FOR ON-SITE PRIVATE USE: c. 2006 (?). CURRENTLY IN USE AS A RESTAURANT (2021). 3 RD DEPOT RELOCATED EAST OF FORMER LOCATION WITH HIGH LEVEL PLATFORMS IN SVC: 9/14/87
BRESLAU	CRR OF LI (CENTRAL EXT.)	CENTRAL RAILROAD OF L.I. DEPOT IN SVC: JUNE OR JULY/1873, EAST OF WELLWOOD AVE. OPENED IN COMPETITION WITH THE SOUTH SIDE RAILROAD'S BRESLAU STATION STOP (SEE BELOW). LAST LISTED ON TIMETABLE OF MARCH/1875.

BRESLAU

S. S. R. R.
(MONTAUK)

SSRR SVC BEGAN ON 10/28/1867 AS WELLWOOD. ORIGINAL 2-STOREY, WOODEN DEPOT WITH FRONT VERANDAH-STYLE COVERED PLATFORM AND PORTE COCHERE AT REAR. ALSO HOUSED THE POST OFFICE. RELIGIOUS MEETINGS HELD EVERY SUNDAY AFTERNOON AND SUNDAY SCHOOL CLASSES SUNDAY MORNINGS. (*South Side Signal of 12-17-1870*) BUILT ON SOUTH SIDE OF TRACKS AND EAST OF WELLWOOD AVE. RENAMED "BRESLAU": 1869.

2ND DEPOT PRIVATELY BUILT 25' NORTH OF ORIGINAL DEPOT SITE (ACROSS TRACKS ON NORTH SIDE OF TRACKS.) 2-STOREY, WOODEN DEPOT HAD AGENT'S LIVING QUARTERS UPSTAIRS. OPENED IN TIME FOR JUNE 6TH, 1870 FESTIVITIES FOR LAND SALE AND DEVELOPMENT OF BRESLAU. SSRR GAVE A TERRIBLE PERFORMANCE AT THE FESTIVITIES AND RECEIVED SUCH SCATHING REVIEWS FROM *THE BROOKLYN DAILY EAGLE* THAT IT'S BELIEVED THE OFFER TO GIVE THE SSRR THE DEPOT WAS CANCELLED AND MOVED OFF-SITE WITHIN A FEW MONTHS TO BECOME A MUCH-NEEDED SCHOOL WHICH OPENED ON 12/12/1870, BUT WAS FOUND TO BE TOO SMALL AND "WOULD BE REPLACED SOON" (*Bayles, 1874*). THIS 2ND STRUCTURE BECAME FIRE HOUSE. ORIGINAL 1867 DEPOT REMAINED IN SERVICE ON ITS ORIGINAL SITE. STATION NAME CHANGED TO "LINDENHURST": 7/14/1891. (SEE: "LINDENHURST")

BRIDGEHAMPTON	MONTAUK	OPENED: 6/1870, BURNED: 7/6/1884 2 ND DEPOT BUILT: 1884, AGENCY CLOSED: 1958, DEPOT CLOSED: 1/59, RAZED: 5/64. REPLACED WITH METAL SHELTER SHED. HI-LEVEL PLATFORMS AND SHELTER INSTALLED: 1999 TO ACCOMMODATE NEWLY-ARRIVED C3 BI-LEVEL CARS WHICH WERE PLACED IN SERVICE JULY, 1999. (<i>Robert L. Myers 1999 data</i>)
BRIDGEPORT	S.S.R.R.'s HEMPSTEAD BRANCH	AT FRANKLIN AVENUE, VALLEY STREAM. NO DEPOT BUILDING CONSTRUCTED. (<i>Vincent Seyfried data</i>)
BRIDGE STREET	FLUSHING R.R. NY & FLUSHING FLUSHING & N. SIDE (WHITESTONE)	SEE: "FLUSHING BRIDGE STREET"
BRIGHTON BEACH HOTEL	MARINE RY NY&MB RR	SEE: "MANHATTAN BEACH HOTEL."
BROAD CHANNEL	ROCK. BCH.	DEPOT OPENED: 1900 ON A SMALL ISLAND IN JAMAICA BAY, SERVING AS A FISHERMAN'S STOP. WOODEN SHELTER SHEDS BUILT: 1921, 1923. PER TIMETABLE EFF. 05/23/1923, BAGGAGE TO AND FROM THIS STATION WAS ONLY HANDLED DURING THE SUMMER SEASON (SUMMER-ONLY AGENCY). AGENCY CLOSED: _/_. STATION OUT OF SVC: 5/23/50 PER G.O. #1728 WITH ABANDONMENT OF JAMAICA BAY TRESTLE AFTER FIRE OF 1950.
BROADWAY (FLUSHING)	FLUSHING R.R. NY & FLUSHING FLUSHING & N. SIDE (PORT WASH.	OPENED: 10/27/1866 AS "EAST FLUSH- ING." RENAMED "BROADWAY" BY TT OF MAY/1872, CLOSED: 1906. 2 ND DEPOT OPENED: 9/1/1906, ELE- VATED: 1912 WITH GRADE CROSS- ING ELIMINATION OF BROADWAY. AGENCY CLOSED: 8/19/2009.

BROOKDALE	FLUSHING & N. SIDE	SEE: "GREAT NECK"
BROOKHAVEN	MONTAUK	BUILT: 1884. BECAME ONLY A SIGNAL STOP THROUGHOUT THE 1880s AND 1890s. IN LATER YEARS, THE TICKET OFFICE HOUSED "VN" BLOCK STATION UNTIL TAKEN OUT OF SERVICE AND REPLACED WITH UNATTENDED BLOCK STATION SIGNALS IN 1927. AGENCY CLOSED: 1932. DEPOT REMODELED: 1944, REMOVING COVERED PLATFORMS. CLOSED AND DISCONTINUED AS STATION STOP: 10/6/58. BUILDING SOLD AND RELOCATED TO PRIVATE LOCATION: c. 1958-59
BROOKLYN	ATLANTIC	ORIGINAL NAME FOR FLATBUSH AVE. (1852 TIMETABLE)
BROOKLYN AVENUE (BROOKLYN)	ATLANTIC RT	RAPID TRANSIT STOP EAST OF NOSTRAND AVE., BKLYN. PER ETT #11 EFF. 11/4/1878
BROOKLYN HILLS	ROCK. BCH.	OPENED: 1888 AT MYRTLE AVE., FOREST PARK. LITTLE USED. CLOSED: MAY, 1910 WHEN NEW STATION STOP OPENED AT JAMAICA AVE. ETT #58 AND #59 FROM SEPTEMBER AND NOVEMBER, 1910 LIST THE NEW STATION AT THE NEW LOCATION AS BROOKLYN HILLS. NAME CHANGED TO BROOKLYN MANOR: 1/9/11
BROOKLYN MANOR	ROCK. BCH.	OPENED: MAY, 1910 AT JAMAICA AVE. LISTED ON ETT #58 AND #59, SEPTEMBER AND NOVEMBER, 1910 AS THE RELOCATED BROOKLYN HILLS STATION. NAME CHANGED TO BROOKLYN MANOR: 1/9/11. PART TIME AGENCY STILL LISTED IN "L.I.R.R. TICKET OFFICES OPEN FOR SALE OF TICKETS" OF 9/12/55. AGENCY CLOSED: ___? HIGH LEVEL PLAT-

FORMS OUT OF SVC: 10/29/58.
 LOW PLATFORM IN SVC: 10/29/58.
 DISCONTINUED AS STATION STOP:
 6/8/62. BRANCH ABANDONED:
 6/9/62.

BRUSHVILLE (QUEENS)	MAIN LINE	DEPOT BUILT: 1837 WITH OPEN- ING OF LIRR TO HICKSVILLE. FOUR MILES EAST OF JAMAICA AND W. OF HEMPSTEAD TPKE. FORMERLY "DeLANCY AVE." PER 1837 TT. RENAMED "BRUSHVILLE" ON TIMETABLE OF 11/27/1837. RENAMED "QUEENS". DISCONTIN- UED 10/19/1871 WITH OPENING OF "INGLEWOOD" STATION ONE MILE EAST AT CREED AVE.-SPRINGFIELD AVE. PER ETT #3, EFF: 6/1897, CER- TAIN TRAINS CONTINUED TO MAKE A STOP HERE. IN 1900, A NEW FRAME DEPOT CONSTRUCTED AT THIS SITE AT ENTRANCE OF, AND FOR THE USE OF VISITORS TO, THE INTERSTATE PARK ASSOCIATION'S GROUNDS (<i>Per Brooklyn Eagle of 2/1/1900</i>). IN SERVICE: 3/20/1900. LATTER-DAY SITE OF BELLAIRE.
BUSHWICK AVE. (BUSHWICK)	BUSHWICK MANH'T'N BCH	S.S.R.R. DEPOT OPENED: 7/14/1877 ACQUIRED BY LIRR. PSGR. SERVICE ENDED: 5/13/24
BUSHWICK JCT.	S. S. R. R.	S. SIDE R. R. (SEE: "FRESH POND")
CALVARY CEMETERY	NY & FLUSHING	WEST OF WINFIELD. APPEARS ON 1863, 1866 AND 1867 TIMETABLES. (<i>Art Huneke data</i>)
CALVERTON	MAIN LINE	DEPOT BUILT: 1880 AS "BAITING HOLLOW", CLOSED AND MOVED TO PRIVATE LOCATION: 1922 2 ND DEPOT BUILT FURTHER EAST: 1922. AGENCY CLOSED: 1958 AND MOVED TO PRIVATE LOCA- TION IN MORICHES, SOMETIME AFTER 08/26/63 (<i>Photographic</i>

provenance). REPLACED WITH MET-AL SHELTER SHED. STATION STOP LAST LISTED IN ETT #4, EFF: 5/85 BUT WITH NO TRAINS STOPPING. NO LONGER LISTED IN PTT EFF: 5/16/86.

CAMP BLACK	CENTRAL EXT.	2 ½ MILES EAST OF GARDEN CITY. IN SERVICE: 5/3/1898 FOR THE SPANISH-AMERICAN WAR. WOODEN SHELTER CONSTRUCTED. RE-NAMED "CAMP MILLS" DURING WWI. (SEE: "CAMP MILLS").
CAMP MILLS	CENTRAL EXT.	2 ½ MILES EAST OF GARDEN CITY. IN SERVICE: 5/3/1898 AS "CAMP BLACK." RENAMED "CAMP MILLS" DURING WWI. CLINTON ROAD STA-TION SERVICED TICKET SALES FOR THE CAMP. THE EASTERN SIDE OF THE CAMP WAS KNOWN AS "AVIA-TION FIELD NO. 2". ALL RENAMED "MITCHEL FIELD" 7/16/1918. NAME CHANGE OFFICIALLY AP-PROVED: APRIL/1919.)
CAMP UPTON	MAIN LINE	IN SERVICE: 1917, EAST OF YAPHANK AT UPTON JCT. REPLACED BY NEW STATION APPROX. 2 MILES WEST NAMED "UPTON ROAD" EFF. 05/28/18 PER G.N. .87
CAMP UPTON (CAMP UPTON TERMINAL)	UPTON SPUR OFF MAIN LINE	OPENED ON THE CAMP GROUNDS: 1917. SMALL, SQUARE TICKET OFFICE BUILT ON CENTER ISLAND PLATFORM. REPLACED TOWARDS THE END OF 1917 BY A LONG, TAR-PAPERED DEPOT BUILT TRACK-SIDE, DIAGONALLY ACROSS FROM, AND REPLACING, THE FORMER DEPOT. TERMINAL STATION KNOWN AS "CAMP UPTON" EFF. 05/28/18 PER G.N. #87. CLOSED WITH END OF LIRR SVC. TO THE CAMP: 4/1922 <i>(Thos. R. Bayles data)</i>

CAMP UPTON	UPTON SPUR OFF MAIN LINE	OPENED ON THE CAMP GROUNDS: c. 1942. NO INDICATION OF A TICKET OFFICE / DEPOT BLDG. TROOPS WERE LOADED AND OFF- LOADED ON THE MAIN LINE AT THE SITE OF THE FORMER WWI-ERA UPTON ROAD STATION, AT THE UPTON ROAD OVERPASS. (<i>Robt. Emery Map Data</i>) LIRR SVC. TO THE CAMP ENDED: c. 1946 (?)
CAMP WYKOFF (CAMP WIKOFF)	MONTAUK	OPENED AT MONTAUK STATION: 1898. AS AN ARRIVAL AND QUARANTINE SITE OF SOLDIERS RETURNING HOME FROM THE SPANISH-AMERI- CAN WAR. LARGE FREIGHT YARD CONSTRUCTED. CAMP CLOSED THE SAME YEAR AND MAJORITY OF YARD TRACKS REMOVED.
CANAL STREET (E. OF JAMAICA)	ATLANTIC ATLANTIC RT	ORIGINALLY ON TIMETABLE OF 1853, .43 MILES WEST OF ROCKA- WAY JCT. REMOVED: <u>?</u> . REOPENED AS RAPID TRANSIT STOP PER TT, EFF. 6/24/1890. STILL APPEARS ON ETT #10, SUPPLEMENT #1, EFF: 6/28/1899. OUT OF SVC: <u>?</u> . GONE BY 1905.
CANOE PLACE	MONTAUK	LOW CINDER PLATFORM ON S.E. SIDE OF SHINNECOCK CANAL BRIDGE. IN SERVICE: 1935 –1953 FOR “FISHERMAN’S SPECIAL” TRAINS
CARLE PLACE (CARLL PLACE) (MINEOLA PARK)	MAIN LINE	DEPOT BUILT: 1837 WITH OPEN- ING OF LIRR TO HICKSVILLE. APPEARS ON TT OF 6/17/1837. REMOVED AS STATION STOP FROM TIMETABLE OF 1859. 2 ND STATION OPENED WITH ONLY WOODEN SHELTER SHEDS ON WEST- BOUND AND EASTBOUND PLAT- FORMS. (NO AGENCY). PLATFORMS EXTENDED OVER 1890 CHERRY LANE BRIDGE. IN SVC. BETWEEN MAY AND OCT./1923 PER ETT #99, EFF. 10/9/1923. REMOVED: LATE

1952 .

3RD STATION OPENED 400' EAST OF FORMER LOCATION WITH HIGH-LEVEL PLATFORMS, CONCRETE ACCESS STAIRS, SEMI-ENCLOSED SHELTERS, PEDESTRIAN CROSSOVER AND NEW GIRDER BRIDGE OVER ADJACENT CHERRY LANE: 12/21/52. NO AGENCY.

CARMAN'S RIVER

MAIN LINE

STATION STOP IN SVC: 6/26/1844 WITH ARRIVAL OF RAILROAD AND NEW TEMPORARY END-OF-TRACK NEAR CARMAN'S RIVER. MAY HAVE BEEN ONE AND THE SAME STATION STOP AS "FIRE PLACE" AND LOCATED AT OR NEAR THE LATER SITE OF MILLEVILLE STATION WHICH BECAME YAPHANK IN 1846). GONE FROM THE JUNE, 1845 TIMETABLE.

CEDARHURST
(OCEAN POINT)

S.S.R.R.
L.I.R.R.
(FAR ROCK.)

S. SIDE R.R. BEGAN SVC: 7/1869. DEPOT OPENED AS "OCEAN POINT." RIVAL NY & ROCKAWAY RR. CO. LEASED TO L.I.R.R. IN 1871 AND BUILT THEIR DEPOT NEARBY: 7/1872. AFTER MERGER OF 2 ROADS, S.S.R.R. AND L.I.R.R. DEPOTS ABANDONED: 6/1876. L.I.R.R. DEPOT MOVED TO FAR ROCKAWAY: 8/1881. FORMER S.S.R.R. DEPOT AT OCEAN POINT REOPENED: 6/1887, GREATLY RE-MODELED: 5/1888. RENAMED "CEDARHURST" __?__
2ND DEPOT BUILT: 1913 WITH SMALLER DEPOT BUILT ACROSS THE TRACKS. PORTE COCHERE AT REAR OF BOTH STRUCTURES. REMOVED FROM SMALLER STRUCTURE: 19 __?__. PRE-1957, TICKET OFFICE LOCATED IN DEPOT ON GEOGRAPHIC WEST SIDE OF TRACKS. POST-1957, TICKET OFFICE RELOCATED TO SMALLER DEPOT ON GEOGRAPHIC EAST SIDE OF TRACKS. AGENCY CLOSED: 8/19/2009.

CEDAR GROVE	S.S.R.R. (FAR ROCK.)	SEE: "HEWLETT."
CEDAR MANOR	S.S.R.R. (ATLANTIC)	OPENED: 1906 AS "POWER PLACE." RENAMED: 19__?. NO AGENCY AS OF 01/01/1924. OUT OF SVC: 1/28/59. DISCONTINUED AS STATION STOP. RAZED: 2/59 WITH GRADE ELIMINA- TION.
CENTER AVENUE	LONG BEACH	FIRST BRICK DEPOT BUILT: __? PART-TIME AGENCY AS OF 01/01/55. AGENCY CLOSED PER "L.I.R.R. TICKET OFFICES OPEN FOR SALE OF TICKETS" OF 9/12/55. BRICK DEPOT SOLD TO PRIVATE PARTY: ___? AND LEFT IN POSITION TRACKSIDE. STILL STANDING: 2016. TRAILER TICKET OFFICE INSTALLED AND MONDAY-ONLY AGENCY RE- OPENED PER "LONG ISLAND RAIL ROAD TICKET OFFICE HOURS" OF 9/18/67. MONDAY-ONLY AGENCY CLOSED AND TRAILER REMOVED: ___? PLATFORM SHELTERS IN SVC: ___?
CENTRE MORICHES (CENTER MORICHES)	MONTAUK	BUILT: 1881. WAS ORIGINALLY A TERM- INAL AND WAS REPLACED AS SUCH WHEN A YARD WAS CONSTRUCTED AT SPEONK IN 1906. (<i>Art Huneke data</i>) MORICHES CHAMBER OF COMMERCE PETITIONED THE LIRR IN FEBRUARY, 1943, TO CHANGE THE SPELLING OF THE STATION STOP TO "CENTER" IN LIEU OF "CENTRE." (<i>Derek Stadler data</i>). AGENCY STILL LISTED IN "L.I.R.R. TICKET OFFICES OPEN FOR SALE OF TICKETS" OF 9/12/55. RAZED: 5/64. REPLACED WITH METAL SHELTER SHED. NEWER WOODEN SHELTER BUILT: c. 1985. DISCONTINUED AS STATION STOP: 3/16/1998

CENTERPORT	PT. JEFFERSON	BUILT: 1868 (SEE "GREENLAWN")
CENTRAL AVENUE	S.S.R.R. (ATLANTIC)	EAST OF HIGBIE AVE., LAURELTON AND WEST OF SPRINGFIELD JCT. (APPEARS ON ETT #38 SUPPLE- MENT #1, EFF: 5/17/1906)
CENTRAL DEPOT	CRR OF LI (CREEDMOOR)	OPENED: ? ¼ MILE S. OF GREAT NECK JCT. DISCONTINUED: 4/30/1879.
CENTRAL ISLIP	MAIN LINE	OPENED: 11/4/1873 AT CARLETON AVE. TO REPLACE "SUFFOLK" STA- TION FURTHER WEST AT ISLIP AVE. REMODELED c. 1916 ADDING BAY WINDOW TO TICKET OFFICE. RAZED: 8/58. 2 ND DEPOT BUILT: 1958. AGENCY CLOSED: ? DEPOT CLOSED: 1987. 3 RD DEPOT RELOCATED 1,700' EAST OF FORMER LOCATION ON SOUTH SIDE OF MAIN TRACK WITH HIGH LEVEL PLATFORMS IN SVC: 11/16/87. FACILITIES ON NORTH SIDE OF PASSING SIDING IN SVC: 12/14/87
CENTRAL ISLIP STATE HOSPITAL	SPUR OFF MAIN LINE	FIRST SERVICE LISTED IN ETT EFF: 1911. WOODEN SHANTY AND PLATFORM BUILT NEAR LOWELL AVE.: ?, OUT OF SERVICE: c. 1930s 2 ND PLATFORM OPENED AT EAST SIDE OF CARLETON AVE.: c. 1930s, OUT OF SERVICE: 1953 3 RD PLATFORM OPENED BACK AT LOWELL AVE.: 1953. DISCONT- INUED AS STATION STOP: 1971
CENTRAL JUNCTION	CRR of LI (CREEDMOOR)	OPENED: 7/1873, ABANDONED: 4/30/1879
CENTRAL PARK	CRR of LI (CENTRAL EXT.)	STATION FIRST LISTED ON TT OF 05/1873. LOCATED AT E. SIDE OF STEWART AVE. IN TODAY'S PLAIN- EDGE. ¾ MILE GEOGRAPHICALLY SOUTH OF LIRR'S JERUSALEM/

CENTRAL PARK STATION. NO DEPOT AS OF 02/1874. THE AGENT USED A ROOM IN HIS HOUSE AS A PUBLIC WAITING ROOM. LAST LISTED AS A STOP IN TT OF 10/1876. ETT #13 EFF: 1879 INDICATES EASTBOUND TRAIN #19 WILL MAKE STATION STOP ALTHOUGH STATION IS NO LONGER INDICATED IN THE TIMETABLE'S LISTING OF STOPS. *(Combined data Per Art Huneke and Vincent F. Seyfried)*

CENTRAL PARK
(BETHPAGE)

MAIN LINE

ORIGINALLY OPENED AS "JERUSALEM" c. 1854. STATION STOP LOCATED ONE MILE WEST OF BETHPAGE JCT. DOES NOT APPEAR ON LIRR TIMETABLES BETWEEN 1842 AND 1855, HOWEVER IT DOES APPEAR IN AN APRIL, 1854 LIRR ADVERTISEMENT IN THE "New York Times." POST OFFICE CHANGED NAME OF TOWN TO CENTRAL PARK IN 1867 AS IT WAS LOCATED MIDWAY BETWEEN HYDE PARK (LATER NEW HYDE PARK) AND DEER PARK. NAME OF STATION STOP VARIES AS FOLLOWS:

MAP OF 1873 = JERUSALEM
TT OF 1877 = CENTRAL PARK
TT OF 4/1878 = CENTRAL PARK
ETT AND TT OF 11/1878 = JERUSALEM

TT OF 3/1879 = JERUSALEM.
ETT OF 9/1879 = JERUSALEM
YET PHOTOGRAPH TAKEN OF DEPOT BY GEORGE BRAINARD IN SEPTEMBER, 1879 SHOWS "CENTRAL PARK" STATION SIGN ON DEPOT.

TT OF 7/1880 = CENTRAL PARK
(TT info. courtesy of Art Huneke)
POSSIBLE FINAL CHANGE OF NAME ON LIRR TIMETABLES IN 9/1879.

2ND DEPOT BUILT: 1884, RENAMED
"BETHPAGE": 10/1/36. (SEE:
"BETHPAGE")

CENTRE AVENUE
(CENTER AVENUE)
(LYNBROOK)

LONG BEACH

APPEARS ON TIMETABLE OF 4/1898
AS "SOUTH LYNBROOK," IN USE AS A
FLAG STOP. ROUGH PLATFORM
ONLY ON N. SIDE OF CENTRE AVE.
CROSSING. BECAME REGULAR
STATION STOP AFTER OCTOBER,
1911. NAME CHANGED TO "CENTRE
AVE.": 1925. WOODEN BUILDING
WITH SHELTER SHED BUILT c. LATE
1920s/EARLY 1930s. STATION SIGN
IN PERIOD PHOTOS READS "CENTER
AVENUE." NO AGENCY. WOODEN
BLDG. RAZED: __? LOW LEVEL
PLATFORM REMAINING IN SERVICE.
REPLACED WITH HIGH-LEVEL PLAT-
FORMS IN NEW LOCATION S. OF
CENTRE AVE. CROSSING: 1968-69
AND TRAILER TICKET OFFICE IN-
STALLED AT PLATFORM LEVEL.
PART-TIME AGENCY IN SERVICE AS
LATE AS DECEMBER, 1982. TRAIL-
ER REMOVED: __? STATION STOP
STILL IN SERVICE: 2016.

CHESTER PARK

ATLANTIC

NEAR 104TH ST., EAST OF WOOD-
HAVEN. OUT OF SVC. __(?)

CLARENCEVILLE

S.S.R.R.
(MONTAUK)

S. SIDE R. R. (SEE: "RICHMOND HILL")

CLARENCEVILLE

ATLANTIC

BUILT: 1874 AS A RAPID TRANSIT STOP.
TRACKS ELECTRIFIED AND HIGH
LEVEL PLATFORMS IN PLACE IN 1905.
OUT OF SVC: 11/1/39 PER G.O. #1204
AND RAZED WITH ATLANTIC AVENUE
IMPROVEMENT PROJECT: 1939-40

CLEAR STREAM RD.

MONTAUK

WEST OF VALLEY STREAM. IN SVC:
5/1906 FOR THE ROYAL LAND
CO. APPEARED IN SPECIAL IN-
STRUCTIONS OF ETTS OF 1908
AND 1915 AS SIGNAL STOP ONLY.

PLATFORMS STILL INDICATED ON
1916 VALUATION PLAN. OUT OF
SVC: ?

CLINTON ROAD (GARDEN CITY)	CENTRAL EXT.	BUILT: __?__, LISTED IN SVC. AS OF 03/01/1913 C.R.4 (CAR RECORD BOOK). USED AS TICKET OFFICE FOR CAMP MILLS IN WW I. AGEN- CY CLOSED: BY 01/01/1924. STA- TION CLOSED: 05/15/53. DISCON- TINUED AS STATION STOP. BE- CAME FIRE STATION No.3.
CLINTON STREET	ATLANTIC	FOR RACE TRAINS ONLY. ON LINE TO SOUTH FERRY. OUT OF SVC. ___(?)
CLOWSVILLE (CLOWESVILLE)	MAIN LINE	ESTABLISHED 03/1837. APPEARS ON TT OF 4/10/1837. AT HERRICKS ROAD (OLD COURTHOUSE LANE) JUST EAST OF THE PRESENT-DAY MERILLON AVENUE STATION. SERVED AS THE STATION FOR HEMP- STEAD RIDERS FROM 03/1837 TO 07/1839 WHEN HEMPSTEAD TRAIN SERVICE BEGAN. CONSISTED OF A "PASSENGER HOUSE" AND AN AGENT <i>(per an 11/06/1837 commuter's letter of complaint to the "Long Island Star.")</i> . AFTER THAT DATE, WAS THE STA- TION FOR THE CONVENIENCE OF THOSE ATTENDING THE COURT- HOUSE. STOPS MADE ONLY WHILE COURT WAS IN SESSION OR BOARD OF SUPERVISORS MET. LAST LISTED ON TT OF JUNE, 1845. PER ETT #3, EFF: 6/1897, CERTAIN TRAINS CON- TINUED TOP MAKE A STATION STOP. <i>(Art Huneke date)</i>
CLUB HOUSE	S. S. R. R.	S. SIDE R.R. DEPOT. WEST OF OAKDALE. BUILT: 1869 TO SER- VICE SOUTH SIDE SPORTSMEN'S ASSN. (LOCATED BETWEEN TODAY'S PRESENT M.P.45 AND M.P.46 AT BAYARD CUTTING AR-

BORETUM), CLOSED: 7/17/1884.
*(Closing date per Geo. L. Weeks, Jr.
in his book Isle of Shells)*

CLUB HOUSE	LONG BEACH	APPEARS AS SIGNAL STOP IN TIME-TABLE OF APRIL, 1898. BUILT ON BEACH JUST WEST OF 1880-ERA LONG BEACH STATION. SERVICED PATRONS OF THE CLUB HOUSE BUILT NEAR THE WATER. STATION ELMINATED WHEN LONG BEACH BRANCH AND STATION WAS CUT BACK AND RELOCATED IN 1909.
COLD SPRING COLD SPRING HARBOR	PT. JEFFERSON	BUILT: 12/1875 AS "WOODBURY" WITH WATER TANK ALONGSIDE <i>(George Brainerd 1878 photo provenance)</i> RENAMED "COLD SPRING" ON 10/15/1880 PER G. O. #90. MOVED ½ MILE EAST ACROSS COUNTY LINE TO PRESENT STATION LOCATION: POST-03/28/1903 <i>(per Scott Schultz Reference Librarian Cold Spring Harbor Library and photo provenance D. Keller archive)</i> . RENAMED "COLD SPRING HARBOR" PER ETT #60 EFF: 05/14/1911 TO MATCH THE TOWN'S ACTUAL NAME, WHICH WAS CHANGED IN 1826 TO AVOID POSTAL CONFUSION AS THERE ALREADY WAS A "COLD SPRING" IN UPSTATE N.Y. DEPOT RAZED: 1948. 2 ND DEPOT BUILT: 1948. AGENCY CLOSED: 12/10/96.
COLLEGE POINT	FLUSHING R.R. NY & FLUSHING FLUSHING & N. SIDE (WHITESTONE)	OPENED: 8/14/1869, CLOSED: 2/19/32 WITH LINE ABANDON- MENT, RAZED: 9/19/34
CONEY ISLAND	PROSPECT PARK & CONEY ISLAND R.R.	ON LIRR CR 4 OF 1903
CONNECTICUT AVE.	ORIG MAIN LINE BETW. BKLYN AND JAMAICA	LISTED ON TT OF 7/31/1837 AND 9/8/1837. POSSIBLY BECAME TROTting COURSE LANE AND

THEN WOODHAVEN (*Art Huneke data*)

COOPER AVENUE	EVERGREEN	OPENED: 6/2/1883 AT JUNCTION OF NY & MANHATTAN BCH. RY'S "GREENPOINT DIVISION" AND LIRR'S BAY RIDGE BRANCH. CLOSED WITH END OF PSGR. SVC: 1894
COPIAGUE	MONTAUK	BUILT: 1902. AGENCY STILL LISTED IN "L.I.R.R. TICKET OFFICES OPEN FOR SALE OF TICKETS" OF 9/12/55 AS PART TIME. OUT OF SVC: 12/67 WITH START OF GRADE CROSSING ELIMINATION PROJECT. TEMPORARY TRAILER TICKET OFFICE SET UP BEHIND OLD DEPOT, IN SVC: 12/67 AND OLD DEPOT BUILDING RAZED THE SAME MONTH. TRAILER TICKET OFFICE CLOSED AND REMOVED FROM SITE: 10/25/68. TEMPORARY WOODEN STATION CONSTRUCTED ACCOUNT GRADE CROSSING ELIMINATION IN SVC: 10/25/68. OUT OF SVC: 8/7/73 AND RAZED. ELEVATED STRUCTURE IN SVC: 8/7/73. AGENCY CLOSED: 11/7/96.
CORONA (FASHION RACE COURSE)	FLUSHING R.R. NY & FLUSHING FLUSHING & N. SIDE (PORT WASH.)	BUILT: 3/1853 AS FASHION RACE COURSE. RENAMED W. FLUSHING. RENAMED CORONA. 2 ND DEPOT BUILT: SEPT-OCT/1872, BURNED: 12/9/1880. NO DATA FROM 1880 FIRE TO 1890. (<i>Archival provenance of freight bill issued at Corona in 1888.</i>) WHITE LINE DEPOT MOVED TO SITE: 1890, RAZED: 9/1894. 4 TH DEPOT BUILT: 9/1894, RAZED: 1930 ACCOUNT GRADE CROSSING ELIMINATION. TEMPORARY STATION SOUTH OF FORMER LOCATION IN SVC: 5/8/30. ELEVATED STRUCTURE NORTH OF

FORMER LOCATION IN SVC:
10/13/30 (WESTWARD) AND
10/17/30 (EASTWARD). AGENCY
CLOSED BY 01/01/55. FREIGHT
AGENCY ONLY PER PRR A.D. 80
DISCONTINUED AS STATION STOP:
4/8/64

COUNTRY LIFE PRESS HEMPSTEAD

BUILT ADJACENT TO AND SOUTH OF
THE 1911 OVERPASS OVER CHEST-
NUT ST. FIRST APPEARS ON EMP-
LOYEE TIMETABLE EFF: 5/25/13
TO SERVICE EMPLOYEES OF DOUB-
LEDAY, PAGE & CO. (PUBLISHERS).
STATION NAMED AFTER THEIR
MAGAZINE: "COUNTRY LIFE."
WOODEN PLATFORM AND AGENCY
IN SVC: 7/8/17. AGENCY STILL IN
SVC. AS OF 01/01/1924. AGENCY
CLOSED: BY 1940.

CREEDMOOR CRR OF LI
 L.I.R.R.

OPENED: 1/8/1873, TO SERVICE THE
RECENTLY-FORMED (1871) NATIONAL
RIFLE ASSN.'S (NRA) NEWLY OPENED
NATIONAL RIFLE RANGE BUILT, IN
CONJUNCTION WITH N.Y. STATE LEG-
ISLATURE AND THE N.R.A., ON 70
ACRES OF LAND ACQUIRED FROM A
MR. CREED. 1ST INTERNATIONAL
MATCH HELD AT RANGE: 1874.
BRANCH AND PASSENGER SERVICE
ABANDONED BY CRR OF LI:
4/30/1879. USED BY LIRR UNTIL
1881 TO CONTINUE TO SERVICE THE
RIFLE RANGE VIA LIRR'S MAIN LINE
AND "CREEDMOOR CUT-OFF" WEST
OF HINSDALE (LATER FLORAL PARK)
STATION. DEPOT REMOVED: ___?
RIFLE RANGE RELOCATED TO NJ
IN 1891 AND LAND REVERTED TO
STATE OF NY IN 1907. STATE
HOSPITAL BUILT ON SITE: 1912.

CUTCHOGUE MAIN LINE

APPEARS ON TIMETABLE OF 6/14/1845.
2ND DEPOT BUILT: 8/1875
3RD DEPOT BUILT: 1887, REMOD-

		ELED: 1944, AGENCY CLOSED: 1958, RAZED 6/62. REPLACED WITH METAL SHELTER SHED. DISCONTINUED AS STATION STOP: 02/02/85 (<i>Jim Gillin Data</i>). STILL LISTED IN STATION LISTINGS IN ETT #4, EFF: 5/85 BUT NO LONGER LISTED IN TIMETABLE PORTION.
CYPRESS AVENUE (RIDGEWOOD)	MANH'T'N BCH	OPENED: 1884 AS RIDGEWOOD. BECAME CYPRESS AVE. IN 1893. RAZED: 1914 ACCOUNT GRADE CROSSING ELIMINATION. 2 ND ELEVATED STATION (PLATFORM ONLY) IN SVC: 1914. DISCONTINUED: 1924 WITH END OF PASSENGER SERVICE. REMNANTS STILL VISIBLE AS LATE AS 1982.
CYPRESS AVENUE	ATLANTIC RT	RAPID TRANSIT STOP EAST OF EAST NEW YORK, BKLYN. PER ETT #11, EFF. 11/4/1878
CYPRESS HILLS	ATLANTIC R.T.	WEST OF RAILROAD AVE. (AUTUMN AVE.) OUT OF SVC. ___(?)
DEER PARK	MAIN LINE	1 ST DEPOT OPENED: 03/12/1842 WITH OPENING OF LIRR TO THAT POINT. STAGECOACH SERVICE TO BABYLON. 2 ND DEPOT BUILT: APR-MAY/1884, CLOSED: 08/25/36 DUE TO GRADE CROSSING ELIMINATION OF DEER PARK AVE. COVERED PLATFORMS REMOVED, DEPOT JACKED UP AND RELOCATED TO TEMPORARY SHOO-FLY TRACK. MOVED TO PRIVATE LOCATION ON HALF HOLLOW ROAD S. OF THE TRACKS (<i>move is Robt. Emery data</i>). 3 RD , ELEVATED DEPOT OPENED: 12/17/36. AGENCY CLOSED: ? DEPOT CLOSED: 1987 4 TH DEPOT WITH HI-LEVEL PLATFORMS RELOCATED 1.8 MILES FURTHER EAST, WHERE L. I. AVE. DOG-LEGS

		FROM N. TO S. SIDE OF TRACKS NEAR THE FORMER EDGEWOOD STATION SITE. IN SVC: 09/14/87
DeKALB AVENUE	EVERGREEN	OPENED: 7/14/1878. CHANGED TO RIDGEWOOD: 6/1882. CLOSED WITH END OF PSGR. SVC: 1894.
DeLANCY AVENUE (QUEENS)	MAIN LINE	APPEARS ON TT OF 4/10/1837, FOUR MILES EAST OF JAMAICA. ORIGINALLY INTENDED TO BE NAMED "FLUSHING AVE." BUT WAS NAMED DeLANCY AVE. ON TIMETABLES WHEN PLACED IN SERVICE. LATER BECAME BRUSH- VILLE ON TT OF 10/23/1838. (SEE: BRUSHVILLE)
DOUGLASTON	FLUSHING R.R. NY & FLUSHING FLUSH. & N. SIDE (PORT WASH.)	BUILT: APR-MAY/1867, MOVED TO PRIVATE LOCATION: ? 2 ND DEPOT BUILT: 6/1887, REBUILT: 1898, RAZED: 3/62 NEWER DEPOT BUILT: 1962. AGENCY CLOSED: 8/19/2009.
DRY HARBOR RD.	MONTAUK	EAST OF GLENDALE. LOW LEVEL PLATFORM FOR EMPLOYEES OF THE PLANT PER 10/1926 ETT SPE- CIAL INSTRUCTIONS (PREVIOUS- LY "AMERICAN GRASS TWINE WORKS," "PRAIRIE GRASS FURN- ITURE CO. WORKS," "PRAIRIE GRASS WORKS")
DUNTON	ATLANTIC MONTAUK	OPENED: ? S. OF THE TRACKS AND WEST OF VAN WYCK AVE. ON AT- LANTIC BRANCH. DEPOT CLOSED TO THE PUBLIC: 1892 BUT STATION STOP STILL IN USE. STATION STOP AND DEPOT RELOCATED TO N. OF THE TRACKS AND EAST OF VAN WYCK AVE. TO ACCOMMODATE PASSENGERS ON BOTH ATLANTIC AND MONTAUK BRANCHES: APRIL-MAY/1897. IN SVC. 5/29/97. CLOSED: 1910. BLDG. USED TO

HOUSE ELECTRICIANS.
2ND, RELOCATED DEPOT IN SVC: BY
APRIL, 1914. OUT OF SVC: 11/1/39
PER G.O. #1204 AND RAZED WITH
ATLANTIC AVENUE IMPROVEMENT
PROJECT: 1939-40

EAST FLUSHING NY & FLUSHING STATION OPENED 10/27/1866. LOCAT-
ED S. OF BROADWAY AND N. OF
TRACKS. RENAMED "BROADWAY"
BY TIMETABLE OF MAY/1872 (SEE:
"BROADWAY")

EAST HAMPTON MONTAUK BUILT: 1895. FULL-TIME AGENCY
CLOSED: 9/6/96.
HI-LEVEL PLATFORMS INSTALLED:
1999 TO ACCOMMODATE NEWLY-
ARRIVED C3 BI-LEVEL CARS WHICH
WERE PLACED IN SERVICE JULY,
1999. (*Robert L. Myers 1999 data*).
SUNDAY AGENCY ONLY: EFFECTIVE
2005. INTERIOR REMODELED 4/2019.

