LONG ISLAND RAIL ROAD  
Alphabetical Station Listing and History

(Compiled and researched by Dave Keller along with Vincent F. Seyfried, Robert M. Emery, Art Huneke, Jeff Erlitz, Dick Makse, Robert L. Myers, David M. Morrison, Derek Stadler et al.)

<table>
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<tbody>
<tr>
<td>ADAMSVILLE</td>
<td>ATLANTIC</td>
<td>OPENED: 6/1872 WEST OF ELDERT'S LANE. CLOSED: 1876</td>
</tr>
<tr>
<td>ALBANY AVENUE</td>
<td>ATLANTIC RT</td>
<td>RAPID TRANSIT STOP PER ETT #11, EFF. 11/4/1878</td>
</tr>
<tr>
<td>(BROOKLYN)</td>
<td></td>
<td></td>
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<tr>
<td>ALBERTSON</td>
<td>OYSTER BAY</td>
<td>BUILT: 1913, AGENCY CLOSED. RAZED: 1954 SHELTER SHED BUILT: c. 1954 TICKET OFFICE ADDED TO ONE END OF SHELTER SHED: __? MONDAY-ONLY AGENCY INDICAT-</td>
</tr>
</tbody>
</table>
ED IN "LONG ISLAND RAIL ROAD TICKET OFFICE HOURS" LISTING OF 9/18/67. 1ST OF THE MONTH ADDED TO AGENCY HOURS. AGENCY CLOSED: ?. REPLACED WITH NEW SHELTER SHED: 19 ?
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)

AMAGANSETT    MONTAUK
BUILT: 1895, BURNED: 8/15/10
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 GLENADE. APPEARS IN 1903 CR-4 BOOK AND 5/1904 ETT SPECIAL INSTRUCTIONS. LOW LEVEL PLATFORM ONLY FOR EMPLOYEES OF THE PLANT. BECAME PRAIRIE GRASS FURNITURE CO. WORKS IN 11/1904 ETT SPECIAL INSTRUCTIONS (SEE: "PRAIRIE GRASS FURNITURE CO. WORKS")

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 TO CLOSE: 4/2020.


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 STATION 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 TEMPORARY LOCATION ON ELEVATION NORTH OF FORMER LOCATION AND CONVERTED FROM ISLAND TO OUTSIDE PLATFORM IN SVC: 5/21/40

PER G. O. #1402B, 1403C, EASTWARD STATION FACILITIES RELOCATED 26' SOUTH OF FORMER LOCATION AND CONVERTED FROM LOW LEVEL TO HIGH LEVEL IN SVC: 9/24/40. NEW STATION EXTENDED FROM N. CONDUIT BLVD. NORTH (RAILROAD WEST) ALL THE WAY TO THE RACETRACK, CONSOLIDATING BOTH FORMER LOCATIONS. OUT OF SVC: 10/3/55 PER G.O. #216.

ARVERNE (GASTON AVE.)  FAR ROCK.

BUILT: 1888 AT GASTON AVE. (BEACH 66TH ST.) WITH DEVELOPMENT OF THE AREA BY REMINGTON VERNAM ("R. VERN")