EAST HINSDALE MAIN LINE SEE: "FLORAL PARK"

EAST MEADOW BROOK CENTRAL EXT. STATION STOP EAST OF NEW BRIDGE
ROAD. STATION IN SERVICE: ?.
NO INDICATION OF DEPOT BLDG.
CONSTRUCTED. ETT #13, EFF:
1879, INDICATES EASTBOUND
TRAIN #19 WILL MAKE STATION
STOP ALTHOUGH STATION IS NOT
INDICATED IN TIMETABLE LIST-
ING OF STOPS. DISCONTINUED
AS STOP: ?.

EAST MORICHES MONTAUK BUILT: 1897, AGENCY CLOSED: 1932
(*Robt. Emery data*), OR 1934 (*Local
newspaper article of 9/24/36*)
BURNED: SEPTEMBER 19, 1936.
TEMPORARY STATION OPENED IN SUR-
VIVING FREIGHT HOUSE (*per local
newspaper article of 9/24/36 dis-
cussing the fire's destruction.*)
2ND SMALLER, BRICK DEPOT BUILT:
1936 (*Robt. Emery data*). DEPOT

BLDG. CLOSED AND DISCONTINUED AS STATION STOP: 10/6/58. SOLD TO PRIVATE OWNER. DEPOT STILL STANDING ON SITE AS PRIVATE RESIDENCE: 2014.

EAST NEW YORK

ATLANTIC
(ATLANTIC R.T.)

HOWARD HOUSE HOTEL SERVED AS ORIGINAL DEPOT AS FAR BACK AS 1853. ALSO SERVED AS RAPID TRANSIT STOP PER ETT #11, EFF: 11/4/1878. STATION STOP RELOCATED TO JCT. OF MANHATTAN BEACH BRANCH AT ATLANTIC AND VAN SINDERIN AVES. EFF: 1/1/1884 WHERE THE NY & MB RY'S NEW HOTEL/DEPOT HAD BEEN BUILT THE YEAR PREVIOUS TO REPLACE AN OLDER HOTEL/DEPOT STRUCTURE IN USE. KNOWN AS "MANHATTAN CROSSING" AND "MANHATTAN BEACH CROSSING," DEPOT WAS USED JOINTLY BY BOTH RAILROADS AND ALL STOPS AT HOWARD HOUSE CEASED. RENAMED "EAST NEW YORK" IN 11/1905 WITH INAUGURATION OF FULL ELECTRIC SERVICE. DEPOT REPLACED IN 1906 (SEE: "3RD DEPOT" MENTIONED BELOW. OLD HOTEL/DEPOT BLDG. RAZED: 01/1913 (*per Brooklyn Times Union*) DUE TO BAY RIDGE/MANHATTAN BEACH BRANCH GRADE ELIMINATION PROJECT AND CONSTRUCTION OF EAST NEW YORK TUNNELS. 3RD DEPOT BUILDING BUILT IN 1906 ON A DIAGONAL IN SW QUADRANT OF THE TWO BRANCHES CROSSING, AND PARALLELING CURVED TRACKS ACCESSING THE MANHATTAN BEACH/BAY RIDGE BRANCH TRACKS AT GRADE. (*Robt. Emery data*). CONNECTION REMOVED DUE TO START OF MANHATTAN BEACH/BAY RIDGE GRADE ELIMINATION PROJECT. DEPOT BUILDING ENLARGED SOMETIME IN

1920S (?) HIGH-LEVEL PLATFORMS INSTALLED: 04/30/1920 (*George Chiasson data*). RAZED: 1941 WITH ATLANTIC AVE. GRADE ELIMINATION PROJECT (1941-1943).

4TH DEPOT OPENED: 1943 WITH TRACKS SLIGHTLY DEPRESSED AND ATLANTIC AVENUE BUILT ON A STRUCTURE DIRECTLY OVERHEAD. AGENCY CLOSED: 8/19/2009.

EAST NEW YORK NY&MB RY
(MANHATTAN CROSSING) (BAY RIDGE)
(MANHATTAN BCH R.R. CROSSING)

METROPOLITAN HOTEL AT ATLANTIC AND VAN SINDERIN AVES. SERVED AS ORIGINAL DEPOT OF THE NY & MB RY. EFF: JUNE/ 1877. DESPITE MULTIPLE RENOVATIONS AND ADDITIONS THE STRUCTURE COULD NOT MEET THE NEEDS OF THE RAILROAD.

2ND COMBINATION HOTEL/DEPOT ERECTED ON SITE IN 1883. OPENED FOR JOINT SERVICE WITH THE LIRR: 1/1/1884. RENAMED "EAST NEW YORK" IN 11/1905 WITH INAUGURATION OF FULL ELECTRIC SERVICE ALONG ATLANTIC BRANCH. DEPOT BLDG. RAZED: 01/1913 (*per Brooklyn Times Union*) DUE TO BAY RIDGE/MANHATTAN BEACH BRANCH GRADE ELIMINATION PROJECT AND CONSTRUCTION OF EAST NEW YORK TUNNELS.

3RD STATION LOCATED AT SOUTH PORTAL OF EAST NEW YORK TUNNEL UNDER EAST NEW YORK AVE. BUILT: 1914-15. STATION PLATFORM INSIDE AND OUTSIDE OF NEW TUNNEL. SERVICED BY AGENCY AT EAST NEW YORK STATION ON ATLANTIC BRANCH. STATION CLOSED: 1924 WITH ABANDONMENT OF MANHATTAN BEACH BRANCH AND STAIRS ACCESSING PLATFORM REMOVED. HEAVILY VANDALIZED AND GRAFFITTED PLATFORM STILL STANDING:

2022.

EASTPORT	MONTAUK	BUILT: 3/1870 AS "MORICHES" STATION ON ORIGINAL SAG HARBOR BR., MOVED TO EASTPORT SITE: 10/18/1881, NEW STOP IN SVC: 10/19/1881. RE-MODELED: <u>19</u> ? AGENCY STILL LISTED IN "L.I.R.R. TICKET OFFICES OPEN FOR SALE OF TICKETS" OF 9/12/55. AGENCY CLOSED: <u> </u> ? DISCONTINUED AS STATION STOP: 10/6/58. MOVED TO PRIVATE LOCATION: SOMETIME AFTER 09/30/1962 (<i>Photographic provenance</i>).
EAST ROCKAWAY	LONG BCH.	OPENED: OCT/1880, BURNED: c. 1942, STATION STOP DISCONTINUED: 12/11/50 (<i>Jeff Erlitz ETT data</i>) WITH RELOCATION OF NEW, COMBINED STOP. 2 ND , RELOCATED DEPOT OPENED: 12/11/50. PART-TIME AGENCY AS OF 01/01/55. AGENCY CLOSED, PER "L.I.R.R. TICKET OFFICES OPEN FOR SALE OF TICKETS" OF 9/12/55. MONDAY-ONLY AGENCY PER "LONG ISLAND RAIL ROAD TICKET OFFICE HOURS" LISTING OF 9/18/67. 1 ST OF THE MONTH ADDED TO AGENCY HOURS. PART-TIME AGENCY STILL IN SERVICE IN JUNE, 1972 (<i>Dave Keller first-hand data</i>) PART-TIME AGENCY CLOSED SOMETIME IN THE EARLY 1980S (?) AND DEPOT DEMOLISHED WHEN ORIGINAL HIGH-LEVEL PLATFORMS REPLACED: c. 1994. 3 RD DEPOT IN THE FORM OF A TRAILER IN SERVICE WITH NEW HIGH-LEVEL PLATFORMS: c. 1994.
EAST WILLISTON	OYSTER BAY	BUILT c. 1880 300' EAST OF FORMER LOCATION OF WILLIS STATION (<i>Wm. Slade data</i>). AGENCY CLOSED: 12/10/1996. RAZED: 12/11/2004.

EDGEMERE	FAR ROCK.	<p>OPENED: 06/21/1895 TO ACCOMMODATE THE NEW EDGEMERE HOTEL WHICH OPENED FOR BUSINESS THE NEXT DAY. OUT OF SVC: 8/9/40 ACCOUNT GRADE CROSSING ELIMINATION AND RAZED. WESTWARD STATION FACILITIES RELOCATED 600' EAST OF FORMER LOCATION: 8/9/40. EASTWARD STATION FACILITIES: 8/23/40. ELEVATED STRUCTURE OPENED: 4/10/42. AGENCY WITH TRANSFER TO TA OWNERSHIP: 10/3/55</p>
EDGEWOOD	MAIN LINE	<p>2-STORY-WOODEN DEPOT E. OF DEER PARK AND W. OF PINE AIRE WHERE L. I. AVENUE DOG-LEGS FROM N. OF THE TRACKS TO S. OF THE TRACKS. BUILT BY LAND DEVELOPER. OPENED: 6/1892 AS SIGNAL STOP. NO TRAINS STOPPED THERE AFTER ETT #61, EFF. JUNE/1911. LAST APPEARS ON ETT #72, EFF: 10/21/13. ABANDONED. USED BY LOCALS AS A SOURCE FOR SCRAP LUMBER AND BRICKS. (<i>Geo. G. Ayling first-hand data</i>). BURNED: 1920 (<i>Robt. Emery data</i>)</p>
ELDERT'S GROVE	S.S.R.R. (FAR ROCK)	<p>HAMMELS - OPENED: 07/04/1872 AT LATTER-DAY SITE OF HAMMEL'S STATION (BEACH 84TH ST.) TO SERVE PATRONS OF THE ELDERT'S HOUSE (HOTEL). (SOUTHERN DIVISION IN 07/15/1878 BOOK OF RULES). ABANDONED WHEN CONNECTION MADE BETWEEN FAR ROCKAWAY BRANCH AND ROCKAWAY BEACH BRANCH IN 1887.</p>
ELMHURST (NEWTOWN)	FLUSHING R.R. NY & FLUSHING FLUSHING & N. SIDE (PORT WASH.)	<p>OPENED: 1855, AS "NEWTOWN." RAZED: 1888. 2ND DEPOT OPENED: DEC/1888, NAME CHANGED TO ELMHURST:</p>

JUNE, 1897. HIGH PLATFORMS
CONSTRUCTED: 1912, RAZED:
1927

3RD, ELEVATED DEPOT IN SVC: 1927
AGENCY CLOSED BY 01/01/55. OUT
OF SVC: 1/22/85 PER GN3-43 AND
RAZED.

ELMONT

MAIN LINE

MAIN LINE STATION ADDED BETWEEN
QUEENS VILLAGE AND BELLEROSE
OVER THE CROSS ISLAND PARKWAY
TO SERVE BELMONT RACETRACK
AND THE N.Y. ISLANDERS HOCKEY
TEAM'S NEW ARENA AS WELL AS SUR-
ROUNDING NEIGHBORHOODS. IT'S
THE 1ST NEW FULL-TIME LIRR STATION
TO BE BUILT SINCE 1976. CONSTRUC-
TION UNDERWAY: 09/2020. PLATFORM
INSTALLED ATOP CONCRETE PIERS:
11/2020. EASTBOUND PLATFORM IN
SVC: 11/20/2021. WESTBOUND
PLATFORM TO OPEN BY NOV., 2022
*(per MTA Construction & Development:
09/04/2020 and MTA's "A Modern L.I."
of 11/20/2020)*

FANNY BARTLETT

MONTAUK

SEE: "BARTLETT"

FARMINGDALE

CRR OF LI
(CENTRAL)

CRR OF LI (SEE: "SOUTH FARMING-
DALE")

FARMINGDALE

MAIN LINE

1ST DEPOT IN SVC. WITH OPENING OF
LIRR TO THIS POINT: 10/14/1841.
LOCATED ON EAST SIDE OF MAIN
ST. RAZED: 1875.

2ND DEPOT BUILT: 7/1875, RAZED:
1895.

3RD DEPOT BUILT: 1895 EAST OF
SECATOGUE AVE. HUNTINGTON
R.R. ELECTRIC SUB-STATION
INCORPORATED INTO WEST END
OF DEPOT: 1908-1909. AGENCY
CLOSED: 8/19/2009. INTERIOR
REMODELED: 4/2019.

FAR ROCKAWAY (GROVE STREET)	NY & ROCK R.R. / GROVE STREET (LOCKWOOD'S L.I.R.R.	GROVE) BUILT: 1872. TERMINAL OF NY & ROCKAWAY R.R.'S (L.I.R.R.-LEASED) LINE TO FAR ROCKAWAY TO RIVAL THE S.S.R.R. AFTER MERGER OF S.S.R.R. AND L.I.R.R., STATION STOP DISCONTINUED AND L.I.R.R. USED S.S.R.R.'S DEPOT AT FAR ROCKAWAY. L.I.R.R. DEPOT MOVED TO SYOSSET: 9/1877
FAR ROCKAWAY (MOTT AVENUE)	S. S. R. R. (FAR ROCK.)	S. SIDE R. R. DEPOT OPENED: 7/1869. CONVERTED TO FREIGHT HOUSE FOR 2 ND DEPOT: 1881 2 ND DEPOT MOVED TO SITE FROM OCEAN POINT (CEDARHURST), REMODELED AND OPENED: 10/1/1881 (<i>Vincent Seyfried data. Brand new depot constructed per LIRR 1881 annual report, Art Hunke data</i>), SOLD AND MOVED TO PRIVATE LOCATION: 10/1890 3 RD DEPOT OPENED: 7/15/1890. DEPOT BLDG AT GRADE CONTINUED TO BE USED IN CONJUNCTION WITH NEW ELEVATED PLATFORMS AND TRACKS PUT IN SVC: 4/10/42. LIRR THRU-SERVICE TERMINATED HERE: 10/3/55 WHEN TRACKAGE WEST OF MOTT AVE. TO ROCKAWAY PARK TRANSFERRED TO TA OWNERSHIP. BECAME TERMINUS OF FAR ROCKAWAY BRANCH. DISCONTINUED AS STATION STOP: 2/21/58 WHEN SERVICE WAS CUT BACK TO NAMEOKE AVE. ELEVATED TRACKS PLATFORMS AND OLD DEPOT RAZED SHORTLY THEREAFTER.
FAR ROCKAWAY (NAMEOKE AVE.)	FAR ROCK.	IN SERVICE: 2/21/58. AGENCY CLOSED: 11/7/96. DEPOT RAZED: ON OR ABOUT 09/13/2020.

FASHION RACE COURSE	FLUSHING R.R. NY & FLUSHING FLUSHING & N. SIDE	OPENED: 3/1853. RENAMED "WEST FLUSHING" WHEN ORIGINAL W. FLUSHING STATION ABANDONED. RENAMED CORONA.
FENHURST	S.S.R.R. (FAR ROCK.)	SEE: "HEWLETT."
FIFTH AVENUE	EVERGREEN	OPENED: 1878 AT THE PRESENT-DAY LOCATION OF DRIGGS AVE. CLOSED: 1879.
FIRE PLACE	MAIN LINE	STATION STOP IN SVC: 6/26/1844 WITH OPENING OF LIRR OUT TO TEMPORARY END-OF-TRACK NEAR CARMAN'S RIVER. MAY HAVE BEEN ONE AND THE SAME STATION STOP AS "CARMAN'S RIVER" AND LOCATED AT OR NEAR THE LATER SITE OF MILLE- VILLE STATION (LATER YAPHANK). GONE FROM THE JUNE, 1845 TIMETABLE.
FLATBUSH AVE.	ATLANTIC	OLD DEPOT OPENED: ___(?) RENO- VATED: JULY-AUG/ 1878, RENO- VATED AGAIN: 6/1880, REBUILT: 1893. 2 ND DEPOT BUILT ON THE SITE OF THE 13 TH REGIMENT ARMORY WHICH WAS DEMOLISHED IN 1906 FOR THE START OF CONSTRUCTION. TERMINAL BUILDING OPENED: 4/1/07 WITH TICKET OFFICES AND WAITING ROOM AT STREET LEVEL AND PLAFORMS AND TRACKS UN- DERGROUND. REFURBISHED AND EXTERIOR SANDBLASTED: EARLY 1940s. TRACK #1 OUT OF SVC: 4/10/59. FORMER EXPRESS TRACKS #s 9-14 ("EX" YARD) OUT OF SVC: 3/3/71. TICKET OFFICES RELOCATED TO PLATFORM LEVEL c. 1972 (?) TRACKS ORIGINALLY NUM- BERED SOUTH TO NORTH RENUM- BERED NORTH TO SOUTH: 7/1/78.

		STREET LEVEL TERMINAL BLDG. RENOVATED INSIDE : c. 1978. CLOSED: 1988. RAZED: c. 1990s. 3 RD DEPOT OPENED: 1/5/2010. OFF- ICIALLY RENAMED "ATLANTIC TERMINAL" IN ETT #1, PER G.O. #104 EFF. 3/8/2010.
FLATLANDS	MANH'T'N BCH (BAY RIDGE)	SEE: "VANDERVEER PARK"
FLORAL PARK:	MAIN LINE	BUILT: OCT-NOV/1878 AS "STEWART JUNCTION." RENAMED HINSDALE: 1879 WITH CLOSING OF CRR OF LI DEPOT. RENAMED EAST HINS- DALE: 1887 - 1889. RENAMED FLORAL PARK: BY 1890. RAZED: 7/1909. 2 ND , RELOCATED DEPOT OPENED: 7/1909, RAZED: 10/20/60 TEMPORARY WESTBOUND STATION FACILITIES RELOCATED TO SHOO- FLY S. OF FORMER LOCATION: 12/15/60. ELEVATED WESTBOUND PLATFORM IN SVC: 6/28/62. ELEVATED EASTBOUND PLATFORM IN SVC: 11/8/62. AGENCY CLOSED: 8/19/2009.
FLOWERFIELD	WADING RIVER	OPENED: 1909-10. LISTED IN ETT #108 EFF: 05/23/28 AS OPEN 7 DAYS A WEEK. TICKET OFFICES NOT LISTED IN SUBSEQUENT ETTs. SO UNABLE TO VERIFY WHEN AGENCY CLOSED. PER ROBT. EMERY, AGENCY CLOSED 1928 AND FLAG STOP SIGNAL REMOVED. DISCONTINUED AS STATION STOP: 1958. RAZED: 7/59
FLUSHING (BRIDGE ST.)	FLUSHING R.R. NY & FLUSHING FLUSHING & N. SIDE (WHITESTONE)	APPEARS ON TT 1863. DEPOT BUILT: OCT-NOV/1870, RAZED: 1893 2 ND DEPOT BUILT: 1893, CLOSED: 2/19/32 WITH BRANCH ABANDONMENT.

FLUSHING (BROADWAY)	PORT WASH.	SEE: "BROADWAY"
FLUSHING (MAIN STREET)	PORT WASH.	BUILT: 12/1853. BURNED: 10/13/1864 2 ND DEPOT BUILT: JAN-FEB/1865, RAZED: 1870 3 RD DEPOT BUILT: OCT-NOV/1870, ABANDONED: 11/11/1912 ELEVATED STRUCTURE OPENED: 10/4/1913, 2-STORY, ELEVATED TRACK LEVEL BLDG. RAZED: EARLY 1963. STREET LEVEL TICKET OFFICE OPEN- ED AND DEDICATED: MARCH, 1963 <i>(per L. I. Railroader employee maga- zine).</i> TICKET OFFICE REBUILT BETWEEN JAN 21 ST AND MAR 21 ST , 2005. NEW FACILITIES CONSTRUCTED: 2018. OPENED AND DEDICATED: 10/19/2018 <i>(Per MTA's website).</i> AGENCY SCHEDULED TO CLOSE: (?)
FORD'S CORNERS	MANH'T'N BCH. (BAY RIDGE)	SEE: "RUGBY"
FORGE	MONTAUK	SEE: "MASTIC"
FOREST HILLS	MAIN LINE	BUILT: 1906, CLOSED: 1911 2 ND DEPOT OPENED: 8/5/1911. AGEN- CY CLOSED: 8/19/2009.
FORT POND	MONTAUK	WOODEN PLATFORM CONSTRUCTED c. 1899 JUST WEST OF MONTAUK STATION AT THE FISHING PIER WITH ELEVATED WOODEN WALK- WAY CONNECTING STATION PLAT- FORM WITH THE PIER. UNOFFICIAL STATION STOP FOR FISHERMEN. NOT LISTED IN TIMETABLES AS A SCHEDULED STOP. REMOVED WITH RELOCATION OF MONTAUK STATION FACILITIES IN 1942. <i>(Photographic provenance of station platform and con- necting walkway. Name of station stop</i>

per Robert Emery data.)

FOSTER'S MEADOW	S. S. R. R. (ATLANTIC)	SEE: "ROSEDALE"
FRANK AVE.	FAR ROCK.	AT BEACH 44 TH ST. (ORIGINALLY FRANK AVENUE THEN GLEASON AVENUE.) AT FIRST A TROLLEY STOP OF THE OCEAN ELECTRIC RAILWAY WHICH USED THE LIRR TRACKS. BECAME A LIRR STATION STOP: 1922. NO AGENCY AS OF 01/01/1924. RAZED 1940 DURING GRADE ELIMINATION PROJECT. WESTWARD STATION FACILITIES RELOCATED 785' EAST OF FORMER LOCATION: 8/2/40. EASTWARD STATION FACILITIES: 8/23/40 ACCOUNT GRADE CROSSING ELIMINATION. ELEVATED STRUCTURE STRETCHING FROM BEACH 44 TH ST. TO BEACH 47 TH ST. OPENED: 4/10/42. TRANSFERRED TO TA OWNERSHIP: 10/3/55
FRANKISTON	CRR OF LI (CREEDMOOR)	OPENED: 6/1873, ABANDONED: 4/30/1879
FRANKLINVILLE	MAIN LINE	(SEE "LAUREL")
FREEPORT	S. S. R. R. (MONTAUK)	S. SIDE R. R. SVC. BEGAN: 09/23/1867 AMIDST GREAT FESTIVITIES (<i>per Bklyn. Daily Eagle article of 09/24/1867.</i>) DEPOT ON N. SIDE OF TRACKS. MOVED: 1899 TO HENRY ST. AND JOINED TO THE FREIGHT HOUSE. 2 ND DEPOT OPENED: 04/03/1899 S. SIDE OF TRACKS AND W. OF FORMER LOCATION. OUT OF SVC: 05/05/59 AND RAZED ACCOUNT GRADE CROSSING ELIMINATION PROJECT. 3 RD TEMPORARY STATION EASTWARD FACILITIES RELOCATED TO SHOO-

		<p>FLY 35' SOUTH AND 800' EAST OF FORMER LOCATION IN SVC: 05/05/59. TEMPORARY STATION WESTWARD FACILITIES RELOCATED TO SHOO-FLY 35' SOUTH AND 800' EAST OF FORMER LOCATION IN SVC: 05/07/59 PER G.O. 519. PROJECT COMPLETED: 10/08/60 PER G.O. 709. ELEVATED STRUCTURE IN SVC: 10/08/60</p>
FRESH POND	S. S. R. R. (MONTAUK)	<p>S. SIDE R.R. DEPOT BUILT: 1868 AS "FRESH POND." NAME CHANGED TO "BUSHWICK JUNCTION": 1882-83 2ND DEPOT OPENED: 4/1895, CLOSED: 1915 WITH GRADE ELIMINATION. DEPOT STILL STANDING IN 1923 PLATFORMS AND PEDESTRIAN CROSSOVER INSTALLED: c. 1915 BOTH NAMES APPEAR ON 1918 TIMETABLE. RENAMED "FRESH POND": 1919 DISCONTINUED AS STATION STOP: 3/16/1998</p>
FULTON STREET (EAST NEW YORK)	MAN. BEACH	<p>BUILT: ? ½ MILE (+/-) NORTH OF EAST NEW YORK ATLANTIC BRANCH STATION WITH LOW LEVEL, WOODEN PLATFORM EXTENDING NORTH ALL THE WAY TO FULTON STREET. PROBABLY DISCONTINUED WITH CONSTRUCTION OF EAST NEW YORK TUNNEL: 1912-1914.</p>
GARDEN CITY	CRR OF LI (HEMPSTEAD)	<p>CRR OF LI DEPOT BUILT: OCT/1872-APRIL/1873. CLOSED: 1898 2ND DEPOT BUILT: 8/1898. AGENCY CLOSED: 11/20/1996.</p>
GARDEN CITY PARK	MAIN LINE	<p>OPENED AT PRESENT-DAY SITE OF MERILLON AVE. STATION: ? OUT OF SERVICE: ? PER ETT #3, EFF: 6/1897, CERTAIN TRAINS CONTINUED TO MAKE A STOP HERE.</p>

GASTON AVENUE (ARVERNE)	FAR ROCK.	OPENED: _?_. AGENCY OPEN AS OF 01/01/1924. ELEVATED STRUCTURE OPENED: 04/10/42. AGENCY OPEN UNTIL END OF LIRR SERVICE WHEN PROPERTY WAS TRANSFERRED TO TA OWNERSHIP: 10/3/55
GENERAL BRONZE	CENTRAL EXT.	OPENED: 6/1949 TO SERVICE EMP- LOYEES. LATER "A&P BRONZE", CLOSED: 5/15/53 WITH END OF PSGR. SERVICE ON BRANCH.
GIBSON	FAR ROCK.	OPENED: 5/29/1929 IN VALLEY STREAM. BUILT BY LAND DEVEL- OPER WM. R. GIBSON IN AN AGREE- MENT WITH THE L.I.R.R. TO HAVE TRAINS STOP AT HIS NEWLY-ESTAB- LISHED COMMUNITY. (<i>Data per Howard F. Ruehl's <u>History of Valley Stream</u></i>). AGENCY CLOSED: 9/7/96.
GLEN COVE (GLEN STREET)	OYSTER BAY	OPENED: 5/16/1867 2 ND DEPOT BUILT: SEPT-OCT/1898, AGENCY CLOSED: 11/20/1996. STATION STOP SCHEDULED TO BE DISCONTINUED ALONG WITH OTHERS IN 1998 BUT VOCAL OP- POSITION CAUSED LIRR TO ALTER THEIR DECISION. INSTEAD OF ABANDONMENT, NEW HI-LEVEL PLATFORMS BUILT: 1999 TO AC- COMODATE NEWLY-ARRIVED C3 BI-LEVEL CARS WHICH WERE PLACED IN SERVICE JULY, 1999. (<i>Robert L. Myers 1999 data</i>) EXTERIOR RE-STORED TO ORIGINAL ARCHITEC- TURE, INTERIOR REMODELED: c. 2001-02. (<i>Dave Morrison data</i>)
GLEN COVE (NASSAU)	OYSTER BAY	BUILT: JULY-AUG/1895. SERVICED NEARBY NASSAU COUNTRY CLUB BEGINNING IN 1898 WHEN NAS- SAU COUNTY WAS FORMED. PART TIME AGENCY ONLY PER "L.I.R.R. TICKET OFFICES OPEN FOR SALE OF TICKETS" OF 9/12/55. AGENCY

CLOSED: 11/7/96.
NEW HI-LEVEL PLATFORMS BUILT:
1999 TO ACCOMMODATE NEWLY-
ARRIVED C3 BI-LEVEL CARS WHICH
WERE PLACED IN SERVICE JULY,
1999. (*Robert L. Myers 1999 data*)

GLENDALE	S. S. R. R. (MONTAUK)	<p>S. SIDE R. R. DEPOT FIRST APPEARS ON TIMETABLE OF 5/1870. 2ND DEPOT (?) BUILT: 1876, S. SIDE OF TRACKS. BURNED: 1/7/1927, REPLACED WITH WOODEN SHELTER SHED AND LOW PLATFORM ON N. SIDE OF TRACKS ACROSS FROM OLD DEPOT BLDG. LOCATION. SOUTH SIDE PLATFORM REMAINED IN PLACE FOR A TIME. SHELTER SHED LATER SIDED WITH CORRUGATED METAL. STATION STOP AND SHELTER SHED RELOCATED FURTHER W. CLOSER TO 73RD ST. X-ING: c. 1942. SHELTER SHED REMOVED: 1954. STATION STOP RELOCATED W. OF 73RD ST. X-ING: PRIOR TO 1998. DISCONTINUED AS STATION STOP: 3/16/1998.</p>
GLENDALE	ROCK BCH.	<p>IN SERVICE EFF: 9/15/27 PER GEN- ERAL NOTICE #118. RENAMED "PARKSIDE." (SEE: "PARKSIDE")</p>
GLENDALE WELLS	MONTAUK	<p>EAST OF GLENDALE. PROBABLY AT GLENDALE JCT. WHERE MON- TAUK WATER CO. HAD WELLS AND SOME BUILDINGS. LOW LEVEL PLATFORM ONLY FOR EMPLOYEES OF PLANT PER 10/1926 ETT SPECIAL INSTRUCTIONS. NOT LISTED ON ANY TIME- TABLES.</p>
GLEN HEAD	OYSTER BAY	<p>ORIGINAL DEPOT OPENED: 1/23/1865 2ND DEPOT OPENED: 5/1888, OUT OF SERVICE: 4/61 WITH OPENING OF NEW DEPOT. OLD UNUSED DEPOT STOOD FOR AWHILE AFTERWARDS</p>

		<p>AND WAS RAZED. 3RD DEPOT IN SERVICE: 4/61. AGENCY CLOSED: 9/7/96. NEW STATION SHELTER WITH HI-LEVEL PLATFORMS BUILT: 1999 TO AC- COMODATE NEWLY-ARRIVED C3 BI- LEVEL CARS WHICH WERE PLACED IN SERVICE JULY, 1999. (<i>Robert L. Myers 1999 data</i>)</p>
GOLF GROUNDS	MONTAUK	<p>OPENED: 04/1907 ON W. SIDE OF TUCKA- HOE RD. FOR THE NATIONAL GOLF LINKS AT SHINNECOCK HILLS. AGEN- CY CLOSED BY 01/01/1924 (<i>no longer listed in LIRR Rules and Rates of Pay</i>). LAST LISTED ON TT OF 09/19/37 WITH NO TRAINS SCHEDULED. DISCON- TINUED AS STATION STOP AND NOT LISTED ON TT OF 06/19/38. MOVED TO PRIVATE LOCATION: c. 1940 (?).</p>
GOOD GROUND	MONTAUK	<p>SEE: "HAMPTON BAYS"</p>
GOOSE CREEK	ROCK BCH.	<p>FIRST APPEARS ON TIMETABLES OF JULY, 1888. LOCATED ON A SMALL ISLAND IN JAMAICA BAY, IT SERVED AS A STOP FOR FISHERMEN. SUMMER ONLY AGENCY AS OF 01/01/1924. AGENCY CLOSED _?_. STATION CLOSED: 9/35</p>
GRAND CENTRAL MADISON (EAST SIDE ACCESS)	GRAND CENTRAL	<p>CONSTRUCTION OF TUNNELS BEGAN 1969 WITH DECADES OF DELAYS. TRACKS & PLATFORMS LOCATED 14 STORIES UNDER MADISON AVE., NY, NY, SLIGHTLY NW OF METRO NORTH'S GRAND CENTRAL TERM- INAL, FROM 45TH TO 48TH STREETS. A MEZZANINE LEVEL WALKWAY CONNECTS TO GRAND CENTRAL TERMINAL. FIRST NON REVENUE TRAINS RAN 01/11/2023. REVENUE TRAINS RAN FROM JAMAICA TO THE TERMINAL ON OPENING DAY, 01/25/2023.</p>

GRAND STREET	S. S. R. R. (EVERGREEN)	S. SIDE R.R. DEPOT OPENED: 1868 BETWEEN METROPOLITAN AVE. AND GRAND STREET AT EAST RIVER FERRY. 2 ND DEPOT (?) OPENED: 5/15/1878. CLOSED: 9/28/1885.
GRAND STREET (E. OF WOODSIDE)	MAIN LINE & ROCK BCH.	ON ETT #69, EFF: 5/25/13, BUT NO TRAINS SCHEDULED TO STOP THERE. SHELTER SHED ONLY WITH PLATFORMS IN POSITION TO EVENTUALLY SERVE BOTH MAIN LINE AND ROCK. BEACH BRANCH. BECAME A ROCK. BCH. STOP PER ETT #70, EFF. 7/1/13 WHEN MAIN LINE AND ROCK. BCH. TRAINS HAD SCHED- ULED STOPS. SHELTER SHED REMOVED 1922. ETT #102, EFF. 5/25/25 LISTS STATION BUT INDICATES NO TRAINS STOPPING THERE. DISCONTINUED AS STA- TION STOP BETWEEN 5/25/25 AND ISSUANCE OF ETT #103, EFF. 10/21/25 WHICH DOES NOT LIST THE STATION.
GRAVESEND	PROSPECT PARK & CONEY ISLAND R.R.	STATION FOR BROOKLYN JOCKEY CLUB RACE TRACK (ON LIRR CR4 OF 1903)
GREAT NECK:	NY & FLUSHING R.R. FLUSHING & N. SIDE R.R. (PORT WASH.)	BUILT: 1866. ON NY & FLUSHING TT OF 12/31/1866 AS "GREAT NECK" AND ON FLUSHING & N. SIDE TT OF 05/06/1872 AS "BROOKDALE (GRT. NECK)." RAZED: 1883 2 ND DEPOT OPENED: 10/1883, RE- MODELED: 1893, RAZED: 1924 3 RD DEPOT IN SVC: 2/26/25. TEMPORARY STA. FACILITIES RE- LOCATED S. OF FORMER LOCA- TION: 6/8/34 ACCOUNT GRADE CROSSING ELIMINATION. STATION FACILITIES RELOCATED IN CUT 120' W. OF FORMER LOCA- TION AND CONVERTED FROM LOW

LEVEL TO HIGH LEVEL PLATFORMS:
01/19/35 (1925 DEPOT BUILDING
REMAINED AT GRADE).

GREAT RIVER
(ALSO SEE:
"YOUNGSPORT")

MONTAUK

BUILT: 1897. PORTE COCHERE
AT REAR. AGENCY CLOSED: c. 1931
(*Robt. Emery data*). EXPRESS HOUSE
REMOVED AROUND 1932. DEPOT
DESTROYED BY FIRE 03/23/45 (*per*
"Newsday" article of 03/24/45)
2ND DEPOT BUILT: c. DECEMBER, 1945
(*per "Suffolk County News" article*
of 11/23/45 : "Great River to Replace
the Former Depot Destroyed by Fire.")
REPLACEMENT BUILDING WAS A
SMALL, ENCLOSED SHELTER WITH
FLAT ROOF. ROOF REPLACED WITH
PITCHED ROOF SOMETIME IN THE
EARLY 1980s. DEPOT RAZED: 1998.
HI-LEVEL PLATFORMS AND SHELTER
INSTALLED: 1999 TO ACCOMMODATE
NEWLY-ARRIVED C3 BI-LEVEL CARS
WHICH WERE PLACED IN SERVICE
JULY, 1999. (*Robert L. Myers 1999 data*)

GREENLAWN

PT. JEFFERSON

BUILT: 1868 AS "CENTERPORT." ON ETT
#15 EFF: 6/1880 AS "CENTERPORT."
ON TT EFF: 10/18/1880 AS "GREEN-
LAWN." TRACKSIDE ROOF OVERHANG
DAMAGED BY DERAILMENT IN FRONT
OF DEPOT: 04/08/1906 (Photographic
provenance). BURNED: 1909.
2ND DEPOT OPENED: 9/1911. AGENCY
CLOSED: 9/6/1996.

GREENPOINT

EVERGREEN

OPENED: 5/15/1878 AT OAK AND
WEST STREETS. CLOSED:
9/28/1885.

GREENPORT
(GREEN PORT ON
TT OF 12/08/1851)

MAIN LINE

1ST DEPOT IN SVC: 7/29/1844 AS
TERMINUS OF LIRR. DEPOT
BURNED IN TOWN FESTIVITIES:
7/4/1870
2ND DEPOT OPENED A DISTANCE WEST
OF THE RAIL DOCK AND SEA WALL:

10/1870. (*Sanborn Map location*)
 3RD AND LARGER DEPOT BUILT CLOSER
 TO THE RAIL DOCK AND SEA WALL:
 1892 (*Sanborn Map location*), WITH
 DISTINCTIVE, TICKET OFFICE BAY
 WINDOW THAT EXTENDED ABOVE
 THE ROOF, FRONT DORMER WIN-
 DOW ON W. SIDE OF BAY WINDOW
 AND DECORATIVE WROUGHT-IRON
 ROOF TREE ALONG RIDGE. BAY
 WINDOW REMOVED IN THE TEENS
 (*Photographic provenance*) AND RE-
 PLACED WITH DOUBLE FRONT
 DORMER WINDOWS. BY 1925,
 DORMERS AND ROOF TREE WERE
 GONE (*Photographic provenance*).
 AGENCY CLOSED: 10/1/67 PER OF-
 FICIAL LIRR NOTICE. REOPENED:
 1968 FOR ONE SUMMER'S USE, SUN-
 DAYS ONLY THEN PERMANENTLY
 CLOSED. DEPOT BUILDING NOW
 HOUSES THE EAST END SEAPORT &
 MARITIME FOUNDATION MUSEUM.
 HI-LEVEL PLATFORMS AND SHELTER
 INSTALLED: 1999 TO ACCOMMODATE
 NEWLY-ARRIVED C3 BI-LEVEL CARS
 WHICH WERE PLACED IN SERVICE
 JULY, 1999. (*Robert L. Myers 1999 data*)
 **FREIGHT STATION BUILT: 1892. GAR-
 AGE DOOR INSTALLED ON WEST
 SIDE AND BECAME GARAGE FACILI-
 TY FOR LIRR ROAD-n'-RAIL BUS.
 EVENTUALLY BECAME PROPERTY
 OF RAILROAD MUSEUM OF LONG
 ISLAND (RMLI) HOUSING ARTIFACTS.
 **4-STALL ENGINE HOUSE DEMOLISHED:
 c. 1921 (*Robt. Emery data*)

GREENVALE
 (WEEK'S STATION)

OYSTER BAY

FREIGHT STATION IN USE AS EARLY
 AS 1866. ON TIMETABLE IN 1875
 ONLY. BACK ON TIMETABLE
 DURING 1880s AND 1890s. STOP
 PRIMARILY FOR MILK TRAINS.
 SHELTER SHED BUILT: ?, NO AGEN-
 CY. MAY, 1891 NEWSPAPER AC-

COUNT DESCRIBES THE SHED WHICH SHORTLY AFTER WAS DEMOLISHED BY 4-4-0 LOCOMOTIVE #112 WHEN IT DERAILED ON 5/17/1891 AFTER HITTING A HORSE WHOSE FOOT GOT STUCK IN THE SWITCH POINTS. THE ENGINE MADE IT OVER THE SWITCH BUT THE CARS DERAILED CAUSING THE LOCO TO ROLL OVER, DEMOLISHING THE SHED AND TRAPPING THE ENGINE CREW UNDERNEATH THE ENGINE KILLING BOTH MEN. *(Per Vincent F. SeyFried, historian and John Hammond, Town of Oyster Bay Historian)*

2ND SHELTER SHED BUILT: ? NO DATA OR PHOTO EVIDENCE AS TO ANYTHING BEING CONSTRUCTED ON SITE BETWEEN 1891 AND 1921. NO AGENCY ESTABLISHED.

3RD (?) SHELTER SHED BUILT: 1921 *(Per Robt. Emery notes)*. 1937 PHOTO SHOWS TWO MAIL CRANES ON NORTH (R.R. EAST) SIDE OF THE SHELTER FOR MAIL PICK-UP IN EACH DIRECTION. CRUSHED CINDER PLATFORMS WITH DIETZ KEROSENE PLATFORM LAMPS. ELECTRIC LAMPS AND PAVED PLATFORMS ADDED IN LATER YEARS. RAZED: 1991.

NEW STATION SHELTER WITH HI-LEVEL PLATFORMS BUILT: 1999 TO ACCOMODATE NEWLY-ARRIVED C3 BI-LEVEL CARS WHICH WERE PLACED IN SERVICE JULY, 1999. *(Robert L. Myers 1999 data)*

GRINNELL

FLUSHING R.R.

THE FLUSHING & WOODSIDE RAILROAD WAS A SPUR LINE THAT CONNECTED WITH THE LIRR STATION AT WOODSIDE EXTENDING TO FLUSHING WITH A BRANCH TO WHITESTONE. BECAME PART OF THE FLUSHING & NORTH SIDE RAILROAD. STATION OPENED:

04/27/1874, POSSIBLY AT JUNCTION BLVD. & 35TH AVE. APPEARS ON LIRR TIMETABLE OF 05/14/1877. CLOSED WITH BRANCH ABANDONMENT: 10/1877. BRANCH TO WHITESTONE BECAME THE LIRR'S WHITESTONE BRANCH AFTER THE CONSOLIDATION OF THE FRR., F&NSRR, FNS&CRR, SSRR & LIRR. (*Art Huneke data*)

GRUMMAN

MAIN LINE

6,955' WEST OF BETHPAGE STATION. THREE WOODEN SHELTER SHEDS IN SVC: 02/02/42 PER G.O. #113C (ETT. #1 EFF: 09/14/41) FOR EMPLOYEES OF GRUMMAN AVIATION. NO AGENCY ESTABLISHED. STATION STOP RELOCATED: 02/19/51 WITH RELOCATION OF S. OYSTER BAY RD. CROSSING ("*Long Island Railroader*" data). THREE WOODEN SHELTER SHEDS CONSTRUCTED. AGAIN, NO AGENCY ESTABLISHED. METAL SHELTER SHED BUILT: c. 1960s. LAST SCHEDULED SERVICE TO STATION: 11/29/85. STATION OFFICIALLY CLOSED: 12/02/85.

HABERMAN
(MASPETH, QUEENS)

MONTAUK

OPENED: 09/1910 AT HABERMAN MFG. CO. CROSSING (49th ST.) IN MASPETH, QUEENS FOR EMPLOYEES OF THE PLANT. NO AGENCY ESTABLISHED. COMPANY CLOSED IN 1920. STATION STOP CLOSED: 1924. REOPENED: _?_. LOW PLATFORM ONLY ON SE QUADRANT OF CROSSING. MOVED TO NE QUADRANT WITH CONSTRUCTION OF MASPETH HOLDING YARD IN 1942. EASTBOUND TRAINS STOPPED WEST OF THE CROSSING. WESTBOUND TRAINS STOPPED EAST OF THE CROSSING (*Dick Makse info.*) DISCONTINUED AS STATION STOP: 03/16/1998

HAGERMAN
(EAST PATCHOGUE)

MONTAUK

BUILT: 10/1890, BY LAND DEVELOPER FREDERICK W. DUNTON, NEPHEW OF LIRR PRES. AUSTIN CORBIN AND THE

DEVELOPER OF HOLLIS AND DUNTON, QUEENS. SMALL, ENCLOSED SHELTER. NO AGENCY ESTABLISHED. ALTHOUGH CONSIDERED EAST PATCHOGUE, IT WAS NEVER LISTED IN TIMETABLES AS SUCH. PUBLIC TIMETABLES FROM SEPTEMBER, 1894 THROUGH JUNE, 1900 DO NOT LIST THE STATION STOP WHICH HAD BEEN REDUCED TO SIGNAL STATUS DUE TO LACK OF RIVERSHIP. (UNABLE TO VERIFY 1901 AND 1902 AS IVE NO ACCESS TO THOSE TIMETABLES.) IT APPEARS IN ETT #26, EFF. 05/27/1903 AND IS IN THE OCTOBER PUBLIC TT OF THAT YEAR. IT LAST APPEARS ON PUBLIC TIMETABLES OF 10/17/1928 AND IS GONE FROM ETT #110 EFF. 06/16/29, ALTHOUGH STILL LISTED IN THE TIMETABLE'S LIST OF STATIONS SHOWING MILEAGE AND BLOCK STATIONS.

HAMILTON BEACH	ROCK. BCH.	FIRST APPEARS IN ETT #90 EFF: 10/16/1919. AGENCY CLOSED BY 01/01/55. DISCONTINUED AS STATION STOP: 6/27/55 WHEN BRANCH ABANDONED SOUTH OF OZONE PARK.
HAMMELS (HAMMEL)	ROCK. BCH.	BUILT: JUNE/1880, RAZED: 1941 FOR GRADE ELIMINATION 2 ND DEPOT BUILT: SPRING/1888, CLOSED: 1941
HAMPTON BAYS	MONTAUK	OPENED: 2/1871 AS "GOOD GROUND", BURNED: 11/4/1873 2 ND DEPOT OPENED: 1/10/1874, CLOSED: 1913, USED AS EXPRESS HOUSE FOR 3 RD DEPOT. 3 RD DEPOT OPENED: SUMMER/ 1913, RENAMED "HAMPTON BAYS" IN 1922 TO ATTRACT TOURISTS TRAVELING TO THE HAMPTONS. AGENCY CLOSED: 1958, DEPOT RAZED: c. 1964. REPLACED WITH METAL SHELTER SHED.

STATION STOP MOVED 2,000' WEST:
12/26/74.

RELOCATED, HI-LEVEL PLATFORMS
AND SHELTER INSTALLED: 1999 TO
ACCOMMODATE NEWLY-ARRIVED C3
BI-LEVEL CARS WHICH WERE
PLACED IN SERVICE JULY, 1999.
(Robert L. Myers 1999 data)

HC TOWER STATION	N.Y. BAY EXT.	HEMPSTEAD CROSSING - GARDEN CITY. SMALL SHED AT THE CROSSING OF THE CENTRAL BRANCH EXTENSION AND THE N.Y. BAY EXTENSION. OUT OF SERVICE WITH OPENING OF NEARBY COUNTRY LIFE PRESS STA- TION IN 1913.
HEBBARD'S	S. S. R. R.	S. SIDE R. R. DEPOT AT FLUSHING AVE. & 52 ND ST., MASPETH, QUEENS. LISTED ON TIMETABLES OF 5, 6, & 8/ 1870 ONLY. STATION STOP DISCON- TINUED.
HEMPSTEAD	CRR OF LI (HEMPSTEAD)	C.R.R. DEPOT BUILT: OCT-DEC/1872. AT FULTON AVENUE. BECAME LIRR'S HEMPSTEAD STATION AND TERMINUS IN 1878. (SEE: "HEMP- STEAD" BELOW). REMODELED: 7/1881. RAZED: 1913. 2 ND TERMINAL BUILDING OPENED: 2/1913. TEMPORARY STATION IN SVC: 1,265' WEST OF FORMER LOCATION: 12/30/41 WHILE TRACKS WERE CUT BACK TO COLUMBIA ST. MOVED TO COLUMBIA ST. UPON COMPLETION OF TRACK WORK AND PLACED IN SVC: BY 6/17/1943 (<i>Photo proven- ance with official valuation photo and date</i>) GUTTED BY FIRE: 12/31/62 AND REMODELED. RAZED: 1998 3 RD TERMINAL BUILDING BUILT: 1999-2000

HEMPSTEAD	L. I. R. R. (HEMPSTEAD)	1 ST DEPOT BUILT: 07/1839 AS TERMINUS OF LIRR WHICH WAS EXTENDED FROM "HEMPSTEAD BRANCH" (MINEOLA) TO MAIN ST., HEMPSTEAD. STATION FACILITIES RAZED: 1878 AND NEWLY ACQUIRED EX-CENTRAL R.R.'S HEMPSTEAD DEPOT AT FULTON AVE. USED AS NEW TERMINUS.
HEMPSTEAD	S.S.R.R.'s HEMPSTEAD BRANCH	W. SIDE OF GREENWICH ST. BETWEEN FRONT ST. & PENINSULA BLVD. BUILT: __?__. ABANDONED 05/1879. CONVERTED INTO SKATING RINK AND BURNED TO THE GROUND IN JULY, 1888. <i>(Vincent Seyfried data)</i>
"HEMPSTEAD BRANCH"	MAIN LINE	SEE: "BRANCH"
HEMPSTEAD CROSSING	MINEOLA- HEMP.	1 st STATION STOP NORTH OF STEWART AVE. PRIOR TO 1923. 2 nd STATION STOP SOUTH OF STEWART AVE. AFTER 1923 FOR LIRR'S BATTERY CAR SHUTTLE SERVICE ONLY.
HEMPSTEAD GARDENS	W. HEMPST'D	BUILT: 19 ?, SHORT, COVERED PLATFORM SHELTER AND TINY DEPOT BUILDING. NO AGENCY ESTABLISHED. RAZED: 19 ? REPLACED WITH METAL SHELTER SHED.
HENRY STREET	ATLANTIC	WEST OF FLATBUSH AVE. ON WAY TO SOUTH FERRY. OUT OF SVC.___(?)
HERMANVILLE	MAIN LINE	APPEARS ON MAP OF 1857 FOR THE DEVELOPMENT OF A NEW COMMUNITY SOUTH OF THE TRACKS AND EAST OF LAKE STATION. NO TIMETABLE EVIDENCE AS YET. <i>(Info courtesy of Art Huneke)</i>
HERMITAGE	MAIN LINE	APPEARS ON TIMETABLE OF 5/1/1848. RENAMED "PECONIC". (SEE: "PECONIC.")

HEWLETT
(HEWLETTS)

FAR ROCK.

S. SIDE R.R. BEGAN SVC: 6/1869 AS "CEDAR GROVE." 7/1869 AS "HEWLETTS." DEPOT BUILT: 1870. IN 1890s WAS KNOWN AS "FENHURST" AND THEREAFTER "HEWLETT." (*Per Vincent Seyfried's LIRR history*) ON S. SIDE OF TRACKS E. OF FRANKLIN AVE. TRADITION SAYS CONSTRUCTION WAS PAID FOR BY THE HEWLETT FAMILY. DEPOT TAKEN OUT OF SERVICE WHEN REPLACED BY NEW DEPOT: 7/28/2003 AND OLD DEPOT DONATED TO A LOCAL HISTORICAL SOCIETY (*per David Morrison*)
2ND DEPOT OPENED: 7/28/2003, ON N. SIDE OF, AND PERPENDICULAR TO, THE TRACKS AND W. OF FRANKLIN AVE. AGENCY CLOSED: 8/19/2009. ORIGINAL DEPOT STILL STANDING: 2018.

HICKSVILLE:

MAIN LINE

1ST DEPOT OPENED: 3/1/1837 AS TEMPORARY TERMINUS OF LIRR. BURNED: 7/15/1864
2ND DEPOT OPENED: 9/1873, MOVED TO PRIVATE LOCATION: 1909
3RD DEPOT OPENED: 10/30/1909, RAZED: 11/62 WITH GRADE ELIMINATION PROJECT.
4TH AND TEMPORARY DEPOT RELOCATED TO SHOO-FLY NORTH OF ORIGINAL LOCATION IN SVC: 11/13/62
5TH AND ELEVATED STRUCTURE IN SVC: 7/1/64.

HIGBIE AVE.
(LAURELTON)

ATLANTIC

OPENED: 1908 AS "SPRINGFIELD", RENAMED: 9/1927. STILL LISTED IN "L.I.R.R. TICKET OFFICES OPEN FOR SALE OF TICKETS" OF 9/12/55. AGENCY CLOSED SOMETIME IN 1956. REPLACED WITH TEMPORARY STATION IN 1958 DUE TO GRADE ELIMINATION PROJECT. OLD DEPOT RAZED LATE 1958-EARLY 1959. TEMPORARY STATION OUT OF SVC: 2/2/60 WITH COMPLETION OF GRADE ELIMINATION

		PROJECT AND DISCONTINUED AS STATION STOP.
HILLSIDE (FLUSHING)	CRR OF LI (CREEDMOOR)	OPENED: 4/1874, ABANDONED: 4/30/1879
HILLSIDE	MAIN LINE	BUILT: ?, APPEARS IN PUBLIC TIME- TABLE OF NOV/1909. CLOSED: 1911. 2 ND DEPOT IN SVC: 5/15/1911. LOW PLATFORMS OUT OF SVC: 10/1/30 ACCOUNT "JAMAICA IMPROVE- MENT EAST" PROJECT. EASTWARD HIGH LEVEL PLATFORM SOUTH OF TRACK 1, IN SVC: 10/1/30 FOR EASTWARD AND WESTWARD TRAINS. AGENCY STILL LISTED IN "L.I.R.R. TICKET OFFICES OPEN FOR SALE OF TICK- ETS" OF 9/12/55 AS PART-TIME. AGENCY CLOSED: <u>?</u> . DEPOT USED AS PRIVATE BUSINESS. DIS- CONTINUED AS STATION STOP: 7/1/66.
HILLSIDE (MAINT. FACILITY)	MAIN LINE	LIRR EMPLOYEE-ONLY STOP AT HILL- SIDE MAINTENANCE FACILITY, M.P. 11 IN SVC: 11/26/84 PER G.O. #305 FOR EMPLOYEES WHOSE OFFICES WERE IN THE FORMER GERTZ WAREHOUSE. THE HUGE COMPLEX AND MULTI-BAY SHOP WERE OFFICIALLY OPENED 07/22/1991. (<i>Official LIRR Data</i>).
HINSDALE	CRR OF LI (CREEDMOOR)	OPENED: 1/8/1873, ABANDONED: 4/30/1879, MOVED TO PRIVATE LOCATION: 4/1883
HINSDALE	MAIN LINE	SEE: "FLORAL PARK"
HITHER HILLS	MONTAUK	SIDING ONLY. APPEARS WITH STA- TION DESIGNATION OF S115 IN 1913 CR4. GONE FROM 1924 CR4 (<i>Art Huneke data</i>).

HOLBROOK
(OLD HOLBROOK)

MAIN LINE

STATION STOP OPENED: __?__.

STOP APPEARS ON TIMETABLES OF 06/06/1861 AND 11/01/1862. IT'S POSSIBLE THE STOP CONSISTED OF A LOW PLATFORM ONLY UNTIL JUNE-JULY, 1875 WHEN A COMBINATION CIGAR FACTORY AND DEPOT WAS BUILT BY A LARGE LANDOWNER NAMED McCOTTER. THE BLDG WAS 40' x 40', TWO STORIES, WITH CUPOLA ATOP. HALF THE GROUND FLOOR WAS USED AS A TICKET OFFICE, EXPRESS OFFICE AND WAITING ROOM AND THE OTHER HALF USED AS A SHIPPING ROOM BY THE FACTORY WHICH OCCUPIED THE 2ND FLOOR (*Vincent Seyfried data*). PER "*Babylon Signal*" NEWSPAPER ARTICLE OF 03/25/1882, THIS STATION ALONG WITH LAKELAND WAS TO BE CONSOLIDATED AND REPLACED WITH A NEW STATION NAMED "RONKONKOMA" (*Art Huneke data*). NO INFO AS TO THE FATE OF THE FORMER DEPOT/CIGAR FACTORY.

BECAME STATION STOP ONCE AGAIN (1907). TINY WOODEN DEPOT CONSTRUCTED NORTH OF THE TRACKS ON THE WEST SIDE OF COATES AVE. RELOCATED TO THE SOUTH SIDE OF MAIN TRACK: 4/24/39. RAZED: 6/62. REPLACED WITH METAL SHELTER SHED. DROPPED AS STATION STOP FROM ETT #3, EFF: 5/20/68.

HOLLAND (HOLLANDS) (S.S.R.R.)
ROCK. BCH.

FIRST LISTED ON TT OF 7/1872 AT BEACH 92ND ST. LIRR DEPOT BUILT: MAY-JUNE/1880. REMODELED: APR-MAY/1899, REMODELED: 1914, CLOSED: 1941.

ELEVATED STRUCTURE OPENED: 1942. AGENCY CLOSED WITH TRANSFER TO TA OWNERSHIP: 10/3/55.

HOLLIS

MAIN LINE

BUILT: MAY-SEPT/1885. ORIGINAL DEPOT BUILDING ELEVATED: 1915. LAST NOTED IN LIRR TICKET OFFICE LISTING OF 5/31/66. GONE BY LISTING OF 9/25/66 (*Brad Phillips data*) BURNED: NOV. 2-3/67 AND RAZED. 2ND ELEVATED STATION TO BE CONSTRUCTED AND PLATFORMS EXTENDED (*per LIRR president P. Eng: 2/2020.*)

HOLTSVILLE
(WAVERLY)

MAIN LINE

LINE OPENED IN 1843 BUT STOP NOT LISTED ON TIMETABLES OF 1844 AND 1845. BECAME STATION STOP: __?__. OLD STORE SOUTH OF TRACKS ON THE EAST SIDE OF WAVERLY AVE. SERVED AS ORIGINAL "WAVERLY" DEPOT. IN SVC: __?__ WITH FEMALE STATION AGENT M. E. BLOOMER (*PER 1878 LIRR BOOK OF RULES*). POST OFFICE RENAMED "HOLTSVILLE" IN 1860, BUT LIRR RETAINED THE OLD NAME. PER "*Babylon Signal*" NEWSPAPER ARTICLE OF 03/23/1882, WAVERLY AND BARTLETT STATIONS WERE TO BE ABANDONED (*Art Huneke data*). ACCORDING TO A "*Babylon Signal*" NEWSPAPER ARTICLE OF APRIL, 1884, AFTER A TWO-YEAR PERIOD WITH NO TRAIN SERVICE, WAVERLY STATION WAS REOPENED IN THE POST OFFICE BUILDING WITH MRS. M. E. BLOOMER AGAIN THE STATION AGENT. "NEW PLATFORMS HAVE BEEN ERECTED AND OTHER IMPROVEMENTS MADE" (*Art Huneke data*). RENAMED "HOLTSVILLE" SOMETIME IN THE MID-LATE 1890s. DEPOT BUILDING RAZED: 1912. 2ND DEPOT OPENED: 5/13/12, BURNED: 1/4/14 3RD DEPOT BUILT: 1914. WAS A TRAIN ORDER OFFICE AT ONE TIME (*Photo-*

graphic provenance). SUFFOLK TRAC-
TION CO.'s 1912 STEEL TRESTLE
OVER TRACKS DEMOLISHED: 1930.
AGENCY CLOSED SOMETIME BE-
TWEEN 09/15/40 WHEN HOURS
WERE STILL LISTED IN ETT AND
09/15/46 WHEN DROPPED FROM
LIST INDICATED IN ETT #11. DEPOT
RAZED: 07/62.

REPLACED WITH SHEET METAL SHEL-
TER SHED. SHED REMOVED BY
LATE 1960s. STATION NAME PAINTED
VERTICALLY ON PLATFORM WOODEN
LIGHTPOST.

METAL AND PLEXIGLASS SHELTER
SHED INSTALLED: EARLY-MID
1970s WHICH REMAINED IN PLACE
UNTIL DISCONTINUED AS STATION
STOP: 3/16/1998.

HOPEDALE	MAIN LINE	DEPOT BUILT OCT-NOV/1875 AT UNION TURNPIKE. DUE TO PLANNED 2 ND TRACK ADDITION AND PROXIMITY TO MAPLE GROVE, DEPOT CLOSED AND RELOCATED AS PRIVATE RESIDENCE BY 8/28/1884. (<i>Newtown Register</i> 8/28/1884)
HOPKINSON AVE. (BROOKLYN)	ATLANTIC R.T.	EAST OF SARATOGA AVE., BKLYN. OUT OF SVC. ___(?)
HOWARD	ROCK. BCH.	0.1 MILES SOUTH OF "WD" TOWER (WEST END OF TRESTLE) ON ETT #37 EFF.: 11/05/1905. OUT OF SVC: 04/1913 (?)
HOWARD BEACH	ROCK. BCH.	OPENED: 04/1913, AS "RAMBLERS- VILLE" REPLACING ORIGINAL STOP 0.2 MILES SOUTH. RE- NAMED: 04/1916. SUMMER AGENCY ONLY AS OF 01/01/1924. AGENCY CLOSED: _?_. DEPOT REPLACED WITH SHELTER SHED ON OPP- SITE SIDE OF TRACKS SOME- TIME IN THE MID-1930s. STATION

STOP OUT OF SVC: 06/27/55. ACQUIRED BY NYCTA, RAZED: SUMMER, 1956 .

HOWARD HOUSE	ATLANTIC	(ALABAMA AVE., EAST NEW YORK) TRACKSIDE HOTEL WITH PLATFORM OUT FRONT. USED AS DEPOT FOR A TOTAL OF THREE RAILROADS FROM 1853 – 1902. SEE: “EAST NEW YORK” AND “MANHATTAN CROSSING.” DEMOLISHED: 11/1925 (<i>per Brooklyn Daily Eagle</i>)
HULSE TURNOUT	MAIN LINE	4 MILES EAST OF MANOR (TIMETABLE OF 12/08/1851)
HUMBOLDT STREET (BROOKLYN)	EVERGREEN	OPENED: 05/15/1878 BETWEEN HUMBOLDT AND GRAHAM STREETS. CLOSED: 09/28/1885.
HUNTER’S POINT	FLUSHING R.R. NY & FLUSHING FLUSHING & N. SIDE	APPEARS ON TIMETABLE OF 1863. EXPANDED FOR USE BY CRR OF LI: 1872. ACQUIRED BY LIRR FOR BRIGHTON BEACH SVC: 1878.
HUNTERSPOINT AVE. (L. I. CITY)	MAIN LINE	OPENED: AUG/1860, RENOVATED: 4/1878, BURNED: 12/1902 2 ND DEPOT OPENED: 4/26/1903 3 RD DEPOT OPENED: 10/18/14
HUNTINGTON	PT. JEFFERSON	BUILT: 1868 (?) ON THE NW SIDE OF N.Y. AVENUE. CLOSED: 10/1909 WITH OPENING OF NEW DEPOT FURTHER EAST AND RAZED SOMETIME AFTER. 2 ND DEPOT OPENED: 10/1909 ON THE NE SIDE OF N.Y. AVENUE.
HYDE PARK	MAIN LINE	1 ST DEPOT BUILT: c. 1837 WITH OPENING OF LIRR TO HICKSVILLE. RENAMED “NEW HYDE PARK.” (SEE: “NEW HYDE PARK”)
INGLEWOOD (QUEENS)	MAIN LINE	AT CREED AVE.-SPRINGFIELD AVE. EAST OF HEMPSTEAD TPKE. (PRESENT DAY QUEENS VILLAGE) STATION

DEDICATED 10/19/1871 (*per "Brooklyn Eagle"*) RENAMED "QUEENS":
10/1881. (SEE: "QUEENS")

INNER BEACH	LONG BEACH	SEE "QUEENSWATER"
INTERSTATE PARK	MAIN LINE	FORMERLY "BRUSHVILLE." NEW FRAME DEPOT OPENED: 3/20/1900, E. OF HEMPSTEAD TPKE., W. OF QUEENS TO SERVICE VISITORS TO THE INTERSTATE PARK ASSOCIATION'S GROUNDS. RENAMED "BELLAIRE" IN 1907.
INWOOD	FAR ROCK.	SHELTER SHED OPENED: 12/3/11, NO AGENCY ESTABLISHED. RAZED: 1956. REPLACED WITH METAL SHELTER SHED.
ISLAND PARK	LONG BEACH	APPEARS AS SIGNAL STOP IN APRIL, 1898 TIMETABLE AS "THE DYKES." RENAMED "ISLAND PARK": 7/1922 WHEN IT REPLACED THE ISLAND PARK STATION THAT WAS FORMER- LY BARNUM ISLAND (JEKYL ISLAND). (ALSO SEE: "BARNUM ISLAND"). AGENCY CLOSED AS OF 06/46, BUT OPEN AGAIN AS OF 09/12/55. AGEN- CY FINALLY CLOSED: <u>?</u>
ISLAND TREES (ISLAND TREE)	CRR of LI (CENTRAL EXT.)	STATION STOP FIRST LISTED IN TT OF 05/1873. NO DEPOT BUILDING ERECTED LOCATED AT JERUSALEM AVE. IN TODAY'S LEVITTOWN. DIS- CONTINUED AS STATION STOP: 05/01/1876. LATER SITE OF MA- NURE SIDING (25.40 MILES FROM L.I. CITY). SIDING LISTED IN C.R.4s AS "ISLAND TREE." EFF. 03/01/1913, 09/01/1919 AND 07/01/1924. OUT OF SVC: <u>?</u> 2 ND STATION CONSISTING OF A 1,000 FOOT LONG, LOW, CINDER PLAT- FORM OPENED: 1916 AT HICKS- VILLE RD. CROSSING OF CENTRAL EXTENSION AT WHAT IS TODAY'S

LEVITTOWN, FOR MERILLON ESTATES CORP. (REAL ESTATE DEVELOPER). CLOSED: 19_? (*Vincent Seyfried and Art Huneke data*)

ISLIP

S. S. R. R.
(MONTAUK)

S. SIDE R. R. DEPOT OPENED: 05/20/1868. REPAIRED PER SSRR ANNUAL REPORT OF 10/15/1870 APPEARING IN AN 01/19/1871 ARTICLE IN THE "LONG ISLAND FARMER." SSRR ACQUIRED BY LIRR. REPLACED: 1881 BY NEW DEPOT AND RAZED (___?)
2ND DEPOT BUILT: 1881, RAZED: 12/1963
3RD DEPOT DEDICATION AND OPENING: 12/7/1963 (*Brad Phillips Info*). AGENCY CLOSED: 9/7/96. BLDG. REMODELED: 1997.
HI-LEVEL PLATFORMS AND SHELTER INSTALLED: 1999 TO ACCOMMODATE NEWLY-ARRIVED C3 BI-LEVEL CARS WHICH WERE PLACED IN SERVICE JULY, 1999. (*Robert L. Myers 1999 data*)

ISLIP CENTRE

S. S. R. R.

S. SIDE R. R. DEPOT OPENED: 12/1/1868 ONE MILE WEST OF ISLIP. PERHAPS USED TO SERVICE MEMBERS OF THE OLYMPIC BOAT CLUB OR A NEARBY BICYCLE RIDING CLUB. OUT OF SERVICE: 6/1869. LOADED ON FLAT-CAR AND HAULED EAST: 8/19/1869 POSSIBLY BECAME THE DEPOT BUILDING FOR THE "CLUB HOUSE" STATION STOP WHICH OPENED IN 1869 TO SERVICE MEMBERS OF THE SOUTH SIDE SPORTSMEN'S CLUB.

JAMAICA
(BEAVER STREET)
(JAMAICA SOUTH-ERN)

S. S. R. R.
(ATLANTIC)
("OLD SOUTH-ERN ROAD")

S. SIDE R. R. DEPOT OPENED: 10/28/1867. CLOSED: 12/25/1871 AND SOLD TO A RESIDENT.
2ND DEPOT OPENED: 12/25/1871. AFTER LIRR ACQUIRED SSRR, THE SSRR DEPOT WAS MOVED

TO THE WEST SIDE OF THE MAIN LINE STATION IN 1877, ALTHOUGH THE LIRR UTILIZED THE FORMER SSRR STOP, NOW RENAMED "JAMAICA SOUTHERN" IN TIMETABLE EFF. 6/17/1877 ONLY, FOR LIRR TRAINS ON WHAT WAS THEN TERMED THE "OLD SOUTHERN ROAD" TO ELIMINATE THE NEED FOR A REVERSE MOVE TO STOP AT THE MAIN LINE STATION. WHILE TRAINS CONTINUED TO STOP AT THIS LOCATION AS LATE AS 1913, THERE WAS NO INDICATION OF A NEW DEPOT STRUCTURE UNTIL POSSIBLY 1905, WHEN ELECTRIFICATION MAY HAVE MOVED THE STATION STOP SLIGHTLY EAST OF THE ORIGINAL LOCATION. (*Art Huneke data*).

3RD DEPOT OPENED: c. 1905? PASSENGER AND FREIGHT FACILITIES LOCATED ON SPUR TRACK SOUTH OF BEAVER ST. (*Robt. Emery data*). LOW PLATFORMS WITH SHELTER SHEDS ON MAIN TRACKS NORTH OF BEAVER ST. CROSSING. APPEARS AS STATION STOP ON TIMETABLES OF 1908-1913 AS "JAMAICA" FOR ATLANTIC BRANCH TRAINS BOUND FOR LOCUST AVE., SPRINGFIELD AND VALLEY STREAM. ("OLD SOUTHERN ROAD"). ALSO LISTED AS "JAMAICA (BEAVER ST.)" DISCONTINUED AS STATION STOP AND RAZED WITH GRADE ELIMINATION AND RELOCATION OF JAMAICA COMPLEX IN 1913.

JAMAICA
("OLD JAMAICA")

MAIN LINE

1ST DEPOT BUILT: c. 1836 AS TERMINUS OF LIRR. REMODELED: 1869 AND 1872.

2ND DEPOT PLACED IN SERVICE AFTER LIRR ACQUIRED SSRR. THE SSRR DEPOT WAS MOVED

TO THE WEST SIDE OF THE MAIN LINE STATION IN 1877, ALTHOUGH THE LIRR UTILIZED THE FORMER SSRR STOP, NOW RENAMED "JAMAICA SOUTHERN" IN TIMETABLE EFF. 6/17/1877 ONLY, FOR LIRR TRAINS ON WHAT WAS THEN TERMED THE "OLD SOUTHERN ROAD" TO ELIMINATE THE NEED FOR A REVERSE MOVE TO STOP AT THE MAIN LINE STATION. WHILE TRAINS CONTINUED TO STOP AT THIS LOCATION AS LATE AS 1913, THERE WAS NO INDICATION OF A NEW DEPOT STRUCTURE UNTIL POSSIBLY 1905, WHEN ELECTRIFICATION MAY HAVE MOVED THE STATION STOP SLIGHTLY EAST OF THE ORIGINAL LOCATION. *(Art Huneke data)*. SSRR DEPOT IN USE CONCURRENTLY WITH ORIGINAL LIRR DEPOT FOR AN UNKNOWN PERIOD OF TIME, ALSO HOUSED A LUNCH ROOM AND BAR. ORIGINAL DEPOT WAS MUCH SMALLER THAN THE SSRR STRUCTURE, SO IT WAS EVENTUALLY EITHER REBUILT INTO AN EXPRESS HOUSE OR WAS REPLACED BY ONE *(Photo evidence)*. TWO-STOREY GENERAL OFFICES BLDG ADDED ADJACENT TO DEPOT IN 1880 ALONG WITH INSTALLATION OF COVERED PLATFORMS. GENERAL OFFICES NOT PLEASING TO LIRR PRES. AUSTIN CORBIN AND ORDERED TORN DOWN SHORTLY THEREAFTER. DEPOT RAZED: 1912-1913 WITH GRADE ELIMINATION AND STATION RELOCATION PROJECT.

JAMAICA

MAIN LINE

RELOCATED, ELEVATED STATION AND GENERAL OFFICES BLDG. AT SUTPHIN BLVD. MAJOR REWORKING OF TRACK AND TERM-

		INAL LAYOUT. NEW INTERLOCKING SYSTEMS INSTALLED. GENERAL CONSTRUCTION BEGAN: 1910. NEW DEPOT AND TERMINAL OPENED: 3/9/1913.
JAMAICA (SOUTH ST.)	ATLANTIC	SEE: "SOUTH STREET."
JAMAICA (UNION HALL ST.)	MAIN LINE	SEE: "UNION HALL STREET."
JAMAICA RACETRACK	ATLANTIC	SEE: "LOCUST MANOR"
JAMESPORT (JAMES PORT ON TT OF 12/08/1851)	MAIN LINE	1ST DEPOT APPEARS ON TIMETABLE OF 4/24/1845. DEPOT RELOCATED AND RECONSTRUCTED: AUG-SEPT/1869. DESTROYED BY FIRE: 10/17/1877 (<i>Vincent Seyfried data</i>). STATION RELOCATED AND BUILDING REPLACED. (<i>Derek Stadler data</i>) 2 ND DEPOT WAS A PRIVATE SALOON PURCHASED FOR USE AS DEPOT: 7/1878. GREATLY REMODELED: 1944, PART TIME AGENCY CLOSED: 12/31/58, RAZED: 7/18/63. REPLACED WITH METAL SHELTER SHED. SHELTER SHED RELOCATED WITH ONE CAR LENGTH PLATFORM NORTH OF TRACKS AND WEST OF ORIGINAL STATION SITE, IN SVC: SOMETIME IN OR AFTER OCTOBER, 1963 (<i>Photo provenance</i>). SHELTER SHED REMOVED AND DISCONTINUED AS STATION STOP: 02/02/85 (<i>Jim Gillin Data</i>).
JEKYL ISLAND	LONG BEACH	OPENED: c. 1897 AS "BARNUM ISLAND" RENAMED "JEKYL ISLAND": JAN, 1901. RENAMED "ISLAND PARK": 10/1921, CLOSED: 7/1922
JERUSALEM	MAIN LINE	STATION STOP LOCATED ONE MILE WEST OF BETHPAGE JCT. DOES NOT APPEAR ON LIRR TIMETABLES BETWEEN 1842 AND 1855, HOWEVER IT DOES APPEAR IN

AN APRIL, 1854 LIRR ADVERTISE-
 MENT IN THE "New York Times."
 POST OFFICE CHANGED NAME
 OF TOWN TO CENTRAL PARK IN
 1867 AS IT WAS LOCATED MID-
 WAY BETWEEN HYDE PARK
 (LATER NEW HYDE PARK) AND
 DEER PARK. NAME OF STATION
 STOP VARIES AS FOLLOWS:

MAP OF 1873 = JERUSALEM
 TT OF 1877 = CENTRAL PARK
 TT OF 4/1878 = CENTRAL PARK
 ETT AND TT OF 11/1878 = JER-
 USALEM

TT OF 3/1879 = JERUSALEM.
 ETT OF 9/1879 = JERUSALEM
 PHOTOGRAPH TAKEN OF

DEPOT BY GEORGE BRAIN-
 ARD IN SEPTEMBER, 1879
 SHOWS "CENTRAL PARK"
 STATION SIGN ON DEPOT.