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<thead>
<tr>
<th>Location 1</th>
<th>Location 2</th>
<th>Details</th>
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<tbody>
<tr>
<td>GASTON AVE. DEPOT</td>
<td>DEPOT REBUILT 1911-12</td>
<td>ON NEW SITE BETWEEN BEACH 67TH AND BEACH 69TH STREETS. IN SVC: MAY/1912. RAZED 1940-41 DURING GRADE ELIMINATION PROJECT. ELEVATED STRUCTURE OPENED: 4/10/42. AGENCY CLOSED WITH TRANSFER TO TA OWNERSHIP: 10/3/55</td>
</tr>
<tr>
<td>ARVERNE (STRAITON AVE.)</td>
<td>FAR ROCK.</td>
<td>IN SERVICE: 6/27/1892 AT BEACH 60TH ST. AS A RESULT OF QUARREL BETWEEN DEVELOPER AND R.R (SEE &quot;ARVERNE, GASTON AVE.&quot; 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</td>
</tr>
<tr>
<td>ATLANTIC AVENUE (EAST ROCKAWAY)</td>
<td>LONG BEACH</td>
<td>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 &quot;EAST ROCKAWAY.&quot; (SEE: &quot;EAST ROCKAWAY&quot;)</td>
</tr>
<tr>
<td>ATLANTIC PARK</td>
<td>S.S.R.R. ROCK. BCH.</td>
<td>OPENED: 5/1875 (SOUTHERN DIVISION) (IN 07/15/1878 BOOK OF RULES). POSSIBLY LOCATED AT A POINT MIDWAY BETWEEN FAR ROCKAWAY AND EDGEMERE STATIONS (Vincent Seyfried data)</td>
</tr>
<tr>
<td>ATLANTICVILLE</td>
<td>SAG HARBOR</td>
<td>OPENED JUNE/JULY, 1875. RENAMED “EAST QUOGUE” IN 1891.</td>
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</tbody>
</table>
(per Vincent Seyfried) STATION STOP APPEARS IN AVAILABLE PUBLIC TIMETABLES OF 1877 THRU 1881, BUT NOT IN 1883. (per Art Huneke)

**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 church: 1930. (Church closed: 1973.)  
Temporary tracks relocated on Shoo-Fly 42' north of original location: 6/18/29 due to grade crossing elimination.  
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: ?

**AUTUMN AVE.**  
(BROOKLYN)  
ATLANTIC  
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
AVIATION FIELD NO. 2  CENTRAL
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.

BABYLON  MAIN LINE
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 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, RAZED: 1963 WITH GRADE CROSSING ELIMINATION.
TEMPORARY STATION ACCOUNT GRADE CROSSING ELIMINATION IN SVC: 4/6/63. OUT OF SVC: 9/9/64 AND RAZED.
ELEVATED STRUCTURE IN SVC: 9/9/64.

BAITING HOLLOW  MAIN LINE
SEE: "CALVERTON"

BALDWIN  S. S. R. R. (MONTAUK)
2ND DEPOT OPENED: 12/28/1917. RAZED WITH GRADE ELIMINATION SHORTLY AFTER ELEVATED STRUCTURE OPENED ON 10/2/57 *(photo provenance)*

BALDWIN  MONTAUK  (SEE: "BALDWIN")
<table>
<thead>
<tr>
<th>Location</th>
<th>Station Type</th>
<th>Information</th>
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<tbody>
<tr>
<td>BARNUM ISLAND LONG BEACH</td>
<td>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 &quot;THE DYKES&quot; WAS RENAMED ISLAND PARK AND BECAME THE STATION STOP FOR THAT COMMUNITY.</td>
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</tr>
<tr>
<td>BARTLETT MAIN LINE</td>
<td>STATION STOP 2 ½ MILES EAST OF MEDFORD. FORMERLY &quot;BELLPORT.&quot; RENAMED &quot;BARTLETT&quot; ON THE WINTER TIMETABLE OF 1881-1882 WITH THE OPENING OF BELLPORT STATION ON THE SOUTH SHORE. PER &quot;Babylon Signal&quot; NEWSPAPER ARTICLE OF 03/23/1882, BARTLETT AND WAVERLY STATIONS WERE TO BE ABANDONED (Art Huneke data). 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.</td>
<td></td>
</tr>
<tr>
<td>BARTLETT (FANNY BARTLETT) MONTAUK</td>
<td>PLATFORM ONLY. OPENED: <strong>?</strong> AS “FANNY BARTLETT”, NAMED AFTER A SHIP THAT SUNK THERE IN 1894.旗杆站仅限于为附近鱼加工工厂的员工提供服务。在特殊指示中，作为BARTLETT的信号站出现。在CR4书籍中，以“S108”为站名出现。 (Art Huneke data). CLOSED:</td>
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<tr>
<td>Location</td>
<td>Date Opened</td>
<td>Date Closed</td>
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<tr>
<td>BASE BALL GROUNDS</td>
<td>12/31/28</td>
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<tr>
<td>BAY RIDGE</td>
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<td>(BAY SHORE)</td>
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<td>(PENATAQUIT)</td>
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<tr>
<td>BAYSIDE</td>
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<td>(ORIG. &quot;BAY SIDE&quot;)</td>
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<tr>
<td>BAYVILLE</td>
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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).