TT OF 7/1880 = CENTRAL PARK
(TT info. courtesy of Art Huneke)

POSSIBLE FINAL CHANGE OF
 NAME ON LIRR TIMETABLES IN
 9/1879. (SEE: "CENTRAL PARK")

KEW	MAIN LINE	OPENED: 9/8/1910 ON RE-ALIGNED MAIN LINE TRACKS SOUTH OF EX-MAPLE GROVE STATION SITE. RENAMED "KEW GARDENS": 1912.
KEW GARDENS	MAIN LINE	SEE "KEW". AGENCY CLOSED: 8/19/2009.
KINGS HIGHWAY	MANH'T'N BCH.	OPENED: 1883, RAZED: 1909 DUE TO GRADE ELIMINATION 2 ND DEPOT OPENED: 1909, CLOSED: 1924 WITH BRANCH ABANDON- MENT
KINGS PARK (ST. JOHNSLAND)	PT. JEFFERSON	BUILT: NOV-DEC/1872 AS ST. JOHNS- LAND. RENAMED "KINGS PARK": 6/1891 <i>(Per V. F. Seyfried)</i> . RAZED: 1948 2 ND DEPOT BUILT: 1948. REMODELED:

? . AGENCY CLOSED: 11/7/96.

KINGS PARK STATE HOSPITAL	PT. JEFFERSON	FIRST APPEARS AS STATION STOP IN ETT EFFECTIVE: 1911. DISCONTINUED AS STATION STOP PER ETT #5, EFF: 5/1969.
KINGSTON AVE. (BROOKLYN)	ATLANTIC R.T.	EAST OF BROOKLYN AVE. OUT OF SVC. ___(?)
KISSENA PARK	CRR OF LI (CREEDMOOR)	OPENED: 6/1873, CLOSED: 8/1876, RE-OPENED: 6/1877, ABANDONED: 4/30/1879, MOVED TO PRIVATE LOCATION, BURNED: 5/8/18
KOUWENHOVEN	MANH'T'N BCH	BUILT: 8/1877, CLOSED: 1924 WITH LINE ABANDONMENT. SHELTER SHED RAZED: 1935
LAKELAND	MAIN LINE	AT OCEAN AVENUE. SALT-BOX FARMHOUSE CONVERTED TO HOTEL AND USED AS DEPOT. APPEARS ON 1852 TIMETABLE. LOCATED 1,250' WEST OF EARLIER LAKE ROAD STATION. PER " <i>Babylon Signal</i> " NEWSPAPER ARTICLE OF 03/25/1882, THIS STATION AND HOLBROOK WERE TO BE CONSOLIDATED AND REPLACED WITH A NEW, RELOCATED STATION NAMED "RONKONKOMA." DISCONTINUED AND RAZED WITH OPENING OF NEW STATION PER " <i>Babylon Signal</i> " NEWSPAPER ARTICLE OF 08/04/1883 (<i>Art Huneke data</i>). (SEE: "RONKONKOMA")
LAKE ROAD (LAKE STATION)	MAIN LINE	OPENED AS "LAKE STATION" WITH ARRIVAL OF LIRR IN 1843. LOCATED 90' EAST OF THE THEN POND ROAD. AND 1,250' EAST OF OCEAN AVE. APPEARS AS "LAKE ROAD" ON 1845 AND 1848 TIMETABLES. CALLED "LAKE STATION" ON 1857 MAP.

LAKE STATION	MAIN LINE	SEE: "LAKE ROAD"
LAKEVIEW	W. HEMPST'D	BUILT: 19 <u>?</u> , SMALL ENCLOSED SHELTER WITH WOODEN COVERED PLATFORM. NO AGENCY AS OF 01/01/1924. ENCLOSED PORTION GONE BY 1960 (<i>photo provenance</i>) LEAVING WOODEN COVERED PLATFORM WITH AN ADDED BACK WALL TO BLOCK THE WEATHER. RAZED: MID-1960s <u>?</u> REPLACED WITH METAL SHELTER SHED. REMOVED c. 1968 (?) NEWER SHELTER AND HI-LEVEL PLATFORMS IN PLACE c. 1968 (?) NEWER SHELTER, HI-LEVEL PLATFORMS AND DECORATIVE RAILINGS IN PLACE c. 1999 (?)
LAKE RONKONKOMA	MAIN LINE	SEE: "RONKONKOMA"
LANDIA	PT. JEFFERSON	LOW PLATFORMS ONLY. IN SVC: 12/15/52 BOTH SIDES OF TRACK TO SERVICE EMPLOYEES OF CIRCLE WIRE (LATER CERRO WIRE). NO DEPOT OR SHELTERS CONSTRUCTED. NO AGENCY ESTABLISHED. INSUFFICIENT RIDERSHIP TO INSTALL HIGH-LEVEL PLATFORMS FOR M1 ELECTRIC SERVICE AND CLOSED: 10/3/73.
LAMB'S CORNER	SAG HARBOR	IN SVC: 1906 (<i>per "East Hampton Star" via Richard Makse</i>) APPEARS IN SPECIAL INSTRUCTIONS OF ETT #49: 9/09/1908 AS "NOYACK ROAD." (<i>Art Huneke data</i>). (SEE: "NOYACK ROAD")
LAUREL	MAIN LINE	STATION STOP FIRST APPEARS AS "FRANKLINVILLE" ON TT OF 4/1891 AS A SIGNAL STOP ONLY. REAPPEARS ON TT OF 09/27/1892 AND OFF ONCE AGAIN UNTIL TT OF 09/10/1894. NO DEPOT BUILDING INDICATED. PROB-

ABLY JUST A PLATFORM. DOES NOT APPEAR ON TT OF 10/1894. LISTED AS FRANKLINVILLE AS LATE AS ETT #3, EFF: 6/1897 AND ON PUBLIC TT OF 10/14/1897. TOWN IS RENAMED "LAUREL" IN 1898. STATION APPEARS AS "LAUREL" ON TT OF 09/17/1899 AND TT's THEREAFTER.

DEPOT BUILT: 1901. AGENT ASSIGNED (*per LIRR Rules and Rates of Pay eff. 01/01/1924*). LIRR PETITIONED THE PSC IN 1925 TO CLOSE THE AGENCY BUT REQUEST WAS DENIED. APPROVAL TO CLOSE AGENCY GIVEN: 5/1938. DEPOT REMODELED INTO SHELTER SHED: 1939. LAST LISTED IN ETT #1, EFF: 5/22/66. DEPOT RAZED: 1967.

LAUREL HILL

MONTAUK

NORTHEAST CORNER OF CROSSING OF CLIFTON AVE. (46TH ST.) EAST OF PENNY BRIDGE STATION, MASPETH, QUEENS. ON 1891 MAP. ABANDONED: c. 1900 (*Per Bob Emery*) DOES NOT APPEAR ON TIMETABLES OF 1894, 1897 OR 1899, SO DID THIS STOP REALLY EXIST????? LATTER-DAY SITE OF THE MASSIVE PHELPS-DODGE PLANT WHICH HAD ITS OWN ON-SITE RAILROAD AND A LIRR FREIGHT OFFICE AND AGENT ALSO ON-SITE (*Per LIRR Co. Rules and Rates of Pay eff. 01/01/1924*).

LAURELTON

ATLANTIC

OPENED: 4/1907. NOTED FOR ITS FINE LANDSCAPING. NO AGENCY AS OF 01/01/1924. EASTBOUND FACILITIES RELOCATED S. OF FORMER LOCATION: 11/26/41. RELOCATED NORTH AGAIN: 3/10/42 WITH CANCELLATION OF PROJECT. ALL FACILITIES AGAIN RELOCATED S. OF FORMER LOCATION: 11/16-18/48 DUE TO GRADE ELIMINATION PROJECT. DEPOT RAZED: 1950.

ELEVATED STRUCTURE OPENED

WESTBOUND: 10/31/50, EAST-
BOUND: 11/27/50. PART-TIME
AGENCY AS OF 01/01/55. AGENCY
CLOSED: 12/10/1996.

LAWRENCE	S. S. R. R. (FAR ROCK)	S. SIDE R. R. BEGAN SVC: 7/1869. DEPOT BUILT: JUNE-JULY/1872 <i>(Per Vincent f. Seyfried's LIRR history. 3-year gap???)</i> MOVED TO PRIVATE LOCATION: 7/31/1906 2 ND DEPOT OPENED: 8/1906. AGENCY CLOSED: 9/6/96.
LEFFERTS AVENUE	ATLANTIC	118 TH ST. APPEARS ON TIMETABLES OF 1867. LAST LISTED IN 6/1870.
LINDENHURST	S. S. R. R. (MONTAUK)	SSRR SVC BEGAN ON 10/28/1867 AS WELLWOOD. ORIGINAL 2- STOREY, WOODEN DEPOT WITH FRONT VERANDAH-STYLE COV- ERED PLATFORM AND PORTE COCHERE AT REAR. ALSO HOUSED THE POST OFFICE. RELIGIOUS MEETINGS HELD EVERY SUNDAY AFTERNOON AND SUNDAY SCHOOL CLASSES SUNDAY MORNINGS. <i>(South Side Signal of 12-17-1870)</i> BUILT ON SOUTH SIDE OF TRACKS AND EAST OF WELLWOOD AVE. RE- NAMED "BRESLAU": 1869. 2 ND DEPOT PRIVATELY BUILT 25' NORTH OF ORIGINAL DEPOT SITE (ACROSS TRACKS ON NORTH SIDE OF TRACKS.) 2-STOREY, WOODEN DEPOT HAD AGENT'S LIVING QUARTERS UPSTAIRS. OPENED IN TIME FOR JUNE 6TH, 1870 FESTIVITIES FOR LAND SALE AND DEVELOPMENT OF BRESLAU. SSRR GAVE A TERRIBLE PERF- ORMANCE AT THE FESTIVITIES AND RECEIVED SUCH SCATH- ING REVIEWS FROM <i>THE BROOK- LYN DAILY EAGLE</i> THAT IT'S BE- LIEVED THE OFFER TO GIVE THE SSRR THE DEPOT WAS CAN-

CELLED AND MOVED OFF-SITE WITHIN A FEW MONTHS TO BECOME A MUCH-NEEDED SCHOOL WHICH OPENED ON 12/12/1870, BUT WAS FOUND TO BE TOO SMALL AND "WOULD BE REPLACED SOON" (*R. M. Bayles, 1874*).

THIS 2ND STRUCTURE BECAME A FIRE HOUSE. ORIGINAL 1867 DEPOT REMAINED IN SERVICE ON ITS ORIGINAL SITE. CHURCH SERVICES WERE HELD THERE ON SUNDAYS ("*South Side Signal*" of 12/7/1870 - *Courtesy of Art Hunke*). STATION NAME CHANGED TO "LINDENHURST": 1891. TICKET BAY EXTENDED TO FULL WIDTH OF VERANDAH-STYLE PLATFORM. DEPOT DESTROYED BY FIRE ON 1/22/1901.

TEMPORARY QUARTERS ESTABLISHED IN PEARSALL'S BARBER SHOP AND THE FREIGHT HOUSE FOR SEVERAL DAYS UNTIL A COMBINE CAR WAS PLACED ON SIDING SERVING AS TICKET OFFICE AND WAITING ROOM.

3RD DEPOT BUILT ON SOUTH SIDE OF TRACKS, SLIGHTLY EAST OF THE FORMER DEPOT AND PLACED IN SVC: 3/26/1901. TICKET BAY WINDOW ENLARGED. DEPOT AND SHELTER SHED ACROSS FROM DEPOT MOVED FURTHER EAST: c. 1926 (*Bob Emery*) TO BE JOINED WITH FREIGHT/ EXPRESS HOUSE WHICH HAD BEEN SHORTENED BY 1/2 ITS ORIGINAL LENGTH. DEPOT REMODELED AND TICKET BAY WINDOW REMOVED. DONATED TO THE LINDENHURST HISTORICAL SOCIETY BY THE LIRR IN 1967, BUT REMAINED IN USE UNTIL 10/25/1968 WHEN DEPOT WAS CLOSED DUE TO GRADE ELIMINATION PROJECT AND MOVED TO NEARBY IRMISCH PARK.

FREIGHT HOUSE SEPARATED FROM DEPOT AND BOTH STRUCTURES RESTORED TO TWO, SEPARATE STRUCTURES, ALTHOUGH NOT OF THE ORIGINAL CONFIGURATION AND SIZE. ORIGINAL SIZED BAY WINDOW RESTORED, BEGINNING 1971. SITE IS A VILLAGE OF LINDENHURST MUSEUM. TEMPORARY STATION IN SVC: 10/25/68 ACCOUNT GRADE CROSSING ELIMINATION PROJECT. ELEVATED STRUCTURE IN SVC: 8/7/73. AGENCY CLOSED: 8/19/2009

LINWOOD STREET (BROOKLYN)	ATLANTIC R.T.	RAPID TRANSIT STOP PER TT, EFF. 6/24/1890
L.I.R.R. SHOPS	MONTAUK	SEE: "SHOPS" (MORRIS PARK)
LITTLE NECK	FLUSHING R.R. NY & FLUSHING FLUSHING & N. SIDE (PORT WASHINGTON)	APPEARS ON TIMETABLE OF 1866. TRACKSIDE GENERAL STORE SERVED AS THE ORIGINAL DE- POT. LIRR-CONSTRUCTED DE- POT OPENED: JULY/1870 2 ND DEPOT OPENED: 12/1890. AGENCY CLOSED: 8/19/2009.
LOCKWOOD'S GROVE	NY & ROCK R.R.	(SEE: "FAR ROCKAWAY")
LOCUST AVENUE ("RACETRACK")	S. S. R. R. (ATLANTIC)	S. SIDE R.R. SVC. BEGAN: 10/28/1867. DEPOT OPENED: 6/1869 (<i>2-Year gap??</i>) S. SIDE OF TRACKS AND WEST SIDE OF LOCUST AVE. CROSSING. LISTED WITH BOTH NAMES ON TIMETABLES. 2 ND , WOODEN DEPOT BLDG. WITH LOW-LEVEL PLATFORMS IN SVC: 1898 (<i>Per Robert Emery</i>). N. SIDE OF TRACKS AND WEST SIDE OF LOCUST AVE. CROSSING. WESTBOUND, COVERED, HIGH-LEV- EL WOODEN AND EASTBOUND, OPEN, LOW-LEVEL CINDER PLAT-

		FORMS, EAST OF DEPOT AND CROSSING TO ACCOMMODATE JAMAICA RACETRACK IN SVC: 1906 (TRACK OPENED IN 1903). NO AGENCY AS OF 01/01/1924. SHELTER SHED ADJACENT TO AND NEARLY TOUCHING DEPOT BLDG ERECTED: 1927. STATION RE-NAMED "LOCUST MANOR": 1929.
LOCUST MANOR (JAMAICA RACETRACK)	ATLANTIC	FORMERLY "LOCUST AVENUE" OR "RACETRACK" STATION. RE-NAMED: 1929. HIGH-LEVEL, WOODEN, COVERED PLATFORM EXTENDED EASTWARD TO ACCOMMODATE TWO, 10-CAR, RACE TRAINS: 1947. HIGH LEVEL PLATFORM AND REGULAR PASSENGER STATION OUT OF SVC: 1/28/59 WITH GRADE ELIMINATION PROJECT AND RAZED. ELEVATED STRUCTURE IN SVC: 1959. AGENCY CLOSED: ?
LOCUST VALLEY	OYSTER BAY	OPENED: 4/19/1869 2 nd DEPOT OPENED: 11/1872, RE-MODELED: 1885, POSSIBLY ADDING A 2 ND STORY FOR AGENT'S LIVING ACCOMMODATION. OUT OF SERVICE c. 1906 AND MOVED TO PRIVATE LOCATION. 3 RD DEPOT OPENED: 12/1906. AGENCY CLOSED: 9/6/96. NEW STATION SHELTER WITH HI-LEVEL PLATFORMS BUILT: 1999 TO ACCOMMODATE NEWLY-ARRIVED C3 BI-LEVEL CARS WHICH WERE PLACED IN SERVICE JULY, 1999. (<i>Robert L. Myers data</i>)
LONG BEACH	LONG BEACH	WOODEN FRAME STRUCTURE WITH CLOCK TOWER BUILT: 1880 ON THE BEACH SAND WITH WOODEN WATER TANK AND CONCESSION STAND BETWEEN THE DEPOT AND THE OCEAN

AND WOODEN BOARDWALK TO THE WATER'S EDGE. CLOSED: 1909.
2ND DEPOT OPENED: 6/1909. BRICK STRUCTURE RELOCATED FURTHER NORTH GEOGRAPHICALLY INLAND. OVER THE YEARS STOREFRONTS WERE ADDED TO THE FRONT OF THE DEPOT, OBLITERATING THE ORIGINAL ARCHITECTURAL DESIGN. STOREFRONTS REMOVED AND TERMINAL BUILDING RESTORED TO ORIGINAL 1909 LOOK: c. 1988.

LONG ISLAND CITY

MONTAUK

WESTERN TERMINUS OF LIRR'S MONTAUK BRANCH. OPENED: 5/9/1861, ENLARGED: 1870, 1875, 1878, 1879, APRIL/1881
2ND DEPOT OPENED: 7/1891, BURNED: 12/18/1902, REBUILT AND REOPENED: 4/26/1903. AGENCY CLOSED: 1917 (*Robt. Emery data*). NORTH PORTION OF BUILDING RAZED: 1938 DURING CONSTRUCTION OF MIDTOWN TUNNEL. SOUTH PORTION OF BUILDING REMAINED AND BECAME COMMERCIAL SCRAPYARD OFFICES AFTER 1957.
3RD DEPOT (SHELTER SHED) IN SVC: ? . CLOSED/REMOVED: ? . HIGH-LEVEL PLATFORMS INSTALLED FOR BI-LEVEL CARS. STATION STOP IN LIMITED USE. NO AGENCY.

LYNBROOK

S. S. R. R.
(LONG BCH./MTK. BR.)

S. SIDE R. R. SVC. BEGAN: 10/28/1867 AS "PEARSALL'S CORNER." DEPOT OPENED ?_. BECAME "PEARSALLS" AFTER APRIL, 1875.
2ND DEPOT BUILT: 1881. RENAMED "LYNBROOK": 1893. REMODELED: c. 1920. RAZED: 1938 WITH GRADE ELIMINATION PROJECT.
ELEVATED STRUCTURE, 1,113' WEST OF FORMER LOCATION, IN SVC: 10/18/38. AGENCY SCHEDULED TO CLOSE: (?)

MALBA	WHITESTONE	BUILT: 1909 TO SERVICE PRIVATE LAND DEVELOPMENT IN WHITE- STONE. CLOSED: 2/19/1932 WITH BRANCH ABANDONMENT.
MALVERNE	WEST HEMP.	OPENED: c. 1892 AS NORWOOD. RENAMED "MALVERNE": 2/1913. COVERED PLATFORMS ON EITHER SIDE OF DEPOT. THOSE ON W. SIDE OF DEPOT REMOVED SOMETIME AFTER 1954. THOSE ON E. SIDE OF DEPOT REMOVED AND REBUILT TO INCORPORATE INTO THE DEPOT ROOF. AGENCY IN EFFECT AS OF 01/01/1924. AGENCY OPEN MON- DAYS ONLY PER "L.I.R.R. TICKET OFFICES OPEN FOR SALE OF TICK- ETS" EFF. 9/12/55. PART-TIME AGENCY OPEN PER "LONG ISLAND RAIL ROAD TICKET OFFICE HOURS" OF 9/18/67. AGENCY CLOSED: ?
MANHASSET	PORT WASH.	BUILT: 1899. PARTIALLY RAZED: LATE 1924. MAIN DEPOT POR- TION MOVED ADJACENT TO TOWN HALL FOR USE AS BICY- CLE SHOP. 2 ND DEPOT OPENED: 3/13/1925 <i>(per LIRR Information Bulletin of June, 1925).</i> BUILDING RESTORED: 2001
MANHATTAN BEACH	MANH'T'N BCH.	OPENED: 11/1909, CLOSED: 1924 WITH END OF PSGR. SVC. AND LATER BRANCH ABANDONMENT. USED AS PRIVATE BUSINESS AS LATE AS 1938
MANHATTAN BEACH HOTEL	MARINE RY. NY&MB RR	A NARROW GAUGE LINE AND DEPOT BUILDING WAS BUILT IN 1877 ON THE SOUTH SIDE OF THE MANHAT- TAN BEACH HOTEL, ON THE BEACH, AND OPERATED BETWEEN THE MAN- HATTAN BEACH AND BRIGHTON BEACH HOTELS, A DISTANCE OF UN-

DER ½ MILE IN LENGTH. THE TRACK WAS ON THE SOUTH SIDE OF THE ORNAMENTAL DEPOT BUILDING. AFTER BEING BEATEN UP BY THE STORM OF NOV. 25, 1888, THE TRACK WAS RELOCATED TO THE NORTH SIDE OF THE HOTEL AND CONNECTED WITH THE NY & MANHATTAN BEACH RAILROAD (ALSO NARROW GAUGE) BUT THE ARCHITECTURAL BEAUTY OF THIS TINY DEPOT WAS NEVER DUPLICATED.

MANHATTAN JCT. MANH'T'N BCH
(MANHATTAN BCH. JCT.) (BAY RIDGE)

JUNCTION OF MANHATTAN BEACH AND BAY RIDGE BRANCHES. APPEARS IN TT OF 7/1877. AFTER 1878, DISAPPEARS FROM TT FOR REGULAR SEASONAL TRAINS BUT APPEARS IN OFF-SEASON TABLES AND IN THOSE FOR RACETRACK SPECIALS. IN 1893 APPEARS AS "OCEAN AVENUE" BUT REVERTS TO ORIGINAL NAME IN 1895. REGULARLY LISTED AGAIN BEGINNING IN 1898. LASTED UNTIL END OF PASSENGER SERVICE ON BRANCH IN 1924.

MANHATTAN CROSSING ATLANTIC &
ATLANTIC R.T.

NY & MANHATTAN BEACH R.R. CROSSING OF LIRR ATLANTIC BRANCH - EAST NEW YORK, BKLYN. ALSO USED AS RAPID TRANSIT STOP PER ETT #11, EFF. 11/4/1878. RENAMED "EAST NEW YORK": 11/1905 WITH INAUGURATION OF FULL ELECTRIC SVC. FROM FLATBUSH AVENUE. (SEE: "EAST NEW YORK.")

MANOR MAIN LINE

SEE: "MANORVILLE"

MANORVILLE MAIN LINE

APPEARS ON TIMETABLE OF 6/14/1845 AS "ST. GEORGE'S MANOR" AND IN 1852, SHORTENED TO "MANOR." RAZED: 9/1869 (*Per local history, the first station agent, Seth Raynor, a patriot of the Amer-*

ican Revolution, painted out the "St. George's," leaving "Manor.")
 THE TOWN NAME CHANGED TO MANORVILLE WITH OPENING OF THE POST OFFICE, BUT TIME-TABLES AND LIRR DOCUMENTS RETAINED THE NAME "MANOR" UNTIL c. 1907-1908. PHOTO OF DEPOT TAKEN IN 9/1906 SHOWS "MANOR" STATION SIGN ON SIDE OF BLDG. JUNCTION TO EAST-PORT WITH NEW BRANCH TERMINATING AT SAG HARBOR CONSTRUCTED: EARLY 1870.

2ND DEPOT BUILT: 5/1871. AGENCY CLOSED: _?_. RAZED: 06/41.
 CONCRETE BLOCK SHELTER SHED BUILT: 1941. JUNCTION AND SPUR TRACK TO MONTAUK BRANCH CONNECTION AT EAST-PORT OUT OF SVC: 12/27/49. STRUCTURE RAZED: 1968. STILL LISTED AS STATION STOP IN ETT #1, EFF: 5/79. NO LONGER LISTED IN ETT #2, EFF. 5/12/80.

MAPLE GROVE

MAIN LINE

OPENED: MAY/1879 AS FLAG STOP FOR MAPLE GROVE CEMETERY. CLOSED: 1882. REOPENED: 1883. REMOVED IN 1909 WITH REALIGNMENT OF TRACKS. MOVED APPROX. 600' SOUTH ALONGSIDE NEW SITE OF KEW STATION (WHICH OPENED 9/8/1910) AND PERPENDICULAR TO TRACKS FOR USE AS REAL ESTATE OFFICE FOR DEVELOPERS OF KEW. RAZED A SHORT TIME LATER.

MASPETH

FLUSHING R.R.
 NY & FLUSHING
 FLUSHING & N. SIDE

OPENED: 1855. ABANDONED: 1858

MASPETH

MONTAUK

OPENED: 2/1895, CLOSED: 10/1903, REOPENED: ?, AND AGAIN CLOSED: 1924, BLDG. REMOVED:

1925. DISCONTINUED AS STATION STOP.

MASSAPEQUA
(SO. OYSTER BAY)

MONTAUK
(S.S.R.R.)

ORIGINALLY OPENED AS SOUTH OYSTER BAY BY THE SSRR c. 1867. LOCATED WEST OF THE HICKSVILLE RD. CROSSING. RENAMED "MASSAPEQUA" IN MAY, 1889. (*Art Huneke data*)
2ND, RELOCATED DEPOT BUILT: MAY-JUNE/1891, EAST OF HICKSVILLE ROAD CROSSING. RAZED: 1/53 WITH GRADE ELIMINATION.
TEMPORARY STATION RELOCATED WEST OF FORMER LOCATION IN SVC: 1/12/53.
ELEVATED STRUCTURE IN SVC: 12/14-18/53. AGENCY SCHEDULED TO CLOSE (?)

MASSAPEQUA PARK

MONTAUK

ORIGINALLY EASTBOUND AND WESTBOUND PLATFORMS ONLY. IN SVC: 12/3/33 (G.O. 121-2)
SHELTER SHED ON EACH PLATFORM ADDED: ?. NO AGENCY AS OF 01/01/55. AGENCY OPENED SOMETIME AFTER 09/55. TICKET OFFICE INTEGRATED INTO CORNER OF WESTBOUND SHELTER SHED AT THAT TIME. TICKET OFFICE CLOSED AND TRANSFERRED TO TRAILER
TICKET OFC: 8/3/65 (*Brad Phillips data*) REPLACED BY TEMPORARY STATION DURING GRADE CROSSING ELIMINATION PROJECT: 12/21/77.
TEMPORARY STATION ACCOUNT GRADE CROSSING ELIMINATION IN SVC: 12/21/77. OUT OF SVC: 12/13/80 AND RAZED.
ELEVATED STRUCTURE IN SVC: 12/13/1980. AGENCY CLOSED: 8/19/2009

MASTIC

MONTAUK

BUILT: 1882 AS "FORGE", RENAMED: 1893. STATION STOP DISCONTINUED: 7/15/60. MOVED 7,010' WEST TO MASTIC-SHIRLEY AND

NEW DEPOT CONSTRUCTED. OLD DEPOT RAZED: 8/60.

MASTIC-SHIRLEY	MONTAUK	IN SERVICE: 7/15/60. AGENCY CLOSED: ? HI-LEVEL PLATFORMS AND SHELTER INSTALLED: 1999 TO ACCOMMODATE NEWLY-ARRIVED C3 BI-LEVEL CARS WHICH WERE PLACED IN SERVICE JULY, 1999. (<i>Robert L. Myers 1999 data</i>)
MATAWOK	ROCK BCH.	OPENED: JUNE (?), 1910 WITH OPENING OF GLENDALE CUT-OFF. ORIGINALLY LOCATED 500' SOUTH (RAILROAD EAST) OF TROTTER COURSE LANE CROSSING AND 740' NORTH (RAILROAD WEST) OF MYRTLE AVE. OVERGRADE CROSSING. LISTED ON ETT #58, EFF: 9/8/1910. NO INDICATION OF STATION BLDG. PLATFORMS ONLY. STATION POSSIBLY DESTROYED BY FIRE IN EARLY 1913. (<i>Data and LIRR blueprint and photo provenance by Art Huneke</i>) REPLACEMENT STATION BUILT 1.1 MILES NORTH OF ORIGINAL LOCATION AT FLEET ST. (FORMERLY WHITE POT RD) UNDER-GRADE CROSSING SOUTH OF WHITE POT JCT. (<i>Data and map provenance by Richard F. Makse</i>). NO TRAINS INDICATED AS STOPPING THERE. DOES NOT APPEAR ON PUBLIC TIMETABLES AT ALL. LAST LISTED ON ETT #69, EFF. 5/25/13. PERMANENTLY CLOSED. DISAPPEARS FROM SUBSEQUENT ETTS.
MATAWOK	MAIN LINE	SHELTER SHED AND 400' PLATFORMS OPENED: 7/25/22 AT 66 TH AVE. / MP 6 FOR SERVICE TO MATAWOK LAND CO.'S DEVELOPMENT AT FOREST HILLS WEST. STATION ACCESSED BY TWO STEEL PEDESTRIAN OVERPASS GIRDER SEC-

TIONS OVER THE MAIN LINE AND BY SEVEN SPANS OVER THE ROCKAWAY BEACH BRANCH TRACKS. (*Vincent Seyfried data and photo provenance*) FIRST LISTED IN SUPPLEMENT NO. 2 TO ETT #96, EFF. 9/10/22, BUT NO TRAINS SCHEDULED TO MAKE STOPS. FIRST SCHEDULED TRAINS APPEAR IN ETT #99 EFF. 10/9/23 WHICH INDICATES 3 TRAINS A DAY MAKING AN "F" STOP. LAST LISTED WITH TRAIN STOPS IN ETT #101, EFF. 10/21/24. LAST LISTED IN ETT #102, EFF. 5/21/25 BUT NO TRAIN SERVICE INDICATED. STATION OUT OF SVC: 7/1925. NOT LISTED IN ETT #103, EFF. 10/21/25 (*Art Huneke and Jeff Erlitz data*)

MATTITUCK

MAIN LINE

1ST DEPOT APPEARS ON TIMETABLE OF 6/14/1845.
 2ND DEPOT BUILT: 1878, REMODELED: 1944, AGENCY CLOSED: 1/59, RAZED: 7/67. REPLACED WITH METAL SHELTER SHED.
 HI-LEVEL PLATFORMS AND SHELTER INSTALLED: 1999 TO ACCOMMODATE NEWLY-ARRIVED C3 BI-LEVEL CARS WHICH WERE PLACED IN SERVICE JULY, 1999. (*Robert L. Myers 1999 data*)

MAYWOOD

CRR OF LI
 (CENTRAL EXT.)

DEPOT APPEARS ON LATE 19TH CENTURY MAP AT THE PRESENT-DAY LOCATION OF THE BROAD HOLLOW ROAD (RT. 110) CROSSING HOWEVER TIMETABLES DO NOT LIST A STATION FOR PSGR. SERVICE. "MAYWOOD SIDING" IS INDICATED IN CR4 BOOKS WHICH LIST SIDINGS AND WAS USED AS A MANURE TRACK. IT IS DOUBTFUL THAT A FREIGHT DEPOT WAS IN USE AS THE SIDING IS INDICATED IN THE CR4 AS BEING HANDLED BY THE AGENT

AT FARMINGDALE. THE SIDING WAS REMOVED WITH THE RE-FURBISHING OF THE R.O.W. IN 1925 AND THE GRADE CROSSING ELIMINATED.

MEADOWBROOK (1 ST LOCATION)	CRR of LI (CENTRAL EXT.)	1 ST DEPOT LISTED IN TT OF 05/1873. LOCATED BETWEEN PRESENT MERRICK AVE. AND THE MEADOWBROOK PARKWAY. DISCONTINUED AS A STATION STOP PER TT OF 05/01/1876. LATER LISTED IN SVC. PER C.R.4 EFF: 03/01/1913. CLOSED: 6/1917. BECAME SITE OF SALISBURY PLAINS STATION AFTER 2 ND MEADOWBROOK STATION OPENED FURTHER WEST.
MEADOWBROOK (2 ND LOCATION)	CENTRAL EXT.	LOW, CINDER PLATFORMS ON EITHER SIDE OF TRACKS OPENED FURTHER WEST OF ORIGINAL LOCATION SOMETIME AFTER 1924 (STATION DOES NOT APPEAR IN 1924 C.R.4 BOOK). CLOSED: c. 1939.
MEADOWBROOK- ROOSEVELT RACEWAY	CENTRAL EXT.	LOW, CINDER PLATFORM RE-OPENED AS A CENTER-ISLAND STATION PLATFORM: 19_?. IN USE FOR RACEWAY TRAINS. STOP DISCONTINUED: 1961
MEDFORD	MAIN LINE	1 ST DEPOT OPENED: 6/26/1844 WITH OPENING OF LIRR OUT TO TEMPORARY END-OF-TRACK AT CARMAN'S RIVER. BURNED ALONG WITH FREIGHT HOUSE: 08/20/1863 <i>(Per Robt. Emery's data, the house portion was the 1st building in Medford ? constructed in 1844 and the depot portion was added to the west side of the 1844 structure in 1889.)</i> 2 ND (?) DEPOT BUILT: 1889 WITH ATTACHED AGENT'S QUARTERS (?). LOCATED ALONGSIDE OLD PATCHOGUE/PORT JEFFERSON ROAD. SOMETIME BETWEEN 1922 AND 1932 DEPOT WAS MOVED SLIGHTLY EAST

AND FURTHER SOUTH OF THE TRACKS (PHOTOGRAPHIC EVIDENCE), POSSIBLY TO PROVIDE SOME SAFE DISTANCE BETWEEN THE DEPOT AND PATCHOGUE/PORT JEFFERSON RD. WHICH FACILITATED THE 1937 CONSTRUCTION OF THE NEWER AND WIDER RT. 112. PSGR. & FRT. STATION, MAIN TRACK AND PASSING SIDING PLACED OUT OF SVC. PER G.O. #1223 EFF: 6/7/40. DEPOT RAZED: SUMMER/1940 ACCOUNT RT. 112 GRADE CROSSING ELIMINATION PROJECT.

TEMPORARY PSGR & FRT. STATION, MAIN TRACK AND PASSING SIDING LOCATED 800' EAST OF FORMER LOCATION AND N. OF FORMER LOCATION IN SVC. PER G.O. #1223 EFF: 6/7/40.

TEMP. MAIN TRACK, TEMP. PSGR & FRT STATION OUT OF SVC. PER G. O. #1402 EFF: 9/9/40.

3RD DEPOT AND MAIN TRACK RELOCATED TO ELEVATION AND IN SERVICE PER G.O. #1402 EFF: 9/9/40. PASSING SIDING ON ELEVATION IN SVC. PER G.O. #1406 EFF: 11/2/40. DEPOT DEDICATED: 11/9/40 (*Robt. Emery data*). TICKET OFFICE/ WAITING ROOM AT TRACK LEVEL. EXPRESS/BAGGAGE/ FRT. OFFICE AT GRADE WITH LONG, CONCRETE RAMP EXTENDING TO PLATFORM LEVEL. PART TIME AGENCY CLOSED: 1958. PASSING SIDING REMOVED SOMETIME BETWEEN JULY AND NOVEMBER, 1963. (*per photo provenance*). UPPER LEVEL OF STRUCTURE HEAVILY VANDALIZED AND RAZED: 1964. LOWER LEVEL WINDOWS AND DOOR BLOCKED UP AND STRUCTURE FILLED WITH DIRT.

METAL SHELTER SHED ERECTED ATOP LOWER STRUCTURE. SHELTER SHED VANDALIZED AND LIRR REMOVED FROM STATION SITE BY 1969. SHELTER SHED REPLACED SOMETIME

IN MID-LATE 1970s/EARLY 1980S (?) LOWER STRUCTURE AND CONCRETE STAIRS TO TRACK LEVEL GONE BY AUGUST, 1996 (*photo provenance*). FOUNDATION LEFT IN PLACE WITH GUARDRAIL INSTALLED AROUND PERIMETER AND FORMER EXPRESS RAMP USED TO ACCESS TRACK LEVEL. STATION STOP SCHEDULED TO BE DISCONTINUED ALONG WITH OTHERS IN 1998 BUT VOCAL OPPOSITION CAUSED LIRR TO ALTER THEIR DECISION (*David M. Morrison data*). DUE TO AN EXPECTED INCREASE IN RIDERSHIP, ABANDONMENT WAS RETHOUGHT.

4TH ELEVATED STATION WITH HI-LEVEL PLATFORMS AND SHELTER INSTALLED: 1999 TO ACCOMMODATE NEWLY-ARRIVED C3 BI-LEVEL CARS WHICH WERE PLACED IN SERVICE JULY, 1999. (*Robert L. Myers 1999 data*)

MELVILLE

MAIN LINE

1ST DEPOT OPENED: c. 1895-1897 AS "MELVILLE" ON N.W. SIDE OF WELLWOOD AVENUE. LISTED ON TIMETABLES AS FLAG STOP. THEN AS "PINELAWN (MELVILLE)" IN TIMETABLE OF JUNE, 1898. LISTED AS "PINELAWN" IN TIMETABLE OF 1899. (SEE: "PINELAWN")

MERILLON AVE.
(GARDEN CITY PARK)

MAIN LINE

BUILT: 1911 (VALUATION PHOTO PROVENANCE). NO AGENCY INDICATED AS OF 01/01/1924. RAZED: 1958.
2ND DEPOT OPENED: 4/58. MONDAY ONLY AGENCY IN SVC. PER "LONG ISLAND RAIL ROAD TICKET OFFICE HOURS" LISTING OF 9/18/67. 1ST OF THE MONTH ADDED TO AGENCY HOURS. PART-TIME AGENCY CLOSED: ?. PLATFORMS REMOVED AND DEPOT DEMOLISHED FOR THIRD TRACK ADDITION AND TEMPORARY PLATFORMS CONSTRUCTED WEST OF THE DEPOT: SUMMER/2020.

MERRICK

S. S. R. R.
(MONTAUK)

S. SIDE R. R. SVC. BEGAN:
10/28/1867. HOTEL BUILT: 1869
BY CHAS. FOX, PRES. OF SOUTH
SIDE RAILROAD, TO ALSO SERVE
AS STATION FOR HIS RAILROAD.
(2-year gap??) DEPOT REPAIRED
PER SSRR ANNUAL REPORT OF
10/15/1870 APPEARING IN
01/19/1871 ARTICLE IN THE
"LONG ISLAND FARMER." S.S.R.R.
ACQUIRED BY LIRR.

2ND DEPOT BUILT: 1885

3RD DEPOT BUILT: 1902. WAS A TRAIN
ORDER OFFICE AT ONE TIME (*Photo-
graphic provenance*).

1ST TEMPORARY STATION BUILT: 1968
WEST OF FORMER STATION LOCA-
TION WITH HIGH LEVEL PLATFORMS
FOR ACCOMMODATION OF NEWLY
ARRIVING M1 ELECTRIC CARS.

1902 DEPOT BUILDING RAZED:
6/69 ACCOUNT GRADE ELIMINA-
TION PROJECT.

2ND TEMPORARY STATION AND TRACKS
RELOCATED TO SHOE-FLY 63' SOUTH
OF FORMER LOCATION PER G.O. #619
EFF: 12/04/70 ACCOUNT GRADE
ELIMINATION PROJECT. ORIGINAL
TRACKS AND FIRST TEMPORARY STA-
TION FACILITIES REMOVED AFTER
6/72 (*per photo evidence*).

4TH STATION FACILITIES RELOCATED
ON ELEVATION 63' NORTH OF FORM-
ER LOCATION AND CONVERTED
FROM TWO HIGH-LEVEL OUTSIDE
PLATFORMS TO A SINGLE HIGH LEV-
EL ISLAND PLATFORM, AND 2ND TEMP-
ORARY FACILITIES PLACED OUT OF
SVC: 6/28/75 (G. O. #216) AND RAZED.
NEWLY ELEVATED STRUCTURE IN SVC:
6/28/75. (G. O. #216)

METROPOLITAN AVE.

BUSHWICK

BUILT: ?_ CLOSED WITH END OF
PSGR. SVC: 5/13/24 AND RE-
MOVED

METS-WILLETS POINT	PORT WASH.	FORMERLY SHEA STADIUM STATION. RENAMED WITH CONSTRUCTION AND OPENING OF NEW "CITI FIELD" STADIUM. IN SERVICE: TIMETABLE EFFECTIVE 4/3/2009.
MILLBURN	MONTAUK	(SEE: "BALDWIN")
MILLER'S PLACE (MILLERS PLACE)	WADING RIVER EXTENSION	STATION STOP WITH OPENING OF BRANCH: 06/27/1895. APPEARS ON TIMETABLES WITH AND WITHOUT THE APOSTROPHE BUT NEVER AS "MILLER PLACE" AS THE TOWN LATER WAS NAMED. ORIGINALLY NO DEPOT BUILDING. STOP ONLY. 1 st DEPOT BUILT: 1898, DESTROYED BY ARSON ON 09/05/1903 (<i>Derek Stadler data</i>). 2 ND NEARLY IDENTICAL DEPOT BUILT: 1903. AGENCY CLOSED 1928. DEPOT BURNED: 09/16/34 (<i>Derek Stadler data</i>). THERE-AFTER LOW CINDER PLATFORM ONLY. LAST REVENUE TRAIN: 10/9/38. OUT OF SVC. PER G.O. #1006C: 3/29/39 AND BRANCH ABANDONED.
MILL NECK	OYSTER BAY	ORIGINAL DEPOT OPENED: 11/1892 ON E. SIDE OF SHU SWAMP TO REPLACE DISCONTINUED BAY-VILLE STATION ½ MILE FURTHER WEST. (<i>per 11/3/1892 edition of "Brooklyn Daily Eagle" and John Hammond, Town of Oyster Bay official historian's data</i>). SMALL, ONE-STORY WOODEN STRUCTURE ALSO SERVED AS POST OFC. DESTROYED BY FIRE 4/3/1911 (<i>Per "Brooklyn Daily Eagle" article.</i>) 2 ND DEPOT CONSTRUCTED: 1912, SIMILAR IN SIZE AND STYLE TO THE FIRST DEPOT. ALSO DESTROYED BY FIRE: 1918 AND REPLACED BY FANCY

NEW STRUCTURE (*John Hammond data*).
 3RD DEPOT OPENED: 1919 (*Robt. Emery data*) SLIGHTLY E. OF PREVIOUS DEPOTS. 2 ½ STORY BRICK STRUCTURE WITH SHARPLY SLOPED SLATE ROOF. U.S. POST OFFICE BUILDING ADDED STRUCTURALLY TO EAST SIDE OF DEPOT BUILDING: MID-1950s (?) AGENCY CLOSED: 1958. DEPOT BUILDING CONVERTED TO THE TOWN HALL AND POLICE DEPT. c. MARCH, 1958 (*per "NEW YORK TIMES" article of 3/10/58*). POST OFFICE REMAINED IN USE. STATION STOP DISCONTINUED: 3/16/98. FORMER DEPOT STILL IN USE AS VILLAGE HALL, POLICE DEPT. AND U.S. POST OFFICE (2019).

MILLVILLE
 (MILLEVILLE)

MAIN LINE

1ST DEPOT APPEARS ON TIMETABLE OF 6/14/1845 AS "MILLEVILLE" PROBABLY REPLACING THE TEMPORARY CARMAN'S RIVER/FIRE PLACE STATION OPENED AT OR NEAR THE SITE IN JUNE, 1844 WITH TEMPORARY END OF TRACK. RENAMED "YAPHANK": 1846. (SEE: "YAPHANK")

MINEOLA

MAIN LINE

APPEARS ON TIMETABLE OF MARCH, 1837 AS "HEMPSTEAD." THIS WAS THE STAGE CONNECTION TO HEMPSTEAD. STATION DOES NOT APPEAR ON TIMETABLES OF 1838. DEPOT PROBABLY OPENED IN JULY 1839 WITH OPENING OF LIRR BRANCH TO HEMPSTEAD. DEPOT NAMED "BRANCH" AS A RESULT. LATER NAMED "HEMPSTEAD BRANCH." LAST LISTED AS "HEMPSTEAD BRANCH" IN TT OF JUNE 6, 1861. LISTED AS "MINEOLA" IN TT OF JUNE 4, 1862. RENOVATED: JUNE/1872.
 2ND DEPOT BUILT: MAY-JUNE/1883,
 RAZED: 1923
 3RD, RELOCATED DEPOT IN SVC:

9/22/1923. ORIGINAL HIGH-LEVEL PLATFORMS REMOVED FOR THIRD TRACK ADDITION: 09/2020. TEMPORARY PLATFORMS INSTALLED WEST OF THE DEPOT LOCATION.

MINEOLA PARK	MAIN LINE	SEE: "CARLE PLACE"
MITCHEL FIELD	CENTRAL EXT.	ORIGINALLY "AVIATION FIELD NO. 2" ON THE EAST SIDE OF THE FORMER CAMP MILLS EAST OF GARDEN CITY. CAMP MILLS AND AVIATION FIELD NO. 2 RENAMED "MITCHEL FIELD" 7/16/1918. NAME CHANGE OFFICIALLY APPROVED: APRIL/1919.) WOODEN SHELTER SHED BUILT: 19_?_ NO AGENCY. DISCONTINUED AS STATION STOP: 5/15/53 WITH END OF SHUTTLE PSGR. SERVICE ON BRANCH.
MONTAUK	MONTAUK	BUILT: 1895. REAR PORTION ADDED BY 1898 (<i>Photo provenance</i>). ENLARGED AND 2 ND STORY ADDED: c. 1911 (<i>based on news article below. Photo postcard cancellation of 1908 shows no remodel as of yet</i>). LARGER STRUCTURE CONTAINED THE STATION FACILITIES, POST OFFICE, EXPRESS OFFICE, TOWN HALL, JAIL AND RESIDENCES OF THE POSTMASTER AND STATION AGENT (<i>per 1911 article in the Brooklyn Daily Eagle</i>). RAZED: 1927. 2 ND DEPOT OPENED PERPENDICULAR TO END OF TRACK: 06/01/1927. AGENT AND FAMILY LIVED UPSTAIRS. BECAME A TERMINAL WITH OPENING OF NEW YARD ON THE SAME DAY, REPLACING TERMINAL AT AMAGANSETT. FACILITIES CLOSED: 2/1942 WITH TRANSFER OF RAILROAD PROPERTY TO U.S. NAVY FOR WARTIME USE. 1927 DEPOT LEFT STANDING AND COVERED PLATFORMS REMOVED. STRUCTURE STILL STANDING: 2022. 3 RD DEPOT OPENED JUST SOUTH OF

PRIOR LOCATION: SPRING /1942. AGENT AND FAMILY LIVED UP-STAIRS. YEAR-ROUND AGENCY CLOSED: 1/21/72. OPEN SUMMERS ONLY THEREAFTER. CLOSED PERMANENTLY: 19_?. IN USE ON-SITE AS A PRIVATE BUSINESS. HI-LEVEL PLATFORMS AND SHELTER INSTALLED: 1999 TO ACCOMMODATE NEWLY-ARRIVED C3 BI-LEVEL CARS WHICH WERE PLACED IN SERVICE JULY, 1999. (*Robert L. Myers 1999 data*)

MORICHES	LIRR ORIG. SAG HARBOR	SEE: "EASTPORT"
MORRIS GROVE	ATLANTIC	EX-S.S.R.R. DEPOT AT BERLIN MOVED 2 BLOCKS WEST IN 1878 AND RENAMED "MORRIS GROVE." LATER RENAMED "MORRIS PARK." CLOSED: 1886
MORRIS PARK	ATLANTIC	BUILT: 1886, OUT OF SVC: 11/1/39 PER G.O. #1204 AND RAZED WITH ATLANTIC AVENUE IMPROVEMENT PROJECT: 1939-40
MORRIS PARK SHOPS	MONTAUK	SEE: "SHOPS"
MOTOR PARKWAY	CENTRAL	EAST OF MITCHEL FIELD AT GRAND- STAND. SPECIAL TRAINS RUN FOR VANDERBILT CUP RACES IN EARLY PART OF 20th CENTURY
MURRAY HILL	PORT WASH.	BUILT: 1889-90, RAZED: 10/1912 2 ND , ELEVATED DEPOT OPENED: 7/1914 (STATION BLDG. SPANNED DEPRESSED TRACKS). AGENCY STILL LISTED IN "L.I.R.R. TICKET OFFICES OPEN FOR SALE OF TICKETS" OF 9/12/55. RAZED: 9/64
MYRTLE AVENUE	EVERGREEN	OPENED: 5/15/1878. CLOSED: MAY/1882

MYRTLE AVENUE	BAY RIDGE/ MAN. BEACH	<p>OPENED: 1893. RAZED: 1914 ACCOUNT GRADE CROSSING ELIMINATION.</p> <p>2ND ELEVATED STATION (PLATFORM ONLY) IN SVC: 1914. DISCONTINUED: 1924 WITH END OF PASSENGER SERVICE. REMNANT OF PLATFORM STILL VISIBLE AS LATE AS 1985 (<i>Photo provenance</i>).</p>
NAPEAGUE BEACH	MONTAUK	<p>OPENED: SOMETIME AFTER 1903 FOR EMPLOYEES OF NEIGHBORING FISH PROCESSING PLANTS. APPEARS AS SIGNAL STOP IN SPECIAL INSTRUCTIONS OF ETT #27: 6/25/1903. APPEARS WITH STATION DESIGNATION OF "S110" IN 1903, 1913 AND 1924 CR4 BOOKS. IS LISTED IN TRAIN SCHEDULE OF ETT #49: 9/09/1908. (<i>Art Huneke data</i>). IS LISTED IN TRAIN SCHEDULE OF ETT OF NOVEMBER, 1910. SHELTER SHED CONSTRUCTED: c. 1918 OR EARLIER. APPEARS ON LIRR 1918 VALUATION MAP AS "FRAME PASSENGER" STRUCTURE (<i>R. Makse data</i>). APPEARS AS FLAG STOP IN SCHEDULE PAGES OF ETT #106: 5/1927. ROBT. EMERY STATES STATION RAZED: 12/5/27 AND STATION STOP DISCONTINUED, HOWEVER ETT #107: 12/26/27 LISTS STATION STOP IN SCHEDULE PAGES BUT NO STOPS INDICATED. NO LONGER INDICATED IN ETT #108 EFF: 5/23/28 (<i>Art Huneke data</i>).</p>
NASSAU	OYSTER BAY	(SEE: "GLEN COVE-NASSAU")
NASSAU BLVD. (GARDEN CITY)	HEMPSTEAD	<p>BUILT: 1907. AGENCY CLOSED: 11/7/96. DEPOT REMODELED: 2005.</p>
NAT'L RIFLE RANGE	CRR of LI (CREEDMOOR)	SEE: "CREEDMOOR"

NECK ROAD	MANH'T'N BCH.	OPENED: 1893, RAZED: 1909 WITH GRADE ELIMINATION 2 ND DEPOT OPENED: 1909, CLOSED: 1924 WITH BR. ABANDONMENT.
NEPTUNE HOUSE	S.S.R.R. ROCK. BCH.	BUILT: 1875 AT BEACH 116 TH ST., ROCKAWAY BEACH. (SOUTHERN DIVISION IN 07/15/1878 BOOK OF RULES) CLOSED: _?_. LATER SITE OF "ROCKAWAY PARK" STATION.
NEW BRIDGE ROAD	CRR of LI (CENTRAL EXT.)	STATION FIRST LISTED IN TT OF 04/1874 EAST OF CENTRAL PARK STATION (AT STEWART AVE.) NO INDICATION OF DEPOT BLDG. CONSTRUCTED. LAST LISTED IN TT OF 10/1876. ETT #13 EFF: 1879, INDICATES EASTBOUND TRAIN #19 WILL MAKE STATION STOP ALTHOUGH STATION IS NO LONGER INDICATED IN TIMETABLE LISTING OF STOPS. <i>(Vincent Seyfried and Art Huneke data)</i>
NEW BRIDGE ROAD	CENTRAL EXT.	MANURE SIDING WHERE NEW BRIDGE ROAD CROSSED THE CENTRAL EXT. (24.12 MILES FROM L.I. CITY.) IN SVC.: _?_. IS LISTED AS ACTIVE PER C.R.4s EFF: 03/01/1913, 09/01/1919 AND 07/01/1924. OUT OF SVC.: __?__
NEW BROOKLYN	ATLANTIC	EARLY STOP BETWEEN BEDFORD AND EAST NEW YORK. APPEARS ON 1852 TIMETABLE ONLY.
NEW CASSEL	MAIN LINE	W. SIDE OF URBAN ROAD, WESTBURY AND N. SIDE OF TRACKS (<i>Robt. Emery data</i>). APPEARS ON 1877 TIMETABLE AND 1877 "TICKETS SOLD" FORM. APPEARS ON 1877 "STATIONS" LIST AND 1882 "EXPRESS-FREIGHT" FORM. APPEARS ON 1898 STATION LIST. GONE FROM STATION LIST OF 1900. (<i>Art Huneke data</i>). FORMER DEPOT MOVED TO N. SIDE OF RAILROAD AVE. AND W. SIDE

OF RUSHMORE STREET (*“Old Depot”
noted here on 1906 street map).*

NEW HYDE PARK	MAIN LINE	1 ST DEPOT BUILT: c. 1837 AS “HYDE PARK” WITH OPENING OF LIRR TO HICKSVILLE. RENAMED “NEW HYDE PARK. 2 ND DEPOT BUILT: 1870, S. SIDE OF TRACKS. RAZED: SUMMER/1947 3 RD DEPOT BUILT: 1947, N. SIDE OF TRACKS. REMODELED: c. 1990s RAZED: 2002-2003. 4 TH DEPOT BUILT: 2002-2003. AGENCY CLOSED: 8/19/2009.
NEW LOTS (NEW LOTS ROAD)	MANH'T'N BCH. (BAY RIDGE)	APPEARS IN TT OF 7/1877. AFTER 1878, LISTED FOR OFF-SEASON SERVICE ONLY. LAST APPEARS IN TT OF 5/1897.
NEWSDAY	CENTRAL EXT.	OPENED: 6/49 TO SERVICE NEWS-DAY EMPLOYEES, CLOSED: 5/15/53 WITH END OF PSGR. SERVICE ON BRANCH.
NEWTOWN	NY & FLUSHING	APPEARS ON TIMETABLES OF 1863 AND 1866 AS “NEWTOWN”
NEWTOWN	PORT WASH.	SEE: “ELMHURST”
NEWTOWN	MAIN LINE	APPEARS ON TIMETABLE OF JUNE 4, 1862. LOCATED 4-1/2 MILES EAST OF WINFIELD.
NEW YORK AVENUE (JAMAICA)	ATLANTIC R.T.	RAPID TRANSIT STOP PER TT, EFF. 6/24/1890. OUT OF SVC: <u>?</u> . GONE BY 1905.
NICHOLS ROAD	MAIN LINE	ON TIMETABLE OF 12/01/1852. LOCATED BETWEEN SUFFOLK STATION AND LAKELAND STATION (JUST EAST OF TODAY'S VETERANS MEMORIAL HWY OVERPASS AT A SPOT ONCE KNOWN AS "FOOT'S CROSSING.") PROBABLY USED AS A MEETING / PASSING POINT FOR

THE ONE SCHEDULED EASTBOUND
PSGR. TRAIN AND ONE SCHEDULED
WESTBOUND FREIGHT TRAIN BOTH
DUE AT THIS POINT AT THE SAME
TIME. DROPPED FROM TT: __?__

NORTH ISLIP	MAIN LINE	SEE: "SUFFOLK" STATION
NORTHPORT	NORTHPORT	SEE: "OLD NORTHPORT")
NORTHPORT (NEW NORTHPORT) (NORTHPORT-EAST STATION) (NORTHPORT EAST)	PT. JEFFERSON	BUILT: MAY-JULY/1873. ALSO KNOWN AS "NEW NORTHPORT". APPEARS ON ETT #10 EFF: 06/28/1899 AS "NORTHPORT (EAST STATION)." APPEARED ON 1901 TIMETABLE AS "NORTHPORT EAST." MOVED TO PRIVATE LOCA- TION: 1927. USED AS OFFICE FOR A SIGN COMPANY. RAZED: 1959. 2 ND DEPOT DEDICATED: 08/24/1927 <i>(Per Northport Observer of 08/19/1927).</i> **FREIGHT STATION MOVED HERE IN PIECES FROM CAMP UPTON WHEN LIRR ENDED OPERATIONS THERE AFTER 4/1922. TICKET AGENCY CLOSED: 08/19/2009. STATION "HISTORICALLY REMOD- ELED:" 01/2019
NORTH ROSLYN	OYSTER BAY	(SEE: "WHEATLEY HILLS")
NORWOOD	S.S.R.R.'s HEMPSTEAD BRANCH	HEMPSTEAD & CORNWELL AVES. OPENED: <u>?</u> . NO DEPOT BUILDING. DISCONTINUED AS STATION STOP: <u>?</u> .
NORWOOD	WEST HEMP.	OPENED: c. 1892. RENAMED "MALVERNE": 2/1913
NORWOOD AVENUE (BROOKLYN)	ATLANTIC R.T.	RAPID TRANSIT STOP PER TT, EFF. 6/24/1890. OUT OF SVC: ETT OF 11/5/1905.
NOSTRAND AVE. (BROOKLYN)	ATLANTIC & ATLANTIC R.T.	1 st DEPOT BUILT: <u>18 ?</u> (BRICK BLDG.) ALSO USED AS RAPID TRANSIT STOP PER ETT #11, EFF. 11/4/1878.

		ELEV. TRACKS IN SVC: 11/21/1903 DEPOT AT STREET LEVEL IN USE. 2 ND DEPOT (AT TRACK LEVEL) IN SVC: 8/29/1905. AGENCY CLOSED: 8/19/2009.
NOYACK ROAD	SAG HARBOR	IN SVC: 1906 AS "LAMB'S CORNER" <i>(Per "East Hampton Star" via Richard Makse)</i> APPEARS IN SPECIAL IN- STRUCTIONS OF ETT #49: 9/09/1908 AS "NOYACK ROAD." <i>(Art Huneke data)</i> . SHELTER SHED BUILT: 1922. OUT OF SVC: 5/3/39 AND RAZED WITH BRANCH ABANDONMENT.
OAKDALE	S. S. R. R. (MONTAUK)	S. SIDE R. R. DEPOT BUILT: 1868. RAZED: 1890 2 ND DEPOT OPENED: 12/1890 FUND- ED BY THE VANDERBILTS DUE TO THE PROXIMITY OF THEIR ESTATE AND THEIR NEED FOR A REPLACEMENT OF THE WOODEN EYE-SORE SSRR DEPOT ON SITE. ALL-BRICK STRUCTURE WITH HARDWOOD PANELING INSIDE. DEPOT HAD PORTE COCHERE AT REAR. AGENCY CLOSED: 9/6/96. HI-LEVEL PLATFORMS AND SHELTER INSTALLED: 1999 TO ACCOMMODATE NEWLY-ARRIVED C3 BI-LEVEL CARS WHICH WERE PLACED IN SERVICE JULY, 1999. <i>(Robert L. Myers 1999 data)</i>
OCEAN AVE. (MAN. BCH. JCT.)	BAY RIDGE MANH'T'N BCH.	OPENED: 1877, CLOSED: 1924 WITH ABANDONMENT OF MAN. BCH. BR.
OCEAN POINT	S. S. R. R. NY & ROCK R.R./ L.I.R.R.	(SEE: "CEDARHURST")
OCEANSIDE	LONG BEACH	OPENED: 5/1/1915. NO AGENCY AS OF 01/01/1924. DAMAGED BY FIRE: 1951 AND WAS PARTIALLY BOARDED UP, LATER RAZED: 10/59 <i>(Per "Long Island Railroader"</i>

of 11/05/59)
2ND DEPOT BUILT: LATE 1959, RAZED:
SUMMER/2002
3RD DEPOT OPENED: 2/26/2003.
AGENCY CLOSED: 8/19/2009.

OLD HOLBROOK	MAIN LINE	SEE "HOLBROOK."
OLD NORTHPORT (NORTHPORT)	OLD NORTHPORT	BUILT: JAN-MAR/1868. IN SVC: 04/25/1868 (<i>Art. Huneke data</i>) ETT #10, EFF: 06/28/1899 INDICATES LAST PSGR. SVC. (<i>Art Huneke data</i>) ABANDONED: 10/17/1899. OLD NORTHPORT BRANCH USED ONLY FOR FREIGHT SERVICE THEREAFTER. MANUAL SWITCH TO ACCESS OLD NORTHPORT BRANCH OUT OF SVC: 07/18/80 PER G.N. #2-16, ETT #2 EFF. 05/12/80
ORIENTAL HOTEL	MANH'T'N BCH.	ORNATE DEPOT IN ORIENTAL STYLE TO SERVICE PATRONS OF THE BEACH FRONT ORIENTAL HOTEL AT SHEEPSHEAD BAY, BKLYN. FIRST APPEARS ON TIMETABLES OF 1883. DISCONTINUED ?
OYSTER BAY	OYSTER BAY	BUILT: 6/25/1889 WITH PORTE COCHERE AT REAR, EXTENSIVE- LY REMODELED: 1902, COVERED PLATFORMS REMOVED: 1941, AGENCY CLOSED: 11/7/96. UNDER RENOVATION FOR REST- ORATION TO 1902 REMODEL FOR MUSEUM HISTORICAL SITE (2017) **4-STALL ENGINE HOUSE DEMOL- ISHED: 8/24/29 (<i>David Morrison data</i>) NEW STATION SHELTER WITH HI-LEV- EL PLATFORMS BUILT: 1999 AT A LOCATION WEST OF ORIGINAL STATION STOP TO ACCOMMODATE NEWLY-ARRIVED C3 BI-LEVEL CARS WHICH WERE PLACED IN SERVICE JULY, 1999. (<i>Robert L. Myers 1999 data</i>)

OZONE PARK	ROCK. BCH.	<p>BUILT: 1884. WESTWARD STATION FACILITIES OUT OF SVC: 5/5/30 ACCOUNT GRADE CROSSING ELIMINATION.</p> <p>TEMPORARY LOW-LEVEL PLATFORM NORTH OF NEW TRACK 1 AND 800' EAST OF FORMER LOCATION IN SVC: 5/5/30.</p> <p>2ND, ELEVATED STATION EASTWARD FACILITIES RELOCATED NORTH OF FORMER LOCATION AND WESTWARD FACILITIES RELOCATED SOUTH OF FORMER LOCATION. IN SVC: 12/15/30. AGENCY STILL OPEN PER "L.I.R.R. TICKET OFFICES OPEN FOR SALE OF TICKETS" LISTING OF 9/12/55. CLOSED AND DISCONTINUED AS STATION STOP: 6/8/62. BRANCH ABANDONED: 6/9/62. STILL STANDING: 2013.</p>
PARKSIDE	ROCK. BCH.	<p>OPENED: 9/15/27 AS "GLENDALE" PER G.N. #118 AND ETTs. RENAMED "PARKSIDE": __?. AGENCY CLOSED BY 01/01/55. OUT OF SVC: 10/29/58. LOW PLATFORM IN SVC: 10/29/58. DISCONTINUED AS STATION STOP: 6/8/62. BRANCH ABANDONED: 6/9/62.</p>
PARKVILLE (PARKVILLE JCT.)	MANH'T'N BCH. (BAY RIDGE)	<p>OPENED: 7/1877. CLOSED AFTER THE SUMMER OF 1897. JCT. OF PROSPECT PARK & CONEY ISLAND RR WITH LONG ISLAND RAIL ROAD.</p>
PARKVILLE	PROSPECT (MANH'T'N BCH.) (BAY RIDGE)	<p>(1903 CR4) (JUNCTION OF PROSPECT PARK AND CONEY ISLAND RAIL ROAD WITH THE LONG ISLAND RAIL ROAD) (BUILT S. SIDE OF BAY RIDGE BRANCH TRACKS AND WEST SIDE OF B.R.T. TRACKS AT GRAVES-END AVENUE)</p>
PATCHOGUE	S. S. R. R. (MONTAUK)	<p>S. SIDE R. R. NEW TERMINAL IN SVC: 4/1869. 220' LONG, 2-STALL TRAIN</p>

SHED / DEPOT OPENED: 8/1869. LOCATED BETWEEN TODAY'S RAILROAD AND WEST AVENUES. END OF TRACK OF SSRR LOCATED IN FRONT OF TODAY'S STATION FACILITIES. DEPOT REPAIRED PER SSRR ANNUAL REPORT OF 10/15/1870 APPEARING IN 01/19/1871 ARTICLE IN THE "LONG ISLAND FARMER." SSRR ACQUIRED BY LIRR. DEPOT RAZED: 1888.

2ND DEPOT OPENED: SUMMER/1888, WAS A TRAIN ORDER OFFICE UNTILL 05/29/1912 WHEN "PD" TOWER PLACED IN SERVICE. (*Photographic provenance*). RAZED: 5/16/63

TEMPORARY TICKET OFFICE LOCATED IN TRAILER DIAGONALLY IN FRONT OF "PD" TOWER IN SVC. DURING CONSTRUCTION OF NEW DEPOT.

3RD DEPOT OPENED: 7/30/63, COVERED, HI-LEVEL PLATFORMS ADDED: 1997. AGENCY SCHEDULED TO CLOSE (?)

**4-STALL ENGINE HOUSE DEMOLISHED: 1928 (*Robt. Emery data*)

PEARSALL'S CORNER (PEARSALL'S) S. S. R. R. (MONTAUK)

S. SIDE R. R. (SEE: "LYNBROOK")

PECONIC MAIN LINE

1ST DEPOT APPEARS ON TIMETABLE OF 5/1/1848 AS "HERMITAGE." RENAMED "PECONIC".

2ND DEPOT BUILT: 8/1876, RAZED: 4/42

SHELTER SHED BUILT: 1942. RAZED: LATE SUMMER, 1967. LAST LISTED IN ETT #1, EFF: 5/22/66

PENATAQUIT S.S.R.R.

SEE: "BAY SHORE"

PENNSYLVANIA AVE. (EAST NY, BKLYN) ORIG MAIN LINE/EAST OF HOWARD HOUSE. ON TTs BETW. BKLYN & JAMAICA (LATER ATLANTIC BRANCH RAPID TRANSIT) OF 1837. LATER A RAPID TRANSIT STOP. OUT OF SVC. ___(?)

PENNSYLVANIA STA. NEW YORK CITY JOINT TERMINAL OF THE PENNSYLVANIA AND LONG ISLAND RAILROADS. CONSTRUCTED OF MARBLE, STEEL AND GLASS, WITH VAULTED CEILINGS RESEMBLING THE ROMAN BATHS AT CARACALLA, ITALY. SPECIAL TRAIN FOR DIGNITARIES AND PRESS RUN TO ALL BRANCHES OF THE LIRR SYSTEM: 9/8/1910 UNDER SCHEDULE OF ETT #58: DEPOT OFFICIALLY OPENED: 9/11/1910. REGULAR PASSENGER SERVICE ADJUSTED PER ETT #59, EFF: 11/3/1910. CONCOURSE OPEN TO TRACKS AND PLATFORMS BELOW. GLASS BLOCKS IN FLOOR TO ALLOW LIGHT TO PLATFORMS AT TRACK LEVEL. RENOVATED: ? TO CLOSE THIS AREA AND PROVIDE MORE WAITING ROOM SPACE. DEMOLITION OF STREET-LEVEL STRUCTURE BEGAN: 10/28/63. REPLACED BY NEW MADISON SQUARE GARDEN AREANA AND OFFICE BLDG. COMPLEX COMPLETED: 1966. LOWER PORTION REMAINED IN USE AS STATION WITH ACCESS STAIRS FROM STREET LEVEL. BELOW-GRADE STATION LEVEL COMPLETELY RENOVATED: 1994.

PENNY BRIDGE FLUSHING R.R. NY & FLUSHING FLUSHING & N. SIDE OPENED: 1854. ABANDONED: 1869

PENNY BRIDGE MONTAUK AT LAUREL HILL BLVD. SHELTER SHED BUILT: 1902. 2ND SHELTER SHED BUILT: 03/1921

(*Robt. Emery data*). NO AGENCY ESTABLISHED. SHELTER SHED DEMOLISHED BY CEMENT TRUCK SKIDDING ON ICE: c. 1986 (?). (*Steve Melrose data*) DISCONTINUED AS STATION STOP: 03/16/1998

PHELPS-DODGE
REFINING CO.

MONTAUK

MASPETH, QUEENS. FORMER SITE OF "LAUREL HILL" STATION. HUGE PLANT HAD ITS OWN TRACKS AND LOCOMOTIVE ON-SITE ALONG WITH A LIRR FREIGHT OFFICE AND AGENT (*Per LIRR Co. Rules and Rates of Pay eff. 01/01/1924*). NOT AN EMPLOYEE STATION STOP.

PILGRIM STATE
HOSPITAL (BRENT-
WOOD)

SPUR OFF
MAIN LINE
W. OF SAG-
TIKOS PKY.

SPUR CONSTRUCTED: 1930 FOR COAL DELIVERY TO THE INSTITUTION. STATION WITH COVERED SHELTER AND CONCRETE PLATFORM IN SVC. PER ETT #1, EFF: 6/24/34. DISCONTINUED AS STATION STOP EFF: 5/21/78 PER OFFICIAL LIRR NOTIFICATION DUE TO LACK OF PATRONAGE. SPUR TRUNCATED: 19__? AND TRACKS REMOVED FROM UPPER PORTION OF SPUR. LOWER PORTION OF SPUR USED BY LIRR AS STORAGE TRACK. COVERED SHELTER AND PLATFORM STILL IN PLACE: 2013 BUT HEAVILY OVERGROWN.

PINEAIRE

MAIN LINE

BUILT: 1915 FOR REAL ESTATE DEVELOPMENT. NEVER AN AGENCY STATION. (*Robt. Emery data, Verified via L.I.R.R. Rules and Rates of Pay eff: 01/01/1924*). HEAVILY VANDALIZED IN LATER YEARS AND RAZED: 06/62. DISCONTINUED AS STATION STOP: 10/27/86.

PINELAWN

MAIN LINE

1ST DEPOT OPENED: c. 1895-1897 AS "MELVILLE" ON N.W. SIDE OF WELLWOOD AVENUE. LISTED ON

TIMETABLES AS FLAG STOP.
THEN AS "PINELAWN (MELVILLE)"
IN TIMETABLE OF JUNE, 1898.
LISTED AS "PINELAWN" IN TIME-
TABLE OF 1899.

2nd DEPOT BUILT: 1915, CLOSED:
1925 AND RELOCATED TO S.E.
SIDE OF WELLWOOD AVENUE.
OPENED AT NEW LOCATION: 1925.
AGENCY CLOSED: 19 ? . IN 1960s,
AGENCY OPENED ONCE A YEAR ON
MEMORIAL DAY. (*Brad Phillips data*).
AGENCY PERMANENTLY CLOSED: ?
DEPOT GREATLY REMODELED AND
LONG COVERED BRICK PLATFORM
ADDED: 1977. REOPENED AS A
SHELTER ONLY. DEMOLISHED:
12/2017* (** Steve Quigley Data*) WITH
THE START OF DOUBLE-TRACKING
OF THIS SEGMENT OF THE MAIN LINE.

PINELAWN CEMETERY MAIN LINE

BUILT AT THE THEN AMAZING COST OF
\$135,000, BUILDING CONSISTING OF
GENERAL OFFICES, MORTUARY
CHAPEL AND LIRR TICKET OFFICE
OPENED: 08/30/1904. FANCY TICKET
OFFICE LOCATED IN THE MAIN
LOBBY. IT WAS SAID THE TICKET OFF-
ICE WAS NEVER PUT IN SVC. BUILD-
ING REMAINED IN SERVICE FOR CEM-
ETERY BUSINESS UNTIL IT WAS DES-
TROYED BY FIRE ON 04/04/1928 (*Per
NY State Supreme Court document*).
STONE WALLS STILL STANDING AS
LATE AS 12/27/39 (*Photo provenance*).
ARCHED PORTICO AT STATION PLAT-
FORM AND COVERED WALKWAY EX-
TENDING BACK TO WHERE BLDG.
ONCE STOOD STILL STANDING AS
LATE AS 1960 (*Photo provenance*).
ARCHED PORTICO AND CONCRETE
STATION PLATFORM STILL STANDING
UNTIL ELECTRIFICATION PROJECT
BEGAN IN 1985 (*Photo provenance*).

1928 Newspaper Article:

Pinelawn Cemetery House Burned.
 The large granite structure owned by the Pinelawn Cemetery Corporation was destroyed by fire Wednesday night, entailing a loss of \$300,000.

When the first fire engines arrived at Pinelawn, the flames were creeping from under the floor in the east wing to the roof and spreading through the main wing of the building. The entire interior of the place was of wood. Only the granite walls are standing.

Mrs. L. M. Locke, caretaker, with her helper, Louis Natalie, lived in the west wing, and when firemen attempted to take her from the place, she refused to leave until her furniture, valuable antiques, was taken out. The smoke made this impossible, and she was finally persuaded to leave.

Grass had been burned about the grounds early in the afternoon and it is thought that a spark may have lodged in the wooden beams of the house.

Apparatus from East Farmingdale, Lindenhurst, Farmingdale and Huntington Station responded to the call, but because of the complete lack of water their efforts were useless.

Fire Chief John Britton, of the East Farmingdale Company, said that if the engines could have arrived together, and the contents of the chemical tanks thrown on the fire at one time the building might have been saved.

When first built 25 years ago, the structure cost \$135,000, and the replacement value today is estimated at about \$300,000. When first built it was used as a rail road station, as well as a funeral centre. It is located on the north side of the main line of the Long Island Railroad. The railroad has since built a smaller depot on the south side of the tracks.

Mrs. Locke is the widow of the founder of the cemetery.

PINELAWN-MELVILLE

MAIN LINE

1ST DEPOT OPENED: c. 1895-1897 AS "MELVILLE" ON N.E. SIDE OF WELLWOOD AVENUE. LISTED ON TIMETABLES AS FLAG STOP. THEN AS "PINELAWN (MELVILLE)" IN TIMETABLE OF JUNE, 1898. LISTED AS "PINELAWN" IN TIMETABLE OF 1899. (SEE: "PINELAWN")

PLAIN EDGE

CRR of LI
(CENTRAL EXT.)

CENTRAL R.R. DEPOT APPEARS ON 1873 MAP OF PLAIN EDGE AT MASSAPEQUA RD. (LATER HICKSVILLE RD. RT. 107). NO INFORMA-

TION REGARDING PASSENGER SVC. DISCONTINUED AS STATION STOP _?_ BECAME END OF TRACK 4.8 MILES EAST OF SALISBURY PLAINS STATION (NEAR HICKSVILLE RD. RT. 107) PER ETT #9, EFF. 6/19/38. WAS LOCATION OF MANURE SIDING. LAST USED IN 1939. TRACKS STILL IN PLACE PER ETT #2 EFF: 06/21/42 ALTHOUGH SEVERED BY CONSTRUCTION OF WANTAGH STATE PKY. NO LONGER LISTED ON ETT #3, EFF. 09/20/42.

PLAINFIELD	MAIN LINE	EXISTS ON MAPS BETWEEN 1873 AND 1878 EAST OF CARNATION AVE. AT PRESENT-DAY FLORAL PARK. DOES NOT APPEAR ON 1874, 1877 OR 1878 LIRR TIME-TABLES.
PLANDOME	PORT WASH.	BUILT: 1909, U.S. POST OFFICE IN TICKET OFFICE AT TRACK LEVEL. DEPOT BURNED BY VANDALS: JAN/1987. REBUILT: 1988 IN DESIGN SIMILAR TO THE ORIGINAL DEPOT WITH U.S. POST OFC. ON GROUND FLOOR. <i>(Per Kevin Fehn, LIRR District Manager, who was there during the fire.)</i> TICKET AGENCY CLOSED: ?
PLAYLAND	ROCK. BCH.	FORMERLY "STEEPLECHASE." RENAMED "PLAYLAND": EFF: 05/15/33 PER G. O. #118-4. RAZED: 1941 DUE TO GRADE CROSSING ELIMINATION PROJECT. ELEVATED STRUCTURE OPENED: 1942. AGENCY CLOSED BY 01/01/55. OUT OF SVC: 10/3/55.
POINT LOOKOUT	LONG BEACH MARINE RY LONG BEACH	OPENED AS TERMINUS OF LONG BEACH MARINE RY. 05/20/1881 TO SERVICE THE NEWLY OPENED HOTEL AND PAVILION AT THE POINT. NOT SURE IF ANY DEPOT

BUILDING WAS CONSTRUCTED. ACQUIRED BY LIRR AS PART OF THEIR LONG BEACH BRANCH. STATION OUT OF SERVICE WITH ABANDONMENT OF LINE: 1893. TRACKS TORN UP TO JUST EAST OF LINCOLN AVE. AND THE LONG BEACH STATION AND WYE LOCATION ON THE BEACH: 2/12-16/1894.

PORT JEFFERSON PT. JEFFERSON OPENED: 1/13/1873, BURNED: 2/1/1874.
2ND DEPOT BUILT: 6/1875, CLOSED: 1903 AND USED AS EXPRESS HOUSE, RAZED: 4/1963
3RD DEPOT OPENED: 7/25/03, REMODELED: 1968. PLATFORM OUT OF SVC: 4/25/88 AND TEMPORARY PLATFORM 75' WEST OF MAIN ST. IN SVC. WHILE HI-LEVEL PLATFORM UNDER CONSTRUCTION. S. PLATFORM IN SVC: 10/31/88. CONSTRUCTION OF HI-LEVEL PLATFORMS AND SHELTERS ON N. SIDE OF TRACKS BEGUN: SPRING/1989. PEDESTRIAN OVERPASS COMPLETED: LATE 1998-JAN, 1999. SHELTERS REPLACED: FALL/2000.
TEMPORARY STATION IN SVC: 12/1999 DURING RENOVATION OF OLD DEPOT. *(Derek Stadler research)* EXTERIOR RESTORED TO ORIGINAL ARCHITECTURE, INTERIOR REMODELED NON-HISTORICALLY. RENOVATION COMPLETED AND OLD DEPOT REOPENED: 7/10/2001. *(Derek Stadler date)* AGENCY SCHEDULED TO CLOSE (?)

PORT WASHINGTON PORT WASH. OPENED: 06/23/1898 AS WOOD-FRAMED BLDG. WITH WOOD SIDING. REMODELED WITH BRICK FACING: 1930. BRICK FACING REMOVED AND DEPOT RESTORED TO CLOSE-TO-ORIGINAL CONDITION FOR 100TH ANNIVERSARY CELEBRATION: 1998

POWER PLACE	S.S.R.R. (ATLANTIC)	SEE: "CEDAR MANOR"
PRAIRIE GRASS FURNITURE CO. WORKS	MONTAUK	EAST OF GLENDALE. LOW LEVEL PLATFORM FOR EMPLOYEES OF THE PLANT, PER 11/1904 ETT SPECIAL INSTRUCTIONS. FORM- ERLY "AMERICAN GRASS TWINE WORKS." BECAME "PRAIRIE GRASS WORKS" PER 5/1923 ETT SPECIAL INSTRUCTIONS.
PRAIRIE GRASS WORKS	MONTAUK	EAST OF GLENDALE. LOW LEVEL PLATFORM FOR EMPLOYEES OF THE PLANT, PER 5/1923 ETT SPECIAL INSTRUCTIONS. FORM- ERLY "AMERICAN GRASS TWINE WORKS," "PRAIRIE GRASS FURN- ITURE CO. WORKS." BECAME ATLAS, PER 9/1923 ETT SPE- CIAL INSTRUCTIONS.
PROMISED LAND (PROMISE LAND)	MONTAUK	PLATFORM ONLY. OPENED: __?_ AS FLAG STOP ONLY, FOR EMP- LOYEES OF NEIGHBORING FISH PROCESSING PLANTS. APPEARS AS A SIGNAL STOP AS "PROMISE LAND" IN SPECIAL INSTRUCTIONS OF ETT #15: 06/29/1900. APPEARS AS SIGNAL STOP IN SPECIAL INSTRUC- TIONS OF ETT #27: 06/25/1903. AP- PEARS AS A SIGNAL STOP IN SPECIAL INSTRUCTIONS OF ETT #49: 09/09/1908. APPEARS AS STATION DESIGNATION "S106" IN 1903, 1913, AND 1924 CR4BOOKS (<i>Art Huneke data</i>). CINDER PLATFORM IN 1924. STATION STOP DISCONTINUED: 12/31/28 (<i>Robt. Emery data: both items</i>).
QUEENS	MAIN LINE	FORMERLY "INGLEWOOD" STATION. RENAMED: 10/1881 AS "QUEENS", MOVED TO PRIVATE LOCATION: 1924 WITH GRADE ELIMINATION.

(SEE: "QUEENS VILLAGE")

QUEENS	MAIN LINE	SEE: "BRUSHVILLE."
QUEENS VILLAGE	MAIN LINE	OPENED: 10/1881 AS "QUEENS", MOVED TO PRIVATE LOCATION: 1924 WITH GRADE ELIMINATION. ELEVATED STRUCTURE OPENED: 9/20/1924 (<i>per official dedication invitation</i>) AS "QUEENS VILLAGE." AGENCY CLOSED: 12/10/1996.
QUEENSWATER	LONG BEACH	APPEARS AS SIGNAL STOP IN APRIL, 1898 TIMETABLE AS "INNER BEACH" COMBINATION LOW CINDER/LOW WOOD PLATFORM ONLY. NO DEPOT BUILDING. SOUTH OF WRECK LEAD (REYNOLD'S) CHANNEL AND EAST SIDE OF TRACKS WHERE THE FREIGHT YARD LEAD LEFT THE MAIN, 0.3 MILES NORTH (RAILROAD WEST) OF LONG BEACH. SERVED SEVERAL FISHING SHACKS AND A HOTEL ON THE ISLAND. NAME CHANGED TO "QUEENSWATER" IN TIMETABLE OF MAY, 1899. LIRR UNSUCCESSFULLY SOUGHT PER- MISSION TO CLOSE STATION IN 1910 AND AGAIN IN 1915 WHEN IT NO LONGER SERVED A PURPOSE AFTER FISHING SHANTIES WERE REMOVED AND THE NEWER LONG BEACH STATION MOVED FURTHER NORTH GEOGRAPHICALLY, BEING VERY CLOSE TO THIS STATION STOP (1,584'). LAST LISTED IN PTT OF 11/1928. LAST LISTED IN ETT #4 EFF. 9/1935. FINALLY CLOSED: 6/1936
QUOGUE	MONTAUK	STATION STOP ESTABLISHED 12/20/1869. DEPOT SITE SELECTED 01/04/1870 ON NORTH SIDE OF TRACKS AT LEWIS ROAD. STATION CONSISTED OF A BARE, WOODEN PLATFORM ON POSTS. IN JULY, 1871 A DISPUTE BETWEEN

THEN LIRR PRES. OLIVER CHARLICK AND CITIZENS OF QUOGUE AS TO ERECTION OF A DEPOT CAUSED HIM TO REFUSE TO STOP TRAINS THERE. ATLANTICVILLE STATION OPENED AT THIS LOCATION IN 1875

1ST DEPOT (2-STORY, WOOD FRAME BLDG.) BUILT IN JUNE-JULY, 1875, W. OF FORMER SITE AT WHAT IS NOW OLD DEPOT ROAD BY ORDERS OF NEWLY INSTALLED LIRR PRESIDENT HENRY HAVEMEYER. STATION DISCONTINUED 06/1876 AND REINSTATED IN AUGUST. (*Vincent Seyfried data*)

AS A RESULT OF LACK OF BUSINESS, DEPOT RELOCATED .6 MILES EAST ON N. SIDE OF TRACKS AND W. SIDE OF QUOGUE STATION ROAD: 1882, MIDWAY BETWEEN FORMER QUOGUE STATION LOCATION AND ATLANTICVILLE STATION WHICH WAS TO CLOSE. (*Babylon Signal of 03/18/1882.*) ANTICIPATED TROUBLE WITH THE TOWN IN RELOCATION OF THE QUOGUE DEPOT LED TO THIS ACCOUNT OF EVENTS OF THE MOVE THAT APPEARED IN THE MAY 27, 1882 ISSUE OF THE "BABYLON SIGNAL":

—Boss Carpenter Joseph H. Cummin, of the Long Island Railroad, is as shrewd and sharp as they make 'em, and doesn't "get left" on moving depot buildings any more than he does on a Jumbo narrative. Recently he was instructed to remove the Quogue station a short distance east of the old site. Every preparation had been made by the people of Quogue to prevent the removal of their depot, and were in readiness to serve an injunction upon Mr. Cummin restraining him from proceeding with the work, should he select a weekday for the task. If, on the other hand, the labor should be prosecuted on a Sabbath, officials were to appear on hand with authority to arrest the "gang" on the charge of violating the Sunday laws. Mr. Cummin gave the matter consideration and quickly devised a means out of the difficulty. On Saturday evening a por-

tion of the force was sent to Bay Shore, and early on Sunday morning a special train conveyed the men to Quogue, reinforcements joining the company at Patchogue. Engineer Colligan, pursuant to instructions, made the run in short order, entering the silent precincts of sleepy Quogue early and quietly, without sounding the whistle or bell. In a remarkably short time the depot was placed upon the flat and transported to the new site, and the freight house shared identical fate. The work was attended with so much quiet that the deed was accomplished before the Quogue people had fairly aroused from their peaceful slumbers. The circumstance is highly creditable to the sagacity of Mr. Cummin, and proves him equal to every emergency. The people of Quogue, however, will probably love him no more forever.

(Article from Art Huneke archive)

RELOCATED 1882 QUOGUE DEPOT
OUT OF SVC: 1905 WITH CONSTRUCTION OF NEW DEPOT. OLD BUILDING REMAINED IN PLACE AT LEAST INTO MID-1920s. *(Photographic provenance, David Keller data)*

3RD DEPOT BUILT S. SIDE OF TRACKS AND SLIGHTLY WEST OF FORMER DEPOT: 1905, AGENCY CLOSED: 1958, RAZED: 4/64. REPLACED WITH METAL SHELTER SHED. DISCONTINUED AS STATION STOP: 3/16/98

RACE COURSE	ATLANTIC	SEE: "UNION COURSE"
RACETRACK	S.S.R.R. (ATLANTIC)	SEE: "LOCUST AVENUE"
RACETRACK	MANH'T'N BCH	SEE: "SHEEPSHEAD BAY RACETRACK"
RAILROAD AVENUE (BROOKLYN)	ATLANTIC	SEE: "AUTUMN AVENUE."
RALPH AVENUE (BROOKLYN)	ATLANTIC R.T.	RAPID TRANSIT STOP PER ETT #11, EFF. 11/4/1878
RAMBLERSVILLE	ROCK. BCH.	OPENED: ? AT 160 TH ST. CLOSED: 4/1913 WHEN STATION STOP RE- LOCATED NORTH 0.2 MILES. RE- NAMED "HOWARD BEACH": 4/1916. (SEE "HOWARD BEACH")
REGO PARK	MAIN LINE (FOR ROCK BCH)	OPENED: 5/1928. AGENCY CLOSED BY 01/01/55. HIGH LEVEL PLATORMS OUT OF SVC: 10/29/58. LOW PLAT- FORMS IN SVC: 10/29/58. DISCON- TINUED AS STATION STOP: 6/8/62. BRANCH ABANDONED: 6/9/62.
REPUBLIC	MAIN LINE	OPENED: 12/9/40 AS PLATFORM ONLY, TO SERVICE EMPLOYEES OF REPUBLIC AVIATION. WOOD- EN SHELTER SHEDS ERECTED 12/1941. NO AGENCY ESTABLISHED. OUT OF SVC: 10/27/86 DUE TO

		<p>RONKONKOMA ELECTRIFICATION PROJECT AND MINIMAL RIDERSHIP. DISCONTINUED AS STATION STOP: 10/27/86 AND RAZED THEREAFTER. 2ND DEPOT WAS PLANNED (2014) TO BE BUILT AND STATION STOP RE-OPENED. NOT YET BEGUN AS OF START OF 2020.</p>
RICHMOND HILL	S. S. R. R. (MONTAUK)	<p>S. SIDE R. R. DEPOT BUILT: APR/MAY, 1869 AS "CLARENCEVILLE." USED AS CHAPEL ON SUNDAYS BEGINNING 7/25/1869. RENAMED "RICHMOND HILL": OCT/NOV, 1871. RAZED DUE TO GRADE CROSSING ELIMINATION AT JAMAICA AVENUE: 1923-24</p> <p>2ND, ELEVATED DEPOT BUILT: 1923-24. IN SVC: 6/18/24. CLOSED: ?. DISCONTINUED AS STATION STOP: 3/16/1998</p>
RIDGEWOOD	S. S. R. R. (MONTAUK)	S. SIDE R. R. DEPOT (SEE: "WANTAGH")
RIDGEWOOD	MONTAUK	OPENED: 6/2/1883, CLOSED: 1924
RIDGEWOOD	EVERGREEN	OPENED: 7/14/1878 AS DeKALB AVENUE. CHANGED TO RIDGEWOOD: 6/1882. CLOSED WITH END OF PSGR. SVC: 1894
RIVERHEAD (RIVER HEAD ON TT OF 12/08/1851)	MAIN LINE	<p>1ST DEPOT APPEARS ON TIMETABLE OF 6/14/1845. MOVED FOR USE AS RAILROAD BUNKHOUSE: 3/1870</p> <p>2ND DEPOT OPENED: 3/1870</p> <p>3RD DEPOT OPENED: 6/2/1910. AGENCY CLOSED: 11/13/72 (<i>per "LIRR Ticket Office Hours" listing</i>). HOUSED SIGNAL MAINTAINERS UNTIL DEPOT WAS RESTORED AND OWNERSHIP TRANSFERRED TO THE TOWN OF RIVERHEAD: c. 2001</p> <p>HI-LEVEL PLATFORMS AND SHELTER INSTALLED: 1999 TO ACCOMMODATE NEWLY-ARRIVED C3 BI-LEVEL CARS</p>

WHICH WERE PLACED IN SERVICE
 JULY, 1999. (*Robert L. Myers 1999 data*)

ROCHESTER AVENUE (BROOKLYN)	ATLANTIC R.T.	RAPID TRANSIT STOP PER ETT #11, EFF. 11/4/1878
ROCKAWAY AVENUE (BROOKLYN)	ATLANTIC R.T.	RAPID TRANSIT STOP PER ETT #11, EFF. 11/4/1878
ROCKAWAY BEACH	NY & ROCK. R.R./ S.S.R.R. L.I.R.R.	NEWLY-OPENED: PER SSRR ANNUAL REPORT OF 10/15/1870 APPEARING IN A 01/19/1871 ARTICLE IN THE "LONG ISLAND FARMER." APPEARS ON JUNE/1878 TIMETABLE. SSRR ACQUIRED BY LIRR. CLOSED: __?__ (PERHAPS WITH OPENING OF L.I.R.R. ROCKAWAY PARK STATION IN APR-MAY/1882.)
ROCKAWAY JCT. (HILLSIDE, QUEENS)	MAIN LINE & ATLANTIC R.T.	BUILT: 1872. ALSO USED AS RAPID TRANSIT STOP FOR ATLANTIC BRANCH PER TT, EFF: 6/24/1890. RAZED: 1905-06 FOR CONSTRUCTION OF HOLBAN YD.
ROCKAWAY PARK	ROCK. BCH.	BUILT: APR-MAY/1882, RAZED: 1917 2 ND DEPOT BUILT: SPRING/1917. AGENCY CLOSED WITH TRANSFER TO TA OWNERSHIP: 10/3/55.
ROCKVILLE CENTRE	S. S. R. R. (MONTAUK)	S. SIDE R.R. DEPOT OPENED: 10/28/1867. REMODELED: 7/1881, MOVED TO PRIVATE LOCATION: 1901, RAZED: 2004 2 ND DEPOT OPENED: 10/14/1901, RAZED: 3/49 WITH GRADE ELIM- INATION. TEMPORARY STATION FACILITIES RELOCATED S. AND EAST OF FORMER LOCATION: 4/19-22/49 ELEVATED STRUCTURE IN SVC: 7/17-18/50
ROCKY POINT	WADING RIVER EXTENSION	STATION STOP WITH OPENING OF BRANCH: 06/27/1895. NO DEPOT. DEPOT BUILT: 1898. LARGE, COV-

ERED PLATFORM SHEDS ADDED:
1928 TO HANDLE CROWDS THAT
ARRIVED WHEN BUILDING LOTS
WERE BEING SOLD CHEAPLY BY
THE "NEW YORK DAILY MIRROR"
NEWSPAPER. AGENCY CLOSED:
1929. LAST REVENUE TRAIN:
10/9/38. OUT OF SVC. PER G.O.
#1006C: 3/29/39 AND BRANCH
ABANDONED. MOVED OFF R.O.W.
A SHORT DISTANCE SOUTH OF
TRACKS, AND 200' EAST OF ORIG-
INAL LOCATION c. 1940 (*Robt. Emery
data*). BECAME OFFICE FOR THURB-
ER LUMBER CO: 19_?. COVERED
PLATFORMS ENCLOSED. HEAVILY
REMODELED (*per 2013 Google Maps
Imagery*). ONLY ROOF LAYOUT WAS
RECOGNIZABLE. RAZED: 10/2019.
PORTION OF BUILDING LUMBER TO
BE USED IN CONSTRUCTION OF A
REPLICA STATION FOR USE AS A
MUSEUM. (*Landmark Properties news
release of 10/31/2019*)

RONKONKOMA
(LAKE RONKONKOMA)

MAIN LINE

PER "*Babylon Signal*" NEWSPAPER ART-
ICLE OF 03/25/1882, ORIGINAL
LAKELAND AND HOLBROOK STA-
TIONS WERE TO BE CONSOLIDATED
AND REPLACED WITH A NEW, RE-
LOCATED STATION NAMED "RON-
KONKOMA."
NEW STATION PLACED IN SERVICE AS
OF "*Babylon Signal*" NEWSPAPER
ARTICLE OF 08/04/1883 WITH ONE
MRS. MORRIS APPOINTED AS AGENT,
AND REPLACED BY C. G. GROOT
PER "*Babylon Signal*" NEWSPAPER
ARTICLE OF 10/20/1883 (*Art Huneke
data*). LIVING QUARTERS FOR AGENT
AND FAMILY ON 2ND FLOOR.
BURNED: 1934
2ND BUILDING, FORMER RECTANGULAR
ONE-STORY BUNKHOUSE WITH
GABLE ROOF CONVERTED TO A

		<p>DEPOT IN SVC: 1934-1937 (<i>Mid-Island Mail</i> article).</p> <p>3RD DEPOT OPENED: 9/37, CLOSED WITH ELECTRIFICATION OF LINE: 1987 AND USED FOR STORAGE. RAZED: 1994 WHEN PARKING LOT WAS REBUILT AND EXTENDED W.</p> <p>4TH DEPOT RELOCATED 300' EAST OF FORMER LOCATION WITH HI-LEVEL CENTER ISLAND PLATFORM AND TEMPORARY TICKET AGENCY IN SVC: 11/16/87. ADD'L OUTER PLATFORMS ADDED: 1993. MULTI-LEVEL PARKING GARAGE OPENED: 1996. PERMANENT TICKET OFFICE IN SERVICE: 1998.</p>
ROOSEVELT RACEWAY	CENT. EXT.	SEE "MEADOWBROOK-ROOSEVELT RACEWAY"
ROOSEVELT ST.	S. S. R. R.	S. SIDE R. R. WESTERN TERMINUS. BUILT: c. 1868-69. ACCESSED EAST RIVER FERRY.
ROSEDALE	S. S. R. R. (ATLANTIC)	<p>S. SIDE R. R. SVC. BEGAN: 10/28/1867 AS "FOSTER'S MEADOW." DEPOT BUILT: 7/1871 (<i>4-year gap??</i>) OUT OF SVC: 1889. MAY HAVE BEEN USED AS FREIGHT HOUSE FOR 2ND DEPOT. RAZED: ?</p> <p>2ND DEPOT BUILT: 1889. RENAMED "ROSEDALE": 1892. EASTBOUND FACILITIES RELOCATED S. OF FORMER LOCATION: 11/26/41. RELOCATED N. AGAIN: 3/10/42 WITH CANCELLATION OF PROJECT. ALL FACILITIES AGAIN RE-RELOCATED S. OF FORMER LOCATION: 11/16-18/48 DUE TO GRADE ELIMINATION PROJECT. DEPOT RAZED: 11/48.</p> <p>TEMPORARY FACILITIES IN SVC. SOUTH OF FORMER LOCATION: 11/16-18/48</p> <p>ELEVATED STRUCTURE OPENED</p>

WESTBOUND: 10/31/50, EAST-
BOUND: 11/27/50. AGENCY
CLOSED: 8/19/2009.

ROSLYN

OYSTER BAY

OPENED: 1/23/1865, REMODELED
AND MOVED: SUMMER/1885 TO
ACCOMMODATE A NEW FREIGHT
STATION
2ND DEPOT BUILT: JUNE-JULY/1887.
DEPOT BUILDING MOVED TO W.
SIDE OF LINCOLN AVE. (N. SIDE
OF TRACKS) TO KEEP TRAINS FROM
BLOCKING ROADWAY TRAFFIC AT
THE GRADE CROSSING: 12/8/1988.
TEMPORARY TRAILER TICKET OFFICE
IN SERVICE FROM TIME OF MOVE
AND ALL THROUGH RESTORATION
OF DEPOT BUILDING WHICH RE-
OPENED 7/30/1990. AGENCY
CLOSED: 11/20/1996.
NEW STATION SHELTER WITH HI-LEV-
EL PLATFORMS UNDER CONSTRUC-
TION AROUND OLD DEPOT BLDG.
BEGINNING 3/3/97. COMPLETED
BY FALL OF THAT YEAR.
*(David Morrison and Derek Stadler
data)*

RUGBY

MANH'T'N BCH

BUILT: 1888 (AS FORD'S CORNERS),
CLOSED: 1902 DUE TO GRADE
ELIMINATION.
2ND DEPOT (SHELTER SHED) BUILT:
6/12/1902, BURNED: 11/10/19,
CLOSED: 1924 WITH LINE ABAND-
ONMENT

SAG HARBOR

SAG HARBOR

TEMPORARY TICKET OFFICE OPENED
IN FREIGHT HOUSE: 5/1870.
1ST DEPOT UNDER CONSTRUCTION
AT END OF AND PERPENDICULAR
TO THE TRACK: 12/21/1870.
OPENED: 1/1871. DEPOT WAS
FOUND TO ENCROACH ON THE
STREET AND THE BLDG WAS
MOVED BACK A SHORT DIS-
TANCE IN 2/1871. BURNED:

11/1873 AND REPLACED. (*The burning is suspect data from V. Seyfried, based on photographic evidence to the contrary unless original depot was replaced after a fire by an identical bldg. photographed by George Brainerd in 1878.*).

3RD AND MUCH LARGER WOOD-FRAMED DEPOT CONSTRUCTED SOMETIME AFTER BRAINERD'S 1878 PHOTO. DEPOT MOVED TO S. SIDE OF TRACKS SOMETIME IN THE 1890s. (*Photographic evidence from 1903 shows an enlarged, well-weathered, depot building.*) DEPOT PURPORTEDLY RENOVATED: 10/1908, WHEN MONEY FOR A NEW DEPOT WAS DONATED. (*This renovation is suspect data from V. Seyfried and makes no sense as construction for a new depot began the following year [1909]*). OLD DEPOT USED AS TEMPORARY FREIGHT / STORAGE BLDG. AFTER NEW STATION OPENED IN 1910 BUT BASED ON A VALUATION BLUEPRINT, WAS GONE BY c. 1920.

NEW BRICK DEPOT OPENED: 1910, AGENCY CLOSED: 1932. STATION AND STOP OUT OF SVC: 5/3/39 WITH BRANCH ABANDONMENT: 5/3/39. IN PRIVATE USE INTO THE LATE-1950S/EARLY 1960s WHEN IT WAS OFFERED FOR SALE. STRUCTURE RAZED: 1966

**EXPRESS HOUSE BUILT: 1900. RELOCATED OFF-SITE AFTER 1939 AND NOT USED FOR DECADES (BASED ON PHOTO EVIDENCE). IN PRIVATE USE IN RECENT YEARS (2003+)

**FREIGHT HOUSE BUILT: ? RELOCATED OFF-SITE AFTER 1939 FOR PRIVATE USE.

SALISBURY PLAINS

CENTRAL EXT.

AT NW QUADRANT OF MERRICK AVE. XING. WOODEN SHELTER SHED IN SVC: 06/1917. FORMER SITE OF 1ST MEADOWBROOK STATION.

CLINTON ROAD STATION PROVIDED AGENCY DURING WWI. SHELTER USED TO STORE LUMBER DURING CONSTRUCTION OF 2ND DEPOT.

RAZED: 1923 (?)

2ND DEPOT OPENED: 12/10/1923, NO AGENCY INDICATED AS OF 01/01/1924. CLOSED: c. 1942-43 DUE TO WARTIME SECURITY OF TRAINS PASSING THROUGH MITCHEL FIELD TO ACCESS THIS STATION STOP. DEPOT BECAME A RESIDENCE IN FEB. 1947 FOR A SHORT PERIOD OF TIME AND LATER HOUSED A PRIVATE BUSINESS. TRACKS REMOVED: 1956. RAZED: 1985 (*per Nassau Co. website*).

<https://www.nassaucountyny.gov/4246/History-of-Eisenhower-Park>

SARATOGA AVE.
(BROOKLYN)

ATLANTIC R.T.

EAST OF RALPH AVE., BROOKLYN.
OUT OF SVC. ___(?)

SAYVILLE

S. S. R. R.
(MONTAUK)

S. SIDE R. R. DEPOT BUILT: 1868.
TERMINUS UNTIL 4/1869 WHEN
LINE EXTENDED TO PATCHOGUE.
RAZED: 1906
2ND DEPOT OPENED: 8/3/1906,
AGENCY CLOSED: 9/7/96.
HI-LEVEL PLATFORMS AND SHELTER
INSTALLED: 1999 TO ACCOMMODATE
NEWLY-ARRIVED C3 BI-LEVEL CARS
WHICH WERE PLACED IN SERVICE
JULY, 1999. (*Robert L. Myers 1999 data*)
1906 DEPOT RENOVATED: c. 2001.

SCHENECTADY AVE.
(BROOKLYN)

ATLANTIC R.T.

RAPID TRANSIT STOP PER ETT #11,
EFF. 11/4/1878

SEA CLIFF

OYSTER BAY

OPENED: 5/16/1867
2ND DEPOT OPENED: 5/1888. WAS A
TRAIN ORDER OFFICE AT ONE TIME
(*Photographic provenance*). PORTION
OF EASTWARD STATION FACILITIES
W. OF SEA CLIFF AVE. OUT OF
SVC. AND REMOVED: 12/16/1983.
AGENCY CLOSED: 9/6/1996.

		EXTERIOR RESTORED TO ORIGINAL ARCHITECTURE, INTERIOR REMODELED NON-HISTORICALLY: 1998 . NEW STATION SHELTER WITH HI-LEVEL PLATFORMS BUILT: 1999 TO ACCOMODATE NEWLY-ARRIVED C3 BI-LEVEL CARS WHICH WERE PLACED IN SERVICE JULY, 1999. (<i>Robert L. Myers 1999 data</i>)
SEAFORD	MONTAUK	OPENED: 5/26/1899, RAZED: 4/15/66 (<i>Robt. Emery data</i>) WITH GRADE CROSSING ELIMINATION. TEMPORARY STATION ACCOUNT GRADE CROSSING ELIMINATION IN SVC: 8/24/66. OUT OF SVC: 10/22/68 AND RAZED. ELEVATED STRUCTURE IN SVC: 10/22/68. TRACK LEVEL WAITING ROOMS, PLATFORMS REMOVED AND REPLACED: MAR./APR., 2008. AGENCY CLOSED: 8/19/2009.
SEASIDE (SEA SIDE)	ROCK. BCH.	BUILT: 1880 AT BEACH 102 ND ST., ROCKAWAY BEACH. 2 ND DEPOT BLDG. ACQUIRED AT BEACH 104 TH ST.: APR/1888, BURNED: 9/20/1892 3 RD DEPOT BUILT: 1892, BURNED: 8/29/1893 4 TH DEPOT BUILT: 1894, RENOVATED: APR-MAY/1899, YEAR-ROUND AGENCY AS OF 01/01/1924. RAZED: 1941 ELEVATED STRUCTURE OPENED: 1942. AGENCY CLOSED: 06/46. SEASONAL AGENCY ONLY AS OF 01/01/55. TRANSFERRED TO TA OWNERSHIP: 10/3/55.
SEA SIDE HOUSE	S.S.R.R. ROCK. BCH.	BUILT: 7/1872 AT BEACH 103 RD ST., ROCKAWAY BEACH. (SOUTHERN DIVISION IN 07/15/1878 BOOK OF RULES). TICKET OFFICE & TELEGRAPH OFFICE IN HOTEL BUILDING. CLOSED: _?_. SITE

OF LATER "SEASIDE" STATION.

SETAUKET	PT. JEFFERSON	FREIGHT STATION BUILT: 2/1877 AND USED AS DEPOT. ACTUAL DEPOT BUILT: JAN-FEB/ 1883. PART TIME AGENCY STILL LISTED IN "L.I.R.R. TICKET OFFICES OPEN FOR SALE OF TICKETS" OF 9/12/55. AGENCY CLOSED SOME- TIME AFTER 9/55. RAZED: 10/3/60. REPLACED WITH METAL SHELTER SHED. DISCONTINUED AS STATION STOP PER G.O. #207, EFF: 9/6/80.
SHEA STADIUM	PORT WASH.	PREVIOUSLY "WORLD'S FAIR" STA- TION OF 1964-65 N. Y. WORLD'S FAIR- FLUSHING MEADOWS - 1964 RENAMED "SHEA STADIUM": 4/15/66. NO FULL-TIME AGENCY. AGENCY ONLY OPEN DURING EVENTS PER LIRR "TICKET OFFICE HOURS" LISTING OF 5/31/66 (<i>Brad Phillips data</i>). FLASHING YELLOW LIGHT MOUNTED ON SIGNAL MASTS TO INDICATE STOP TO BE MADE, IN SVC: 3/21/88. OUT OF SERVICE: END OF BASEBALL SEASON: 9/29/2008. SHEA STADIUM TORN DOWN AND REPLACED WITH NEW "CITI FIELD" STADIUM AND STA- TION STOP RENAMED "METS- WILLETS POINT" AS OF 04/03/2009.
SHEEPSHEAD BAY JCT.	MANH'T'N BCH.	IN 1899 AN INTERLOCKING WAS BUILT AT EMMONS (NEPTUNE) AVENUE (TOWER #79-1/2) JUST E. OF SHEEPS- HEAD BAY STATION AND THE MAN- HATTAN BEACH BRANCH WAS CONN- ECTED WITH THE BRIGHTON LINE AND THE NEPTUNE AVENUE TROLLEY LINE ALLOWING B.R.T. TRAINS AND TROLLEYS TO RUN TO MANHATTAN BEACH. A STATION WAS ESTABLISHED AND PEOPLE CHANGED TO AND FROM ELEVATED CARS AND TROLLEYS (<i>Art Huneke data</i>)

SHEEPSHEAD BAY	MANH'T'N BCH.	<p>OPENED: 1877 2ND DEPOT BUILT: JULY-AUG/1884, RAZED: 1909 WITH GRADE ELIMINATION 3RD DEPOT OPENED: 1909, CLOSED: 1924 WITH BRANCH ABANDONMENT</p>
SHEEPSHEAD BAY RACETRACK	MANH'T'N BCH	<p>ONE MILE NORTH OF SHEEPSHEAD BAY STATION PER ETT #10 EFF: 06/16/1903. LISTED AS "RACETRACK"</p>
SHELTER ISLAND		<p>TELEGRAPH AND TICKET OFFICE IN A HOTEL OR FERRY OFFICE ON THE ISLAND (<i>Art Huneke data</i>) LISTED IN ETT. #11 EFF: 11/08/1874. CLOSED: _?_</p>
SHINNECOCK HILLS	MONTAUK	<p>STATION STOP ESTABLISHED: 1886. ON E. SIDE OF HILLS STATION RD. DEPOT BUILT: APR-MAY/1887 TO SERVE LIRR PRESIDENT AUSTIN CORBIN'S LONG ISLAND IMPROVEMENT COMPANY DEVELOPMENT WHICH WENT BANKRUPT IN 1893. TURRET HAD OPEN-AIR VIEW-PORTS TO OVERLOOK GREAT PECONIC BAY AND ALL OF SHINNECOCK HILLS. ORIGINALLY OPENED AS A SIGNAL STOP, IT BECAME A BLOCK OFFICE BY 1903. (<i>See LIRR Telegraphic Call Letters / "KH"</i>) PER TIMETABLE EFF. 05/23/1923, BAGGAGE TO AND FROM THIS STATION WAS ONLY HANDLED DURING THE SUMMER SEASON (SUMMER-ONLY AGENCY). LOW PLATFORM REMOVED: 1931 (<i>Robt. Emery data</i>). AGENCY CLOSED: 9/21/32. STATION STOP DISCONTINUED SHORTLY AFTER THE TIMETABLE OF 9/32 WAS ISSUED, WHICH LISTED ONE TRAIN MAKING A FLAG-STOP. ODDLY, THE STATION CONTINUED TO BE LISTED ON TIMETABLES OF 1934, 1935 AND FINALLY</p>

ON TT EFF: 9/19/37 WITH NO TRAINS SCHEDULED TO STOP. GONE FROM ETT #9 EFF: 06/19/38. LATER USED AS A SEASONAL U.S. POST OFFICE WITH ACTIVE LIRR MAIL CRANE UNTIL LIRR RPO SERVICE ENDED IN 1965. POSTAL FACILITY CLOSED: 1966. BUILDING ABANDONED AND PURCHASED IN 1974 FOR USE *IN SITU* AS A PRIVATE RESIDENCE. SOME RENOVATION PERFORMED. DESIGNATED A LOCAL SOUTHAMPTON LANDMARK: 10/22/2013.

SHINNECOCK HILLS: 2	MONTAUK	FORMER SITE OF "SOUTHAMPTON COLLEGE" STATION. 528' WEST OF MP86. SITE TEMPORARILY REUSED AS STATION STOP FOR U. S. OPEN: 6/2004. LISTED ON SPECIAL TIMETABLES AS "SHINNECOCK HILLS." TEMPORARY HIGH-LEVEL PLATFORM 2 CARS IN LENGTH ERECTED. ALTHOUGH PEDESTRIANS HAD TO WALK OVER THE TUCKAHOE RD. CROSSING, A PEDESTRIAN CROSSOVER WAS INSTALLED OVER THE HIGHWAY. ALL STRUCTURES REMOVED AND STATION STOP DISCONTINUED AFTER THE GOLF TOURNAMENT ENDED.
SHINNECOCK HILLS: 3	MONTAUK	TEMPORARY STATION FUNDED AND BUILT BY THE U. S. GOLF ASSN. AT THE SHINNECOCK HILLS GOLF CLUB. 10-CAR STEEL HIGH-LEVEL PLATFORM E. OF TUCKAHOE RD. AND PEDESTRIAN CROSSOVER W. OF TUCKAHOE RD. IN SVC: 06/11/2018 THRU 06/18/2018 FOR THE U. S. OPEN. (<i>"Newsday" article of 06/08/2018</i>). DISCONTINUED AFTER THE TOURNAMENT ENDED AND REMOVED.
SHOPS (L.I.R.R. SHOPS) (MORRIS PARK SHOPS)	MONTAUK	SHELTER SHED BUILT: c. 1900 FOR LIRR SHOP EMPLOYEES, WHEN

MONTAUK BRANCH WAS AT GRADE. LOCATED APPROXIMATELY OPPOSITE THE FORMER SITE OF "R" TOWER AT LATTER-DAY RICHMOND HILL STORAGE YARD. NO LONGER LISTED IN ETT OF 05/1913.

SHOPS (L.I.R.R. SHOPS)
(NOT NAMED) ATLANTIC

SHORT STEEL HIGH-LEVEL PLATFORM ON NORTH SIDE OF TRACKS AT MORRIS PARK SHOPS FOR EMPLOYEES, c. 1965. REPLACED BY LARGER "BOLAND'S LANDING" EMPLOYEE STATION STOP c. EARLY-MID 1980s. (SEE: "BOLAND'S LANDING")

SHOREHAM WADING RIVER
EXTENSION

FIRST APPEARS IN TIMETABLE OF JUNE, 1900 AS "WARDENCLYFFE." LOCATED N. SIDE OF TRACKS, ON WEST SIDE OF NORTH COUNTRY ROAD CROSSING. ORIGINAL BUILDING BECAME FREIGHT HOUSE AFTER NEW DEPOT PLACED IN SERVICE: 1902
2ND DEPOT BUILT: 1902, N. SIDE OF TRACKS, ON EAST SIDE OF NORTH COUNTRY ROAD CROSSING, .2 MILES EAST OF FORMER LOCATION. RENAMED "SHOREHAM": 1906. WAITING ROOM BOASTED WICKER CHAIRS. (*Thos. R. Bayles data*). AGENCY CLOSED: 1935. DEPOT CLOSED WITH LAST REVENUE TRAIN: 10/9/38. OUT OF SVC. PER G.O. #1006C: 3/29/39 AND BRANCH ABANDONED.
(*Per Vincent Seyfried: used as real estate office and razed: 1950. Per Bob Emery, with photographic proof, building remained abandoned and was repeatedly vandalized for lumber as late as 12/1944. Demolished in 1950.*)

SMITHTOWN PT. JEFFERSON

BUILT: NOV-DEC/1872, CLOSED: 11/6/36, WITH GRADE CROSSING ELIMINATION OF ROUTES 25 AND

25A. DEPOT SOLD AND MOVED TO 3 LAWRENCE ST., SMITHTOWN AS PRIVATE RESIDENCE. BLOCK STATION RELOCATED TO SHOO-FLY 55' S. OF FORMER LOCATION EFF: 11/06/36 PER G.O. 608C. NEW STATION AND BLOCK STATION RELOCATED ON ELEVATION 55' NORTH OF FORMER LOCATION PER G.O. 619C EFF: 02/18/37.

2ND, ELEVATED DEPOT DEDICATED: 02/20/37 AND PLACED IN SVC. TRACKSIDE EAVES REMOVED: 1987 FOR TRAIN CLEARANCE DUE TO INSTALLATION OF HI-LEVEL PLATFORMS. AGENCY CLOSED: 11/20/1996.

SOUTHAMPTON

MONTAUK

OPENED: 2/1871, RAZED: 1902
2ND DEPOT BUILT: 1902. WAITING ROOM SPORTED CURVED, HARDWOOD BENCHES AND A FIREPLACE. EXTERIOR STUCCO WAS INLAID WITH OYSTER SHELLS. FULL-TIME AGENCY CLOSED: 11/20/96.

HI-LEVEL PLATFORMS INSTALLED: 1999 TO ACCOMMODATE NEWLY-ARRIVED C3 BI-LEVEL CARS WHICH WERE PLACED IN SERVICE JULY, 1999. (*Robert L. Myers 1999 data*). SUNDAY AGENCY ONLY: 2005.

SOUTHAMPTON COLLEGE MONTAUK
(SOUTHAMPTON CAMPUS- LIU)

OPENED: 5/24/76 AT OLD "GOLF GROUNDS" STATION SITE, 528' WEST OF MP 86. USED FOR U. S. OPEN IN JUNE, 1986 WITH PEDESTRIAN CROSSOVER INSTALLED. DISCONTINUED AS STATION STOP AND REMOVED: 3/16/98. STATION SITE TEMPORARILY RE-USED AS STATION STOP FOR U. S. OPEN: 6/2004. LISTED ON SPECIAL TIMETABLES AS "SHINNECOCK HILLS." TEMPORARY HIGH-LEVEL PLATFORM 2 CARS IN LENGTH

ERECTED. ALTHOUGH PEDESTRIANS HAD TO WALK OVER THE TUCKAHOE RD. CROSSING, A PEDESTRIAN CROSSOVER WAS INSTALLED OVER THE HIGHWAY. ALL STRUCTURES REMOVED AND STATION STOP DISCONTINUED AFTER THE GOLF TOURNAMENT ENDED. (SEE: "SHINNECOCK HILLS #2 AND #3")

SOUTHOLD	MAIN LINE	<p>1ST DEPOT APPEARS ON TIMETABLE OF 6/14/1845. 2ND DEPOT OPENED: 1/1870. IN LATER YEARS, AGENT OUTFITTED WAITING ROOM WITH COMFORTABLE, STUFFED, EASY CHAIRS. AGENCY CLOSED: 1958, RAZED: 6/62. REPLACED WITH METAL SHELTER SHED. HI-LEVEL PLATFORMS AND SHELTER INSTALLED: 1999 TO ACCOMMODATE NEWLY-ARRIVED C3 BI-LEVEL CARS WHICH WERE PLACED IN SERVICE JULY, 1999. (<i>Robert L. Myers 1999 data</i>)</p>
SOUTH 8 TH STREET (WILLIAMSBURG, BKLYN)	S. S. R. R.	S. SIDE R. R. DEPOT: BUILT: 1868
SOUTH FARMINGDALE	CRR OF LI (CENTRAL)	<p>CRR OF LI STATION STOP: FIRST LISTED ON TIMETABLE OF MAY, 1873 AS "FARMINGDALE" ON EAST SIDE OF MAIN STREET. DEPOT BUILT: 8-9/1873. LAST LISTED ON TIMETABLE OF 3/1875. ETT #10, EFF: 1897 INDICATES TRAINS WILL MAKE STOP ALTHOUGH STATION IS NOT INDICATED IN TIMETABLE LISTING OF STOPS. DISCONTINUED AS STOP: 1898 (<i>Art Huneke data</i>)</p>
SOUTH FARMINGDALE	CENTRAL EXT.	<p>STATION STOP IN SERVICE AND SHELTER SHED BUILT EAST SIDE OF MAIN STREET: 6/1936. NO AGENCY ESTABLISHED. RAZED</p>

		AND DISCONTINUED AS STATION STOP: 1974
SOUTH FERRY	ATLANTIC	WEST OF FURMAN STREET, BKLYN. OUT OF SVC. (___?)
SOUTH GREENFIELD	MANH'T'N BCH.	OPENED: 1877, RAZED: 1909 DUE TO GRADE ELIMINATION. 2 ND DEPOT OPENED: 1909, CLOSED: 1924 WITH BRANCH ABANDON- MENT
SOUTH LYNBROOK	LONG BEACH	APPEARS ON TIMETABLE OF 4/1898 AS A FLAG STOP. ROUGH PLATFORM ONLY ON N. SIDE OF CENTRE AVE. CROSSING. BECAME REGULAR STATION STOP AFTER OCTOBER, 1911. NAME CHANGED TO "CENTRE AVE.": 1925. (SEE "CENTRE AVE.")
SOUTH OYSTER BAY (MASSAPEQUA)	S. S. R. R. (MONTAUK)	S. SIDE R. R. SVC. BEGAN: 10/28/1867 DEPOT BUILT SOUTH OF TRACKS AND WEST OF HICKSVILLE ROAD. SSRR ACQUIRED BY LIRR. NAME CHANGED TO MASSAPEQUA IN MAY, 1889. DISCONTINUED AS STATION STOP AND ABANDONED: c. 1890. REPLACED BY BRICK DEPOT EAST OF THE CROSSING IN JUNE, 1891. <i>(Art Huneke data)</i>
SOUTH SIDE R.R. CROSSING	EVERGREEN	OPENED: 5/15/1878 AT THE CROSS- SING OF THE BUSHWICK BRANCH. CLOSED: 5/25/1881. REOPENED: 6/1886 WHEN SERVICE STARTED OUT OF BUSHWICK TERMINAL AS A SUBSTITUTE FOR THE GREEN- POINT ABANDONMENT. CLOSED: AT END OF 1890 SEASON.
SOUTH SIDE R.R. CROSSING	S. S. R. R. (ATLANTIC)	S. SIDE R. R. DEPOT. APPEARS ON TIMETABLES OF 1867 AS "VAN WYCK AVENUE." RENAMED "SOUTH SIDE R. R. CROSSING": 10/1870. LAST LISTED: 11/1874. REAPPEARED ON TIMETABLES OF

7/1877 AS "BERLIN SWITCH." (*One and the same as "BERLIN"(??) D.K.*)

SOUTH STREET (JAMAICA)	ATLANTIC	OPENED: 11/15/1917 3,362 FEET E. OF JAMAICA STATION PER G. N. #194. SCHEDULED TRAINS TO MAKE "F" STOPS. APPROVAL RECEIVED FROM PSC ON 03/28/1922 TO ABANDON STATION. DISCONTINUED AS STATION STOP: 6/1922 AND RAZED.
SPEONK	MONTAUK	S. SIDE R.R. SVC. BEGAN: 12/20/1869. DEPOT OPENED: 2/1870. STRUCK BY LIGHTNING AND WAS DESTROYED BY FIRE: 06/22/1901 2 ND DEPOT OPENED: 11/1901. A YARD WAS CONSTRUCTED AND BECAME A TERMINAL IN 1906, REPLACING THE TERMINAL AT CENTER MORICHES (<i>Art Huneke data</i>). AGENCY AND DEPOT CLOSED: 02/11/59. IN USE AS SNACK BAR. STILL STANDING: 2021. HI-LEVEL PLATFORMS AND SHELTER INSTALLED W. OF FORMER LOCATION: BETWEEN LATE 1996 AND SUMMER, 1997. (<i>Derek Stadler date of installation of latter</i>)
SPRAGUE'S BARN	(CENTRAL EXT.)	MANURE SIDING BETWEEN MEADOWBROOK AND NEW BRIDGE RD. (22.73 MILES FROM L.I. CITY.) IN SVC.: __?__. IS LISTED AS ACTIVE PER C.R.4s EFF: 03/01/1913, 09/01/1919 AND 07/01/1924. OUT OF SVC.: __?__
SPRINGFIELD	S. S. R. R. (ATLANTIC) (OLD SOUTHERN ROAD)	S. SIDE R. R. SVC. BEGAN: 10/28/1867. DEPOT BUILT ON S.S.R.R.'S SOUTHERN LINE BETWEEN JAMAICA AND SPRINGFIELD: AUGUST-SEPT/1871 (<i>4-year gap?? Chances are the station stop was opened with a rudimentary low platform and/or wooden shelter of sorts, and, upon double tracking in 1871 and an increase in ridership/business, an actual depot was then erected.</i>) S.S.R.R. WAS

ACQUIRED BY LIRR IN EARLY 1876. THE S.S.R.R.'S SOUTHERN LINE WAS DISCONTINUED AND TRACKS REMOVED. THE SPRINGFIELD STATION WAS CLOSED AND MOVED TO E. SIDE OF SPRINGFIELD AVE. (BLVD.) IN LAURELTON ON THE LIRR'S ATLANTIC BRANCH ("SOUTHERN ROAD"): 8/1876. A NEW SPRINGFIELD STATION WAS OPENED ON THE LINE FROM ROCKAWAY JCT. (LATER HILLSIDE) IN 1889. BOTH REMAINED IN SERVICE UNTIL 1906 WHEN THE FORMER S.S.R.R.'S DEPOT WAS RAZED. REPLACED BY A NEW STATION STOP AND DEPOT AT LAURELTON: 1907, SLIGHTLY EAST OF THE S.S.R.R.'S FORMER SPRINGFIELD STATION STOP.

SPRINGFIELD
(SPRINGFIELD GDNS.) MONTAUK
(SPRINGFIELD)

BUILT: 1889 AS SPRINGFIELD. LISTED AS SPRINGFIELD GARDENS IN ETT OF 10/1927. RAZED: 1935 WITH GRADE ELIMINATION. TEMPORARY STRUCTURE IN SVC: 5/1/35. ELEV. STRUCTURE IN SVC: 7/24/36. AGENCY OPEN PART TIME PER "L.I.R.R. TICKET OFFICES OPEN FOR SALE OF TICKETS LISTING OF 9/12/55. TICKET OFFICE SET ON FIRE AND AGENCY CLOSED PRIOR TO THE ISSUING OF THE "LIRR TICKET OFFICE HOURS LISTING" OF 6/3/62 (*Brad Phillips data*). DISCONTINUED AS STATION STOP: 10/30/79.

ST. ALBANS MONTAUK
(SPRINGFIELD)

OPENED: 7/1/1898, RAZED: 1935 WITH GRADE ELIMINATION ELEV. STRUCTURE IN SVC: 10/22-10/23/35. AGENCY STILL LISTED IN "L.I.R.R. TICKET OFFICES OPEN FOR SALE OF TICKETS" OF 9/12/55. AGENCY CLOSED: ?

ST. GEORGE'S MANOR MAIN LINE

SEE: "MANOR" AND "MANORVILLE"

ST. JAMES	PT. JEFFERSON	<p>OPENED: 10/1873, AGENT'S QUARTERS LOCATED ON SECOND STORY. PART TIME AGENCY PER "L.I.R.R. TICKET OFFICES OPEN FOR SALE OF TICKETS" OF 9/12/55. DEPOT RESTORED: 1964. CONSTRUCTION OF 12-CAR-LENGTH HI-LEVEL PLATFORM WITH SHELTERS BEGUN: MID-AUG, 1986. COMPLETED BY YEAR'S END. (<i>Derek Stadler date of installation of latter</i>). AGENCY CLOSED: 9/6/96. EXTERIOR RESTORED TO ORIGINAL ARCHITECTURE, INTERIOR REMODELED NON-HISTORICALLY: 1997.</p>
ST. JOHNSLAND	PT. JEFFERSON	SEE "KINGS PARK"
STEEPLECHASE	ROCK. BCH.	<p>OPENED: APR/1903 .2 MILES WEST OF SEASIDE STATION. 2-STORY WOODEN DEPOT BUILDING LOCATED EAST OF A LARGE, COVERED, OPEN WAITING ROOM. REMOVED FROM TIMETABLE SCHEDULES: MID-1920s (?) LAST LISTED AS "STEEPLECHASE" IN PTT OF 09/16/34 BUT ONLY IN LISTING OF STATIONS FROM WHICH BAGGAGE MAY NOT BE CHECKED. NOT LISTED ON INDEX OF STATIONS AS FAR BACK AS PTT OF 1928. RENAMED "PLAYLAND": EFF: 05/15/33 PER G. O. #118-4. CURIOUS THAT THIS STATION, WHILE LISTED ON PTTs, IS NOT INDICATED ON ETTs FROM THE MID-1920s ALL THE WAY THRU TO THE 1940s!! (SEE: "PLAYLAND" FOR ADD'L INFO.)</p>
STEWART AVE.	N.Y. BAY EXT.	<p>GARDEN CITY, NORTH OF HEMPSTEAD CROSSING. LOW WOODEN PLATFORM AND SHELTER SHED IN USE FOR LIRR'S SHUTTLE WITH BATTERY CARS. OUT OF SVC: 5/19/26 WHEN ELECTRIFICATION</p>

COMPLETED BETWEEN VALLEY
STREAM AND MINEOLA AND
BRANCH RENAMED "WEST HEMP-
STEAD"

STEWART JCT.	MAIN LINE	SEE: "FLORAL PARK"
STEWART MANOR	HEMPSTEAD	BUILT: 1909. AGENCY CLOSED: 12/10/96. REMODELED: 2006
STONE AVE. (BROOKLYN)	ATLANTIC R.T.	AT EAST NEW YORK. OUT OF SVC. ___(?)
STONY BROOK	PT. JEFFERSON	BUILT: 1873, GREATLY REMODELED: 1917. CONSTRUCTION OF HI-LEVEL PLATFORMS WITH SHELTERS BEGUN: 3/88. TRACK REALIGN- MENT RESULTED IN RELOCATION OF S. PLATFORM WHICH WAS PLACED IN SVC: 11/14/88. N. PLATFORM WITH SHELTERS COM- PLETED: SPRING/1989. TEMPORARY WAITING ROOM AND TICKET OFFICE SET UP IN TRAILER DURING RENOVATION OF OLD DEPOT. EXTERIOR RESTORED TO ORIGINAL ARCHITECTURE, INTERIOR REMOD- ELED NON-HISTORICALLY. AGENCY CLOSED: 9/7/96. NEW SHELTERS CONSTRUCTED: 11/2008 TO EARLY 2009. (<i>Derek Stadler research re: shel- ters</i>)
STRAITON AVE.	FAR ROCK.	SEE: "ARVERNE, STRAITON AVE."
SUFFOLK STA.	MAIN LINE	OPENED: 7/14/1842 AT ISLIP AVE. APPEARS AS "NORTH ISLIP" ON 06/06/1861, 11/01/1862 AND 1867 TIMETABLES. (<i>Art Huneke data</i>). RENAMED SUFFOLK STATION (18__?) CLOSED: 11/04/1873 WHEN CENTRAL ISLIP STATION OPENED FURTHER EAST AT CARLETON AVE. (SEE: "CEN- TRAL ISLIP")
SUFFOLK DOWNS	MONTAUK	BUILT: 1907 ON W. SIDE OF PECONIC RD.,

		IN SHINNECOCK HILLS. AGENCY AND DEPOT CLOSED: 1921. PURCHASED BY LIRR BLOCK OPR. JAMES V. OSBORNE AND MOVED TO PRIVATE LOCATION ON PEC- ONIC BAY: 02/06/23. DISCONTINUED AS STATION STOP: 1927.
SYOSSET	PT. JEFFERSON	BUILT: 1872 AT LOCKWOOD'S GROVE, FAR ROCKAWAY, MOVED: 9/1877, GREATLY REMODELED: 1944, RAZED: 1948 2 ND DEPOT BUILT: 1948 3 RD DEPOT BUILT: 6/2019 <i>per</i> : www.amodernli.com/project/syosset-station/
THE DYKES	LONG BEACH	APPEARS AS SIGNAL STOP IN TIMETA- BLE OF APRIL, 1898. BECAME ISLAND PARK IN JULY, 1922 OR MAY, 1923 (<i>conflicting data</i>) WHEN IT RE- PLACED THE EARLIER ISLAND PARK STATION LOCATED AT THE FORMER BARNUM ISLAND (JEKYL ISLAND) STATION STOP.
THE RAUNT	ROCK. BCH.	OPENED: 1900. SUMMER AGENCY ONLY AS OF 01/01/1924. AGENCY CLOSED: _?_. STATION OUT OF SVC: 5/23/50 PER G. O. #1728 WITH ABANDONMENT OF JAMAICA BAY TRESTLE AFTER FIRE OF 1950.
THIRD AVENUE (BAY RIDGE)	N.Y. & R.B. RY. L.I.R.R. (BAY RIDGE)	APPEARS ON NY & RB RY TIMETABLE OF 7/1877. TICKET OFFICE AND WAIT- ING ROOM BUILT ON BRIDGE CARRY- ING THIRD AVE. OVER THE TRACKS. CLOSED AFTER SUMMER SEASON OF 1879. REOPENED 8/1880 BUT CLOSED AT END OF SUMMER SEASON. 2 ND STATION BUILT BY LIRR: 1885, BUT SERVICED BY CULVER TRAINS ONLY. NOT LISTED ON LIRR TIMETABLES OF 1885, 1886, 1887. IN 1888, LIRR AND CULVER TRAINS USED STATION. DIS- APPEARED FROM TIMETABLES AFT- ER THE SUMMER OF 1897. (<i>V. Seyfried</i>)

data)

THOMPSON'S STA. MAIN LINE
(THOMPSONS, THOMPSON)

PRIVATE HOME WHERE SAGTIKOS
PKY NOW INTERSECTS THE LIRR.
SERVED AS DEPOT, INN AND GEN-
ERAL STORE: OPENED: 6/24/1842
WITH OPENING OF LIRR TO THAT
POINT. "THOMPSON" ON TT OF
10/24/1862. CLOSED: 12/1869
AND STATION STOP RELOCATED
TO BRENTWOOD.

TROTting COURSE ORIG MAIN LINE
(TROTting COURSE LANE) BETW. BKLYN
AND JAMAICA

ORIGINALLY OPENED AS CONNECTICUT
AVE. ON LIRR'S OLD MAIN LINE BE-
TWEEN BKLYN AND JAMAICA. ON
TTS OF 7/31/1837 AND 9/8/1837.
BECAME "TROTting COURSE LANE"
AND LATER "TROTting COURSE" TO
SERVICE CENTREVILLE RACE
COURSE ("TROTting COURSE") AP-
PEARS AS SUCH ON TT OF 1842.
LATER CALLED WOODVILLE AND
THEN WOODHAVEN. (SEE: "WOOD-
HAVEN") (*Art Huneke data*)

TROY AVENUE. ATLANTIC R.T.
(BROOKLYN)

RAPID TRANSIT STOP PER TT, EFF.
6/24/1890

UNION COURSE
("RACE COURSE")

ATLANTIC

LISTED ON TT OF 3/1837 TO SERV-
ICE UNION COURSE RACE TRACK
BUT MAY HAVE OPENED IN 1836.
EARLIER SERVICE MAY HAVE
BEEN TO UNIONVILLE STATION.
RAPID TRANSIT SERVICE BEGAN:
4/28/1905, PLATFORMS WIDE-
ENED: 1911. OUT OF SVC:
11/1/39 PER G.O. #1204 AND
RAZED WITH ATLANTIC AVENUE
IMPROVEMENT PROJECT:
1939-40

UNION DEPOT

PROSPECT
PARK & CONEY
ISLAND R.R.

5TH AVE.& 36TH ST., BKLYN, NY
(ON LIRR CR4 OF 1903)

UNION HALL ST.
(JAMAICA)

MAIN LINE

BUILT: 1913. BELOW GRADE.
ACCESS TO PLATFORM VIA STAIRS
FROM IRON BRIDGE. ETT NUMBER
73 EFF: MAY 27, 1914 LISTS UNION
HALL STREET STATION ON THE MON-
TAUK DIVISION FOR WESTBOUND
TRAINS. THERE WAS NO PLATFORM
FOR EASTBOUND MONTAUK DIVISION
TRAINS AT THAT TIME. (*Art Huneke
data*) EASTBOUND PLATFORM AD-
DED: __?__. HIGH LEVEL PLATFORM
OUT OF SVC: 11/16/29 ACCOUNT
"JAMAICA IMPROVEMENT EAST"
PROJECT.
TEMPORARY, LOW LEVEL PLATFORM
NORTH OF TRACK 1, BETWEEN 165TH
ST. AND NEW YORK AVE. IN SVC:
11/16/29. OUT OF SVC: 12/8/29.
TEMPORARY HIGH LEVEL PLATFORM
SOUTH OF TRACK 1 IN SVC:
12/8/29.
TEMPORARY EASTWARD HIGH LEVEL
PLATFORM BETWEEN TRACKS 2
AND 3 OUT OF SVC: 6/21/30.
TEMPORARY EASTWARD HIGH LEVEL
PLATFORM S. OF TRACK 6 IN SVC:
6/21/30.
PERMANENT EASTWARD HIGH LEVEL
PLATFORM BETWEEN TRACKS 3
AND 5 IN SVC. AS WESTWARD AND
EASTWARD PLATFORM: 6/21/30.
TEMPORARY EASTWARD HIGH LEVEL
PLATFORM OUT OF SVC: 2/26/31.
PERMANENT WESTWARD HIGH LEVEL
PLATFORM IN SVC: 2/26/31.
AGENCY STILL LISTED IN "L.I.R.R. TICK-
ET OFFICES OPEN FOR SALE OF
TICKETS" OF 9/12/55 AS PART TIME.
AGENCY CLOSED: ?. DISCONTIN-
UED AS STATION STOP: 1976.
RAZED: c. 2001.

UNIONVILLE

ATLANTIC R.T.

WEST OF ROCKAWAY BLVD. OUT OF
SVC. __(?) MAY HAVE BEEN THE
EARLIER STATION STOP TO SERV-
ICE UNION COURSE RACE TRACK.

UNITED NATIONS
(FLUSHING MEADOWS)

PORT WASH.

EAST OF CORONA STATION. IN SVC:
9/15/46. OUT OF SVC: c. 1952
(SITE OF 1939 WORLD'S FAIR
STATION)

UNQUA

S.S.R.R.
(MONTAUK)

BETWEEN S. OYSTER BAY (LATER
MASSAPEQUA) AND AMITYVILLE
STATIONS, WEST OF UNQUA ROAD.
BUILT 1868 AS A PRIVATE STATION
BY AND FOR THE FLOYD-JONES
FAMILIES (*John Fusto data*). LISTED
IN A MAY, 1871 TIMETABLE. (*Bill
Slade / Art Huneke data*). APPEARS
IN THE SOUTH SIDE SIGNAL TIME-
TABLES OF MARCH 2 AND JULY 17,
1874 AS FREIGHT STOPS. LISTED AS
STOP IN MAY 30, 1880 EMPLOYEE
TIMETABLE AND AS FLAG STOP IN
JUNE 19, 1880 EMPLOYEE TIME-
TABLE. AGAIN LISTED AS FLAG-
STOP IN JULY 28, 1881 EMPLOYEE
TIMETABLE (*Art Huneke data*) NO
LONGER LISTED ON WINTER/1881-
1882 PUBLIC TIMETABLE. NAME
APPEARS ON FREIGHT REPORT
SHEETS: 1881 AND AS LATE AS
MARCH, 1893. (*Also per Art Huneke*)

UPTON ROAD

MAIN LINE

EAST OF YAPHANK AND APPROX. TWO
MILES W. OF UPTON JCT., AND THE
FORMER CAMP UPTON STATION,
WHERE THE OLD HAY RD (UPTON RD.
IN 1918) CROSSED THE TRACKS.
NORTH SIDE OF TRACKS. STATION
IN SVC. EFF: 05/28/1918 PER G.N.
#87. STILL LISTED ON PUBLIC TT OF
10/16/1921 BUT NO TRAIN SERVICE
INDICATED. LIRR SERVICE TO /FROM
THE CAMP ENDED: 4/1922 (*Thos. R.
Bayles data*). TWO STORIES OF DIS-
POSITION OF DEPOT GIVEN:
1. DEPOT CLOSED AND MOVED
TO YAPHANK FOR USE AS
AGENT'S RESIDENCE FROM

1922 UNTIL 1948. (*per Bob Emery's map notes. LIRR Co. Rules and Rates of Pay eff: 01/01/1924 indicated the agent received rent as part of his pay.*)

2. DEPOT PURCHASED BY LIRR CONDR. FRANK ERTHAL AND MOVED TO PRIVATE LOCATION FOR USE AS HIS CLUBHOUSE. (*per LIRR conductor Jeff Skinner at a testimonial to Frank Erthal at Mr. Erthal's retirement dinner in 1950.*)

UTICA AVENUE
(BROOKLYN)

ATLANTIC R.T.

RAPID TRANSIT STOP PER TT, EFF.
6/24/1890

VALLEY STREAM

S. S. R. R.
(MONTAUK)

S. SIDE R. R. SVC. BEGAN: 10/28/1867.
DEPOT OPENED: 7/1869 ON W. SIDE OF ROCKAWAY AVE., INSIDE THE LEGS OF THE WYE WITH OPENING OF BRANCH TO FAR ROCKAWAY. "THOROUGHLY RENOVATED" IN A 12/05/1899 ARTICLE IN THE "BKLYN. DAILY EAGLE." OUT OF SVC: 08/10/1932 ACCOUNT GRADE CROSSING ELIMINATION PROJECT. RAZED: 1933.

TEMPORARY STATION RELOCATED ON SHOO-FLY SOUTH OF FORMER TRACK LOCATION AND W. OF S. FRANKLIN AVE. IN SVC: 8/10/32 PER G.O. #116-7C. TRACKS AND STATION PLATFORMS ON FAR ROCKAWAY BRANCH OUT OF SVC: 8/31/32. ELEVATED TRACKS AND PLATFORMS ON FAR ROCKAWAY BRANCH IN SVC: 2/7/33 PER G.O. #117-7C.

3RD, ELEVATED, CENTER-ISLAND STRUCTURE ON MONTAUK BRANCH NORTH OF FORMER LOCATION W. OF S. FRANKLIN AVE. IN SVC: 6/27/33 PER G.O. #119-2C

ELEVATED JCT. OF W. HEMPSTEAD BRANCH IN SVC: 9/10/33 PER G.O. #119-8C

VANDERBILT AVENUE (BROOKLYN)	ATLANTIC R.T.	RAPID TRANSIT STOP PER ETT #11, EFF. 11/4/1878
VANDERVEER PARK	MANH'T'N BCH (BAY RIDGE)	BUILT: 1878 AS "FLATLANDS." RAZED: 1906 WITH GRADE ELIMINATION. 2 ND DEPOT BUILT: 1906, BECAME FREIGHT STATION WITH TER- MINATION OF PSGR SVC: 1924. LASTED AS SUCH INTO THE LATE 1950s-EARLY1960s.
VAN SICLEN AVE. (BROOKLYN)	ATLANTIC R.T.	EAST OF WYCKOFF'S LANE. OUT OF SVC. ___(?)
VAN WICKLENS (LINWOOD ST.)	ATLANTIC ATLANTIC R.T.	EAST OF EAST NEW YORK. ALSO USED AS A RAPID TRANSIT STOP PER ETT #11, EFF. 11/4/1878
VAN WYCK AVENUE	S. S. R. R. (ATLANTIC)	SEE: "SOUTH SIDE R. R. CROSSING"
WADING RIVER	WADING RIVER EXTENSION	OPENED WITH BRANCH: 06/27/1895, REMODELED TO TWO STOREY: 1906. AGENT AND FAMILY LIVED UPSTAIRS. AGENCY CLOSED: 1933. TRACKS CUT BACK AND STATION FACILITIES RELOCATED 1 MILE WEST OF FORMER LOCATION TO RANDALL ROAD: 1/18/38 (MILLER FAMILY RECLAIMED THEIR DONA- TED PROPERTY FROM RIVERHEAD TOWN LINE EAST TO ORIGINAL END OF TRACK DUE TO LIRR NOT RUN- NING THE REQUISITE NUMBER OF TRAINS PER THE ORIGINAL 1895 DONATION AGREEMENT). WOODEN DEPOT RAZED SOMETIME AFTER AND LUMBER USED TO BUILD STORE NORTH OF STATION SITE. LAST REVENUE TRAIN: 10/9/38. RELOCATED STATION OUT OF SVC. PER G.O. #1006C: 3/29/39 AND BRANCH ABANDONED.
WAINSCOTT	MONTAUK	BUILT: 1898

2ND DEPOT BUILT: 1915 WITH ONLY SEGREGATED WAITING ROOM ON THE L.I.R.R. PER TIMETABLE EFF. 05/23/1923, BAGGAGE TO AND FROM THIS STATION WAS ONLY HANDLED DURING THE SUMMER SEASON (SUMMER-ONLY AGENCY). CLOSED AND DISCONTINUED AS STATION STOP: c.1936, MOVED TO PRIVATE SITE AS BEACH HOUSE. STILL STANDING: 2005.

WAMPMISSICK
(WAMPMISSIC)

MAIN LINE

4 MILES EAST OF YAPHANK AND 2 MILES WEST OF MANOR. APPEARS ON TIMETABLES OF 12/08/1851, 1852, & 1853. POSSIBLY ONLY USED AS A MEETING/PASSING LOCATION. APPEARS ON AN 1855 MAP. A SIDING AT THIS LOCATION BORE THE NAME "WAMPMISSIC" ON 1916 LIRR VALUATION PLANS AND IN THE LIRR'S 1924 CR4 BOOK WHICH INDICATED FREIGHT SIDING LOCATIONS. (*Info courtesy of Art Huneke*)

WANTAGH

S. S. R. R.
(MONTAUK)

S. SIDE R. R. SVC. BEGAN: 10/28/1867 AS "RIDGEWOOD." DEPOT BUILT: 1875 (*8-year gap between depots?*) APPEARS AS "RIDGEWOOD" UP TO AND INCLUDING TT OF 01/19/1891 (*Roger Jayne data*). APPEARS ON TT OF 11/01/1891 AS "WANTAGH" (*Bill Slade data via Art Huneke*). RENAMED SOMETIME DURING THAT 10-MONTH WINDOW. DEPOT AND AGENCY CLOSED: 8/24/1966 WITH GRADE CROSSING ELIMINATION PROJECT AND MOVED OFF-SITE: 9/22/66 (*per Bob Meagher of the Wantagh Preservation Society*). RESTORED AS MUSEUM. TEMPORARY STATION AND TRACKS RELOCATED ON SHOE-FLY ACCOUNT GRADE CROSSING ELIMINATION PROJECT IN SVC: 8/24/66 PER G.O.

		#107. OUT OF SVC: 10/22/68 AND RAZED. ELEVATED STRUCTURE IN SVC: 10/22/68 PER G.O. #312. AGENCY SCHEDULED TO CLOSE (?)
WARDENCLYFFE	WADING RIVER EXTENSION	FIRST APPEARS IN TIMETABLE OF JUNE, 1900. LOCATED ON N. SIDE OF TRACKS AND WEST SIDE OF NORTH COUNTRY ROAD CROSSING. BECAME FREIGHT HOUSE AFTER NEW DEPOT IN SVC. (<i>Robt. Emery data</i>) 2ND DEPOT BUILT: 1902, ON. SIDE OF TRACKS AND EAST SIDE OF NORTH COUNTRY ROAD CROSSING, .2 MILES EAST OF ORIGINAL LOCATION. RENAMED "SHOREHAM": 1906. (SEE: "SHOREHAM")
WARWICK ST. (EAST NEW YORK)	ATLANTIC	ELEVATED STRUCTURE OPENED: 8/29/1905 WITH ELECTRIFICATION FROM FLATBUSH AVE. OUT OF SVC: 11/1/39 PER G.O. #1204 AND RAZED WITH ATLANTIC AVE. IMPROVEMENT PROJECT: 1939-40
WASHINGTON AVE. (BROOKLYN)	ATLANTIC RT	RAPID TRANSIT STOP PER ETT #11, EFF. 11/4/1878
WASHINGTON ST. (GARDEN CITY)	CENTRAL EXT.	EAST OF GARDEN CITY STATION. LOW PLATFORM FOR LIRR'S BATTERY CAR SHUTTLE SERVICE AFTER 1923.
WATER STATION	MAIN LINE	APPEARS ON 1857 MAP. STATION STOP INDICATED WEST OF LAKE STATION AND EAST OF NICOL'S ROAD ("FOOT'S CROSSING"). NO TIMETABLE EVIDENCE AS YET. (<i>Info: Art Huneke</i>)
WATERMILL (WATER MILLS) (WATERMILLS)	MONTAUK	BUILT: AUG-SEPT/1875. LISTED ON TTs OF 1878 AS "WATERMILLS" AND 1883 AS "WATER MILLS" (2 WORDS). AN 03/18/1882 ARTICLE IN "THE SIGNAL,"

A BABYLON WEEKLY THAT PUBLISHED A SATURDAY COLUMN CALLED "GOS-SIP ON THE RAILS", STATED THE LIRR IS TO ABANDON THE STATION ALONG WITH THAT OF ATLANTICVILLE DUE TO INSUFFICIENT BUSINESS, HOWEVER, THE STATION CONTINUED TO BE LISTED ON TTs OF 1883 AS "WATER MILLS" (2 WORDS) AND IN 1885, AGAIN AS "WATERMILLS" (ONE WORD). FINALLY LISTED AS "WATERMILL" (date?) UNTIL EVENTUALLY DISCONTINUED AS A STATION STOP (date?).

2ND DEPOT OPENED: 8/1903, AGENCY CLOSED: 9/8/40 AT SAME TIME AS BLOCK LIMIT STATION SIGNAL TAKEN OUT OF SERVICE. LAST LISTED AS STATION STOP IN ETT #3, EFF: 6/24/56. LISTED ON LIRR STATION SYMBOL CARD EFF: 8/31/57. STRUCTURE LEFT STANDING AND ABANDONED. COMPLETELY RENOVATED: 1968 FOR USE AS A DRESS SHOP. LATER BECAME A RESTAURANT. EXTERNALLY RESTORED (2012) TO BE PART OF OFFICE CONDOMINIUMS SURROUNDING THE OLD DEPOT GROUNDS.

WAVECREST

FAR ROCK.

OPENED: 5/1928. WESTWARD STATION FACILITIES RELOCATED 800' EAST OF FORMER LOCATION: 8/5/40. EASTWARD STATION FACILITIES: 8/23/40. RAZED: 1940-41 WITH GRADE ELIMINATION PROJECT
2ND AND ELEVATED STRUCTURE OPENED: 4/10/42. TRANSFERRED TO TA OWNERSHIP: 10/3/55

WAVERLY
(HOLTSVILLE)

MAIN LINE

LINE OPENED IN 1843 BUT STOP NOT LISTED ON TIMETABLES OF 1844 AND 1845. BECAME STATION STOP: __?__. OLD STORE SOUTH OF TRACKS ON THE EAST OF WAVERLY AVE. SERVED AS ORIGINAL "WAVER-

LY" DEPOT. IN SVC: __?__ WITH FEMALE STATION AGENT M. E. BLOOMER (PER 1878 LIRR BOOK OF RULES). POST OFFICE RENAMED "HOLTSVILLE" IN 1860, BUT LIRR RETAINED THE OLD NAME. PER "Babylon Signal" NEWSPAPER ARTICLE OF 03/23/1882, WAVERLY AND BARTLETT STATIONS WERE TO BE ABANDONED (*Art Huneke data*).

ACCORDING TO A "Babylon Signal" NEWSPAPER ARTICLE OF APRIL, 1884, AFTER A TWO-YEAR PERIOD WITH NO TRAIN SERVICE, WAVERLY STATION WAS REOPENED IN THE POST OFFICE BUILDING WITH MRS. M. E. BLOOMER AGAIN THE STATION AGENT. "NEW PLATFORMS HAVE BEEN ERECTED AND OTHER IMPROVEMENTS MADE" (*Art Huneke data*). RENAMED "HOLTSVILLE" SOMETIME IN THE MID-LATE 1890s. DEPOT BUILDING RAZED: 1912. (SEE: "HOLTSVILLE")

WC-PASSING SIDING	MAIN LINE	FORMER UPTON JCT. EAST OF YAP-HANK STATION AND UPTON ROAD AND WEST OF WAMPMISSIC SIDING. APPEARS ON ETT #98 EFF. 5/23/1923 (<i>per Richard Makse</i>)
WEEK'S STATION	OYSTER BAY	(SEE: "GREENVALE")
WELLWOOD	S. S. R. R. (MONTAUK)	SSRR SVC BEGAN ON 10/28/1867 AS WELLWOOD. ORIGINAL 2-STOREY, WOODEN DEPOT WITH FRONT VERANDAH-STYLE COVERED PLATFORM AND PORTE COCHERE AT REAR. BUILT ON SOUTH SIDE OF TRACKS AND EAST OF WELLWOOD AVE. RENAMED "BRESLAU": 1869. (SEE: "BRESLAU")
WESTBURY	MAIN LINE	1 ST DEPOT APPEARS ON TT OF 9/3/1838, UTILIZING THE TRACK-

SIDE J. P. KELSEY'S BRANCH STORE
(G. Brainerd photographic provenance.)
 2ND DEPOT BUILT: APR-JUNE/1883
 3RD DEPOT BUILT: 1914, GREATLY
 REMODELED: 1972. PER RAY
 MUNTZ, ANOTHER REMODELING
 BEGAN IN APRIL, 2001 BUT POS-
 SIBLY DUE TO A DISCOVERED
 STRUCTURAL DEFECT, UPPER
 PORTION OF EXISTING BLDG.
 WAS LEVELED AND NEW DEPOT
 CONSTRUCTED ATOP LOWER
 LEVEL OF OLD DEPOT *(Ray Muntz
 photographic provenance.)*

WESTBURY HEMPSTEAD MAIN LINE

STATION STOP LOCATED BETWEEN
 HICKSVILLE AND FLUSHING AVE..
 QUEENS. LISTED ON TT OF
 3/1/1837. APPEARS ON TT AS
 LATE AS 4/24/1837. DISCONT-
 INUED: ?

WESTBRIDGE
 (HIGH BRIDGE) MAIN LINE

JAMAICA AVE. AT 130TH ST., JAMAICA.
 SHELTER SHED OPENED: 6/28/1916,
 WITH STREET-LEVEL TICKET OF-
 FICE ON JAMAICA AVE. AT THE
 CROSSING OF THE LIRR'S TRACKS
 BY THE JAMAICA AVE. EL. *(photo-
 graphic provenance)*. AGENCY
 CLOSED: 19_?_. OUT OF SVC:
 01/01/39 AND DISCONTINUED
 AS STATION STOP.

WEST DEER PARK MAIN LINE

BUILT: 5/1875 AS "WEST DEER PARK",
 RENAMED "WYANDANCE:"
 01/01/1889. APPEARS AS "WYAN-
 DANCH" IN 1903 C.R.4 (SEE:
 "WYANDANCH")

WEST FLUSHING FLUSHING R.R.
 NY & FLUSHING
 FLUSHING & N. SIDE

OPENED: 1854. ABANDONED: ?
 AFTER ABANDONMENT, STATION
 NAME GIVEN TO "FASHION RACE
 COURSE" STATION.

WESTHAMPTON MONTAUK

BUILT: FEB-MAR/1870, MOVED TO
 PRIVATE LOCATION E. OF CENTRE

MORICHES STATION SITE AND N. SIDE OF TRACKS: 1905. (*Robt. Emery data*)

2ND DEPOT BUILT: 1905. SUFFERED EXTENSIVE INTERIOR DAMAGE IN A FIRE SET IN FRONT OF THE TICKET OFFICE IN 1986. OFFICE CLOSED FOR 4-5 MONTHS DURING RENOVATION OF THE TICKET OFFICE AND WAITING ROOM. UPPER LEVEL DAMAGE WAS NOT REPAIRED. (*Read retired agent Fred Allen's account of the fire at the end of this listing.*) AGAIN BURNED, BUT ONLY SLIGHTLY DAMAGED IN A WILDFIRE THRU THE AREA: 8/24/95 (*Read David M. Morrison's account of the fire at the end of this listing*) AND REPAIRED. FULL-TIME AGENCY CLOSED: 9/7/96.

HI-LEVEL PLATFORMS AND SHELTER INSTALLED: BETWEEN LATE 1996 AND SUMMER, 1997. (*Derek Stadler info*) SUNDAY AGENCY ONLY: 2006

WEST HEMPSTEAD

W. HEMP.

OPENED: 19_?_ NORTH OF HEMPSTEAD AVE. RAZED 1928.

2ND DEPOT OPENED 1928, NORTH OF HEMPSTEAD AVE. MOVED SOUTH OF HEMPSTEAD AVE. 9/15/35 WITH END OF THRU-PSGR. SVC. BETWEEN MINEOLA AND VALLEY STREAM. SET IN PLACED PARALLEL TO HEMPSTEAD AVE. WITH DIAGONAL COVERED WALKWAY LEADING TO COVERED PLATFORM. BURNED AND RAZED: 1959.

3RD DEPOT BUILT: 1959. AGENCY CLOSED: 9/7/96.

WESTWOOD

W. HEMP.

OPENED: 9/1929, INSIDES AND WALLS COMPLETELY GUTTED TO CREATE SHELTER SHED: 1955

WHEATLEY HILLS
(NORTH ROSLYN)

OYSTER BAY

FRAME DEPOT BUILT: 1898 AND WAS
A SIGNAL STOP ONLY. NAME
CHANGED TO "NORTH ROSLYN"
IN 1901. CLOSED AND DISCON-
TINUED AS STATION STOP:
03/19/1924.

WHITE POT
(WHITEPOT)

MAIN LINE

ORIGINALLY A MAIN LINE SAND SIDING.
OLD MAPS SHOW A SAND PIT NEAR
FLEET ST. ON THE GLENDALE CUT-
OFF. DOES NOT APPEAR IN PUBLIC
TTs, ONLY IN A FEW ETTs WHERE IT
IS CALLED "WHITE POT SWITCH."
FIRST NOTED AS SUCH IN TIMETABLE
EFF: 11/08/1874. IN 1880 WHEN
SOUTHERN DIVISION TRAINS WERE
ALL USING THE MAIN LINE, THERE
WERE MEETS THERE. A DAY-NIGHT
TELEGRAPH OFFICE OPENED PROB-
ABLY IN 1892 WHEN MANUAL BLOCK
SYSTEM PLACED IN SERVICE BE-
TWEEN JAMAICA AND WINFIELD JCT.
ETT #4 EFF. 1897 SHOWS "WHITE
POT" ON SINGLE TRACK WITH THIS
DAY-NIGHT TELEGRAPH OFFICE IN
SERVICE. 1903 C.R.4 SHOWS "WHITE
POT (SIDING)." NO LONGER INDICATED
AS A TELEGRAPH OFFICE AS OF ETT
#34, EFF: 05/25/1905. A c.1915 LIST
OF AUTOMATIC SIGNALS SHOWS SIG-
NAL "R-58" AT WHITE POT. (*Art Huneke
Data*)

WHITESTONE

FLUSHING R.R.
NY & FLUSHING
FLUSHING & N.
SIDE
(WHITESTONE)

ORIGINAL DEPOT BUILT: 10/1869.
2ND DEPOT OPENED: 1/30/1871.
ORIGINAL DEPOT POSSIBLY USED
AS FREIGHT/EXPRESS HOUSE
FOR NEW DEPOT BLDG. (*Possible
3/1932 photo provenance*) REAR
PORTE-COCHERE REMOVED
c. 1920s. STATION CLOSED:
2/19/32 WITH BRANCH ABANDON-
MENT.

WHITESTONE LDG.
(BEECHHURST)

WHITESTONE

TRACKS EXTENDED FROM WHITESTONE:
8/8/1886 AND 1ST TRAIN RAN:

8/9/1886 (*V. Seyfried data*), DEPOT BUILT AT WATER'S EDGE ALONG WITH A LARGE BRICK MACHINE SHOP/MARITIME MAINTENANCE FACILITY TO SERVICE LIRR FERRIES AND TUGBOATS. DEPOT MOVED BACK FROM SHORELINE: 6/1892. STATION STOP INDICATED AS "WHITESTONE LANDING (BEECH-HURST)" IN PTT OF 06/29/1918. CLOSED: 02/19/32 WITH BRANCH ABANDONMENT. MARITIME MAINTENANCE FACILITY REMAINED IN SERVICE UNTIL THE LIRR RETIRED ITS TUGBOAT FLEET IN 1963.

WILLIS	OYSTER BAY	APPEARS ON 1876 FREIGHT REPORT AS 1 ST STATION STOP AFTER MIN-EOLA. TAKEN OUT OF SVC. _?_ AND REPLACED BY NEW EAST WILLISTON STATION OPENED 300' EAST OF THIS LOCATION c. 1880 (<i>Wm. Slade data</i>).
WILLOW TREE (JAMAICA: LATER HILLSIDE)	MAIN LINE	BUILT 1837 AT HAMILTON AVE. (LATER 184 TH ST.) STATION STOP DISCONTINUED WITH OPENING OF ROCKAWAY JCT WHEN NY & ROCKAWAY RR CONNECTED WITH THE LIRR WEST OF STATION SITE: 1872. PASSENGERS SERVICED BY ROCKAWAY JCT. STA. (<i>A. Huneke - V. Seyfried data</i>)
WINFIELD	NY & FLUSHING FLUSHING & N. SIDE (PORT WASHINGTON)	FLUSHING & N. SIDE DEPOT BUILT: JULY/1854, MOVED TO WINFIELD JCT. AT TODAY'S 48 TH AVE. & 69 TH ST.: 08/1876 ON OLD ALIGNMENT. RAZED: 11/1915. NEW DEPOT BUILT: EAST OF TODAY'S 72 ND ST.: OCT-NOV/1915 ON NEW ALIGNMENT. TRACKS AND PLATFORM ON EMBANKMENT. TICKET OFC. & WAITING ROOM AT STREET LEVEL. DISCONTINUED AS STATION STOP AND RAZED: 1929 (<i>Realignment</i>)

data per George Chiasson, Jr.)

WOOD'S STATION	S.S.R.R. (FAR ROCK.)	(SEE: "WOODMERE.")
WOODBURY	PT. JEFFERSON	SEE: "COLD SPRING HARBOR"
WOODHAVEN (1 st)	ORIG MAIN LINE BETW. BKLYN AND JAMAICA (ATLANTIC)	ORIGINALLY OPENED AS CONNECTI- CUT AVE. (1837) ON ORIGINAL MAIN LINE BETWEEN BKLYN AND JAMAICA. BECAME TROTting COURSE AND THEN TROTting COURSE LANE TO SERVICE THE CENTREVILLE RACE COURSE (TROTting COURSE). LISTED AS SUCH ON TT OF 1842. NAME CHANGED TO WOODVILLE AND LATER TO WOODHAVEN. RAPID TRANSIT SERVICE STARTED: 4/28/1905 WITH ELECTRIFICATION FROM FLATBUSH AVE. PLATFORMS WIDENED: 1911. OUT OF SVC: 11/1/39 PER G.O. #1204 AND RAZED WITH ATLANTIC AVENUE IMPROVEMENT PROJECT: 1939-40
WOODHAVEN (2 nd)	ATLANTIC	FORMER LOCATION OF WOODHAVEN JCT. STATION. TRACKS AND STA- TION PLACED BENEATH ATLANTIC AVE. 1939-40. THE ACTUAL JUNC- TION WAS TAKEN OUT OF SERVICE: 6/8/62 AND THE ROCKAWAY BEACH BRANCH ABANDONED: 6/9/62. "JUNCTION" WAS DROPPED FROM THE NAME AND STATION STOP RE- NAMED "WOODHAVEN." THE RAPID TRANSIT STATION KNOWN AS "WOOD- HAVEN" ORIGINALLY WEST OF THIS LOCATION WAS LONG OUT OF SERVICE AT THIS TIME (11/01/39), SO THERE WAS NO CAUSE FOR ANY CONFUSION WITH THIS RENAMING.
WOODHAVEN JCT.	ATLANTIC	OPENED: 7/1895. WAS ALSO ONE OF THE LIRR'S RAPID TRANSIT STOPS. RAZED : 11/1939 WHEN

TRACKS PLACED BENEATH ATLANTIC AVE. WITH ATLANTIC AVE. IMPROVEMENT PROJECT OF 1939-1940. (*Valuation photo from 11/21/1939 shows demolition underway.*)

2ND DEPOT, LOCATED UNDERGROUND, OPENED: 1940-41. RENAMED "WOODHAVEN" TO REPLACE THE RAPID TRANSIT STOP ORIGINALLY LOCATED FURTHER WEST AND WHICH WAS REMOVED BY THE ATLANTIC AVE. IMPROVEMENT PROJECT. THE "JUNCTION" PORTION OF THE STATION NAME WAS ELIMINATED AT THIS TIME ALTHOUGH THE JUNCTION REMAINED IN SERVICE. THE ACTUAL JUNCTION WAS TAKEN OUT OF SERVICE: 6/8/62 AND THE ROCKAWAY BEACH BRANCH ABANDONED: 6/9/62. PART TIME AGENCY PER "L.I.R.R. TICKET OFFICES OPEN FOR SALE OF TICKETS" OF 9/12/55. AGENCY LAST NOTED IN "LIRR TICKET OFFICE HOURS" LISTING OF 9/25/66. AGENCY GONE BY LISTING OF 5/22/67 (*Brad Phillips data*). DISCONTINUED AS STATION STOP: 1/10/77.

WOODHAVEN JCT.

ROCK BCH.

ELEVATED STATION CROSSING OVER ATLANTIC BRANCH WHICH RAN AT GRADE ALONG ATLANTIC AVE. OPENED: ?. RAZED: c. 1940 DURING ATLANTIC AVE. IMPROVEMENT PROJECT. RENAMED "WOODHAVEN."

2ND ELEVATED STATION, DESIGNED BY LESTER TICHY, OVER ATLANTIC AVE. OPENED: 1940-41. DISCONTINUED AS STATION STOP: 6/8/62. BRANCH ABANDONED: 6/9/62. STRUCTURE AND COVERED PLATFORMS STILL STANDING: 2003.

WOODHULL PARK

MAIN LINE

BUILT: ? AT 178TH ST. (OLD WHEELER

		ST.) WOODEN FRAME DEPOT WITH VICTORIAN GINGERBREAD. NOT FOUND IN TIMETABLES BUT SHOWN ON MAPS. RAPID TRANSIT SERVICE EXTENDED TO HERE: 6/24/1890. LATER SITE OF ROCKAWAY JCT. RAZED: 1905-06.
WOODMERE	S. S. R. R. (FAR ROCK.)	S. SIDE R. R. SVC. BEGAN: 7/1869. ON TIMETABLE FIRST AS "WOOD'S STATION AND THEN "WOODSBURGH." RENAMED "WOODMERE": __?__. 2 ND DEPOT BUILT: 1902 WITH PORTE COCHERE AT REAR. PORTE COCHERE REMOVED BY 1939. TRACKSIDE EAVES CUT BACK AND COVERED PLATFORMS REMOVED FOR CLEARANCE DUE TO INSTALLATION OF HI-LEVEL PLATFORMS: c. 1968. AGENCY CLOSED: 8/19/2009.
WOODSBURGH	S. S. R. R. (FAR ROCK.)	(SEE: "WOODMERE").
WOODSIDE	FLUSHING & N. SIDE (MAIN LINE)	FLUSHING & N. SIDE DEPOT OPENED AT TODAY'S 39 TH AVE. BETWEEN 57 TH & 58 TH STS. ON OLD ALIGNMENT: 11/15/1869. CLOSED: 1913 DUE TO GRADE ELIMINATION AND TRACK REALIGNMENT AND RAZED SOMETIME AFTER. 2 ND TEMPORARY STATION IN SVC. AT TODAY'S 60 TH ST & WOODSIDE AVE. ON OLD ALIGNMENT DURING TRACK ELEVATION: 04/1913. RAZED: 11/17/1915. 3 RD AND ELEVATED STRUCTURE IN SVC. AT TODAY'S ROOSEVELT AVE. & 61 ST ST. ON NEW ALIGNMENT: 10/17/1915 (<i>Realignment data per George Chiasson, Jr.</i>)
WOODVILLE	ORIG MAIN LINE BETW. BKLYN AND JAMAICA	SEE: "TROTTING COURSE" AND "WOODHAVEN"

WORLD'S FAIR

PORT WASH.

TEMPORARY STATION IN SERVICE PER ETT #9, EFF. 6/19/38 DURING CONSTRUCTION OF MAIN STATION AND FAIR COMPLEX.

2ND STATION IN SVC: 1939-40, RAZED AFTER FAIR CLOSED IN OCT, 1940. MINIMAL PLATFORMS RETAINED OR NEW ONES INSTALLED (?) FOR SERVICE TO THE NEWLY-CREATED UNITED NATIONS: 09/15/46 (*SEE "UNITED NATIONS"*) ONE OF THE TICKET SALES BOOTHS WAS RELOCATED TO JAMAICA STATION WHERE IT BECAME THE WEST-BOUND PLATFORM INFORMATION BOOTH, WHICH WAS LATER REPLACED BY A NEW STRUCTURE IN 1992.

3RD TEMPORARY STATION IN SVC: 1/11/61. NO AGENCY. LOW PLATFORMS AND METAL SHELTER SHED.

4TH STATION FACILITIES RELOCATED 1,570' EAST OF FORMER LOCATION AND CONVERTED FROM OUTSIDE, LOW LEVEL PLATFORM TO SINGLE ISLAND HIGH LEVEL PLATFORM PER G.O. #1004 EFF: 07/10/63 IN PREPARATION FOR OPENING OF FAIR. AGENCY OPENED _?_. LAST DAY OF AGENCY FOR 1964: 10/18/64. AGENCY RE-OPENED AGAIN FOR FAIR SERVICE IN 1965. LAST DAY OF AGENCY: 10/17/65 (*Brad Phillips data*) AT CLOSING OF FAIR. STATION RENAMED "SHEA STADIUM": 4/15/66. (*SEE "SHEA STADIUM."*)

WRECK LEAD

LONG BEACH

OPENED: c. 1898, AS COMBINATION LOW CINDER / LOW WOODEN PLATFORM. NO DEPOT BUILDING. ON NE SIDE OF WRECK LEAD (REYNOLD'S) CHANNEL AT WATER'S EDGE. CLOSED: 12/31/27.

WYANDANCH (WYANDANCE)	MAIN LINE	<p>BUILT: 5/1875 AS "WEST DEER PARK", RENAMED "WYANDANCE:" 01/01/1889. APPEARS AS "WYANDANCH" IN 1903 CR4. RAZED: 2/58 2ND, RELOCATED DEPOT OPENED: 2/58. RAZED: 1987.</p> <p>3RD, RELOCATED DEPOT OPENED: 1987 ON SITE OF 1ST DEPOT. AGENCY CLOSED: __?_</p> <p>4TH DEPOT WITH PARKING GARAGE FACILITY IN SVC: 9/2018 WITH DOUBLE-TRACKING OF MAIN LINE FROM PW TO RONKONKOMA <i>per: http://www.amodernli.com/project/wyandanch-station-enhancement/</i></p>
WYCKOFF'S LANE (WYCKOFF AVE.)	ORIG MAIN LINE BETW. BKLYN AND JAMAICA	<p>EAST OF PENNSYLVANIA AVE, EAST NEW YORK. ON TT OF 6/1837. DISCONTINUED AS STOP: ?__</p>
YAPHANK	MAIN LINE	<p>1ST DEPOT APPEARS ON TIMETABLE OF 6/14/1845 AS "MILLEVILLE" PROBABLY REPLACING THE TEMPORARY CARMAN'S RIVER/FIRE PLACE STATION OPENED AT OR NEAR THE SITE IN JUNE, 1844 WITH TEMPORARY END OF TRACK. RENAMED "YAPHANK": 1846.</p> <p>2ND DEPOT BUILT: 1875. FORMER DEPOT AT UPTON ROAD MOVED ON-SITE ONCE LIRR SERVICE TO CAMP UPTON CEASED IN 1922. USED AS AGENT'S RESIDENCE FROM 1922 TO 1948 (<i>Robt. Emery Data</i>). AGENCY CLOSED: 1958, DEPOT RAZED: 1961. REPLACED WITH METAL SHELTER SHED.</p> <p>HI-LEVEL PLATFORMS AND SHELTER INSTALLED: 1999 TO ACCOMMODATE NEWLY-ARRIVED C3 BI-LEVEL CARS WHICH WERE PLACED IN SERVICE JULY, 1999. (<i>Robert L. Myers 1999 data</i>)</p>
YOUNGSPORT	S.S.R.R. (MONTAUK)	<p>ORIGINAL NAME FOR GREAT RIVER. S. SIDE RAILROAD FREIGHT</p>

STATION ONLY UNTIL 1897 WHEN
PSGR. DEPOT BUILDING CON-
STRUCTED AND OPENED AS
“GREAT RIVER.” APPEARS AS
“YOUNGSPORT” ON LIRR FREIGHT
REPORT FORM OF 1893 BUT
DOES NOT APPEAR ON ANY TIME-
TABLES (PUBLIC OR EMPLOYEE)
OF THAT ERA.

GENERAL ORDER No. 90 } RECEIVER’S OFFICE

LONG ISLAND CITY - OCT. 15TH 1880:

THE NAME OF **WOODBURY STATION LONG ISLAND RAILROAD**, HAS THIS DAY BEEN
CHANGED TO **COLD SPRING**.

TICKET AND FREIGHT AGENTS MUST EXERCISE MORE THAN ORDINARY CARE IN
SELLING TICKETS AND SHIPPING FREIGHT UNTIL THE CHANGE OF NAME IS
FULLY UNDERSTOOD BY THE PUBLIC.

THOS. R. SHARP,
RECEIVER

(Thomas R. Sharp was a Captain in the Confederate Army during the American Civil War, working as Asst. Quartermaster where he was heavily involved in the handling, purchase, assignment and transfer of locomotives, rolling stock and construction of railroad repair shops for the Confederacy. He also was superintendent of a number of southern railroads during the war. He became president / receiver of the LIRR in the 1870s.)

https://www.csa-railroads.com/Essays/Biography_of_Thomas_R._Sharp.htm

GENERAL ORDER #60, EFFECTIVE 05/24/1909:

BETHPAGE BRANCH (*Bethpage Jct. to Bethpage Brick Works*) WILL BE CONSIDERED
A SIDING.

GENERAL ORDER: EFFECTIVE 1921:

BETHPAGE AND CREEDMOOR BRANCHES AND CENTRAL EXTENSION “HC”
TO BETHPAGE JCT. WILL BE CONSIDERED SIDINGS.

GENERAL ORDER, EFFECTIVE 05/18/1927:

EAST LEG OF WYE AT "MT" TOWER MINEOLA OUT OF SERVICE.

GENERAL ORDER #115-18C, EFFECTIVE 02/19/32:

MAIN TRACK FROM A POINT 50' WEST OF FLUSHING CREEK TO WHITESTONE LANDING OUT OF SERVICE.

FLUSHING-BRIDGE STREET STATION AND STATION FACILITIES, OUT OF SERVICE.

COLLEGE POINT STATION AND STATION FACILITIES, OUT OF SERVICE

MALBA STATION AND STATION FACILITIES, OUT OF SERVICE.

WHITESTONE STATION AND STATION FACILITIES, OUT OF SERVICE.

WHITESTONE LANDING STATION AND STATION FACILITIES, OUT OF SERVICE.

BRIDGE STREET DRAWBRIDGE, OUT OF SERVICE.

GENERAL ORDER #117-6C, EFFECTIVE 01/21/33:

STEAM LOCOMOTIVES ARE RESTRICTED FROM USING WYE AT WADING RIVER.

GENERAL ORDER #118-4, EFFECTIVE 05/15/33:

STEEPLECHASE STATION CHANGE TO PLAYLAND.

GENERAL ORDER #401BC, EFFECTIVE 09/15/35:

TRACK BETWEEN HEMPSTEAD AVE., WEST HEMPSTEAD AND "MT" TOWER (MINEOLA) WILL BE OPERATED AS A SIDING. BEFORE MAKING MOVEMENTS OVER CROSSINGS IN THIS TERRITORY, A TRAINMAN MUST PRECEDE SUCH MOVEMENTS TO WARN THE PUBLIC OF APPROACHING ENGINES OR CARS.

GENERAL ORDER #811C, EFFECTIVE 01/18/38:

WADING RIVER STATION AND STATION FACILITIES RELOCATED 1 MILE WEST OF FORMER LOCATION.

GENERAL ORDER #1006C, EFFECTIVE 03/29/39:

SINGLE TRACK FROM A POINT 1,550' EAST OF EAST LEG OF WYE, PORT JEFFERSON STATION TO WADING RIVER STATION OUT OF SERVICE.

(Last revenue train was on 10/09/38. DK)

MILLER PLACE STATION AND STATION FACILITIES OUT OF SERVICE

ROCKY POINT STATION AND STATION FACILITIES OUT OF SERVICE

SHOREHAM STATION AND STATION FACILITIES OUT OF SERVICE

WADING RIVER STATION AND STATION FACILITIES OUT OF SERVICE

PO (Port Jefferson) UNATTENDED BLOCK STATION OUT OF SERVICE

MI (Miller Place) UNATTENDED BLOCK STATION OUT OF SERVICE

WY (Wading River) UNATTENDED BLOCK STATION OUT OF SERVICE

JF (Port Jefferson) EASTWARD BLOCK SIGNAL OUT OF SERVICE

WESTWARD LOWER QUADRANT SEMAPHORE DISTANT SIGNAL LOCATED EAST OF PORT JEFFERSON STATION OUT OF SERVICE

GENERAL ORDER #1002B/1013C, EFFECTIVE 05/03/39:

SAG HARBOR BRANCH OUT OF SERVICE: 05/03/39

GENERAL ORDER #1208, EFFECTIVE 08/25/47:

MEADOWBROOK HOSPITAL SIDING CHANGED TO CENTRAL EXTENSION AND WILL BE OPERATED AS SECONDARY TRACK OF NO ASSIGNED DIRECTION FROM A POINT 950' EAST OF GARDEN TO A POINT 495' W. OF MITCHEL FIELD, INDICATED BY END OF BLOCK SIGNS, CONTROLLED BY GARDEN, IN SERVICE. MAXIMUM SPEED 15 MILES PER HOUR. CROSSOVER SWITCHES EAST OF GARDEN, NORMAL POSITION WILL BE FOR SECONDARY TRACK.

ETT #15, EFFECTIVE 09/12/48 CENTRAL EXTENSION LISTED AS GARDEN-MITCHEL FIELD SECONDARY TRACK.

GENERAL ORDER #1710, EFFECTIVE 12/27/49:

JUNCTION AND MAIN TRACK MANORVILLE TO EASTPORT OUT OF SERVICE. (TRAIN #12 THE "SHINNECOCK EXPRESS" WAS THE LAST TRAIN TO OPERATE

ALONG THIS BRANCH IN 1946)

GENERAL ORDER #1728, EFFECTIVE 05/23/50:

ROCKAWAY BEACH BRANCH: ALL SWING BRIDGES, STRUCTURES, SIGNALS AND TRACKS ON TRESTLE OVER JAMAICA BAY OUT OF SERVICE. STATIONS AND TRACKS WEST OF HOLLAND STATION TO ROCKAWAY PARK REDESIGNATED FAR ROCKAWAY BRANCH.

GENERAL ORDER #216, EFFECTIVE 10/03/55:

STATIONS AND TRACKS BETWEEN FAR ROCKAWAY STATION AND ROCKAWAY PARK STATION OUT OF SERVICE.

GENERAL NOTICE #7-5, EFFECTIVE 08/19/60:

HEMPSTEAD BRANCH
COUNTRY LIFE PRESS

FACING HAND-OPERATED SWITCH EQUIPPED WITH ELECTRIC LOCK CONTROLLED BY BLOCK OPERATOR, GARDEN, GOVERNING EASTWARD MOVEMENTS ON SINGLE MAIN TRACK, LOCATED AT WEST END OF COUNTRY LIFE PRESS STATION PLATFORM AND LEADING TO WEST HEMPSTEAD TRACK, OUT-OF-SERVICE.

(Track connection was removed and track cut back from the former junction to the west side of Franklin Ave. crossing ["5 corners"] per Robert M. Emery note)

GENERAL ORDER #1-21, EFFECTIVE 12/27/66:

LEAD TRACK FROM EAST END OF JERICHO TURNPIKE OVERGRADE BRIDGE TO CREEDMOOR STATE HOSPITAL, OUT OF SERVICE.

GENERAL ORDER #119, EFFECTIVE 10/01/73:

HAND-OPERATED ELECTRIC LOCKED SWITCH IN NO. 1 TRACK LOCATED 1,800 FEET EAST OF FLORAL PARK LEADING TO CREEDMOOR LEAD TRACK REMOVED FROM SERVICE.

GENERAL ORDER #2-16, EFFECTIVE 07/18/80 (ETT #2 EFF: 05/12/80)

EASTWARD FACING POINT HAND-OPERATED SWITCH LOCATED 5149' EAST OF GREENLAWN STATION LEADING TO OLD NORTHPORT BRANCH, OUT OF SERVICE.

GENERAL NOTICE #1-48, EFFECTIVE 02/15/83

TURNABLE TRACK, OYSTER BAY, OUT OF SERVICE.

GENERAL ORDER #104 (ETT #1) EFFECTIVE 03/08/2010:
FLATBUSH AVENUE TERMINAL RENAMED ATLANTIC TERMINAL.

GENERAL NOTICE #4-29 EFFECTIVE 11/19/2012:
LOWER MONTAUK BRANCH OUT OF SERVICE WITH OWNERSHIP
BEING TRANSFERRED TO THE NEW YORK & ATLANTIC RY.
(COPY OF ACTUAL ORDER BELOW):

General Notice 4-29

Effective 12:01 AM
Monday, November 19, 2012

(A) Entire Railroad
Montauk Branch

Beginning at 12:02 AM Monday, November 19, 2012 and until further notice, the following is in effect:

Montauk No.1 track out of service between a tie bumper installed 4000 feet west of 54R Signal (Jay's Westerly) and Bliss;

Montauk No.2 track out of service between Bliss and Jay;

C Secondary track out of service between Begin Secondary signs at Bliss and End Secondary signs on both Montauk No.1 and No.2 tracks at Bliss;

Montauk Cutoff Secondary track out of service between Arch Street Lead and End Secondary sign at Bliss;

but may be used with authority of the RWIC. All movements on the out of service tracks must not exceed Restricted Speed.

All signals and switches remain in service.

When operating on the C Secondary, crews are reminded to comply with Rule 104b regarding the operation of the Spring Switch at Bliss

GENERAL NOTICE #3-22 EFFECTIVE 08/19/2017:
PER SPECIAL INSTRUCTION 1160-B, MONTAUK CUT-OFF SECONDARY TRACK-
BETWEEN CABIN M AND END SECONDARY SIGN AT YARD A HAS BEEN REMOVED.

Grand Central Branch (East Side Access)
(Dave Keller Info)

Tunnels construction began in 1969 with decades of delays. Branch officially opened 01/25/2023 with first revenue trains. (First non-revenue trains ran 01/11/2023.)

Branch leaves the Main Line at "HAROLD" interlocking.

There are seven (7) interlockings between "HAROLD" and the new terminal at Grand Central Madison: "GCT" 1 through 6, inclusive, and "PLAZA." All are remotely controlled from "GCC" (Grand Central Control) located in the TOC (Train Operations Center) located on the mezzanine of Grand Central Madison.

FIRE AT WESTHAMPTON STATION - 1986

Here is an account that Fred Allen, retired LIRR ticket agent sent:

If I remember right, the fire in '86 was caused by someone (homeless?, vandal?) starting a fire with newspapers outside the ticket office windows. It did extensive damage; the apartment upstairs (whose tenants were Anne Mahon, who worked in the print shop, and her sister) was gutted, as was the ticket office. Richie Hilsenbeck was the agent at the time.

The railroad decided to make the repairs to the first floor (ticket office and waiting room), but not the apartment. The office was closed for 4 or 5 months during the reconstruction. Richie ended up with a sweet job, as he just traveled around the East End until the work was done!

The biggest benefit was the bathroom for the agent, which was now *inside* the ticket office! Prior to the fire we had to walk out of the office and all the way to the bathroom in the waiting room!

WILDFIRE AT WESTHAMPTON STATION - 08/24/1995

Here is an account that Dave Morrison, retired LIRR branch manager, recollects of the fire:

I was sent to the Westhampton station during the wildfire that night to see if I could get the tickets and tour book out of the station building because it was anticipated that the building might be lost in the fire. I tried contacting the Agent, who had the keys, but was unable to do so.

When I got to the building, I could see the fire approaching from the north. With the help of the LIRR police, we entered the waiting room, through a window that we broke. We broke the door to get into the ticket office and, with the help of the police, I carried the locked ticket case to the truck, along with the tour book. The money was in a locked safe and I did not have the combination, so that safe was left untouched.

When I left the building, numerous railroad ties were on fire in front of the building and there was a spot of fire on the roof. I remember calling my boss on the cell phone and telling him, "we ain't gonna see this building in the morning." Maybe it was my words that gave the impression that the building was lost in the fire LOL.

Anyway, I went to the station the next day and the building was okay. A house and several vehicles were burned up nearby, as well as lots of woods, but the volunteer fire department saved the station building.

I got a \$500.00 bonus and a nice letter from the LIRR Police Dept for my auctions that evening. When the ticket case was audited, one subway token was all that was missing. The auditor didn't even report that.

The NY Times could have easily contacted the 24/7 Public Affairs number and confirmed the status of the station building. I guess that they chose "fake news" instead. *(The New York Times reported on 08/25/95 that the station building was destroyed in the fire. D. Keller)*

Here is an account that Thomas Collins, ex-chief of the Eastport Fire Department recalls:

As the Sunrise Wildfires started in the Eastport Fire District, near the Suffolk County Community College, Eastern Campus (also known as the Riverhead Campus), I was at home when my fire department got notified of the fire.

I responded to the fire house, and myself and a probationary firefighter took the first engine, and responded to south of the starting point, about a 6 minute ride. We attempted to knock the fire down; we had an fire hose and 1000 gallons of water, but had to back up at least 2 times, to avoid being overtaken by the fire. The fire went across Speonk-Riverhead Road, like there was no road there.

Later in the afternoon, we were dispatched to the Westhampton train station, to make a stand there. As there was no available water supply in the area, we dumped our 1000 gallons of water, along with other fire departments, and stopped the fire along the tracks. Embers were blowing around, and one caught one of the old N. B. Rogers lumber buildings. We managed to knock the fire down with a couple of fire extinguishers. It was a long few days!