<table>
<thead>
<tr>
<th>BEAVER STREET</th>
<th>PRESENT DAY</th>
<th>SEE “JAMAICA”</th>
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<tbody>
<tr>
<td>ATLANTIC BR.</td>
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<thead>
<tr>
<th>BEACH CHANNEL</th>
<th></th>
<th>OPENED: ? N. OF BEACH CHANNEL DRAWBRIDGE. OUT OF SVC: 5/31/1905</th>
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<tbody>
<tr>
<td>ROCK. BCH.</td>
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<tr>
<th>BEDFORD</th>
<th></th>
<th>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.</th>
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<tbody>
<tr>
<td>ORIG MAIN LINE</td>
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<tr>
<td>BETW. BKLYN AND JAMAICA (ATLANTIC RT) (ATLANTIC)</td>
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<tr>
<th>BELLAIRE</th>
<th></th>
<th>ORIGINALLY NAMED &quot;BRUSHVILLE.&quot; OPENED: 3/20/1900 AS “INTERSTATE PARK.” RENAMED “BELLAIRE” IN 1907. 2ND DEPOT OPENED: 9/20/1924 (per official dedication invitation). AGENCY LAST NOTED IN LIRR TICKET OFFICE</th>
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<tbody>
<tr>
<td>MAIN LINE</td>
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BELLEROSE MAIN LINE OPENED: 1898
2ND DEPOT BUILT: SUMMER/1909, OUT OF SVC: 12/12-15/60
TEMPORARY STA. FACILITIES RELOCATED 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 REMODELED (?). DEPOT AGAIN REMODELED POST-1925 (photo provenance) WITH STUCCO REPLACING CLAPBOARD SIDING, SPANISH TILE ROOF ADDED AND AN ADDITION TO THE WEST END OF THE STRUCTURE. DEPOT BURNED: 2/18/1968 AND TRAILER TICKET OFFICE PLACED IN SERVICE. DEPOT SUBSEQUENTLY RAZED.
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.
STATION FACILITIES RELOCATED ON ELEVATION 63' NORTH OF FORMER LOCATION AND CONVERTED FROM TWO HIGH-LEVEL OUTSIDE PLATFORMS TO A SINGLE HIGH LEVEL ISLAND PLATFORM, AND TEMPORARY FACILITIES PLACED OUT OF SVC: 6/28/75 (G. O. #216) AND RAZED.
ELEVATED STRUCTURE IN SVC:
6/28/75. (G. O. #216)

BELLPORT MAIN LINE
station stop 2 ½ miles east of Medford station to meet stage coach service to Bellport village on south shore. Not listed in timetable of 05/01/1848 or of early 1852. First (?) listed in timetable of 10/01/1852. Depot built: ? remained in service until LIRR extended former south side R.R. trackage between Patchogue and their Sag Harbor branch at the newly-created Eastport JCT in 1881. Station stop created for the community 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.

BABYLON. APPEARS ON TIMETABLES 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 EVER INSTALLED. GONE FROM TIME-TABLES BY 1896. (per Art Huneke)

BELMONT PARK SPUR OFF MAIN LINE

OPENED: 1905 TO SERVICE THE RACE TRACK (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

BERLIN SWITCH
ATLANTIC
SEE: “VAN WYCK AVENUE” (One and the same as “BERLIN?” D.K.)

BETHPAGE
CRR OF LI
CENTRAL RAILROAD OF L.I. DEPOT (CENTRAL)

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 (Per LIRR P.R. Dept. bulletin.)

2ND DEPOT GROUNDBREAKING: 07/03/57. DEDICATED: 10/12/57 (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. Railroader" employee magazine)
HIGH-LEVEL PLATFORMS INSTALLED c. 1986-87 DURING RONKONKOMA ELECTRIFICATION PROJECT.
AGENCY CLOSED: 8/19/2009.
DEPOT BUILDING USED FOR
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. USED BY BOTH CRR AND LIRR TRAINS TO AFFORD CONNECTIONS TO RIDERS (Per Art Huneke). ABANDONED: 10/1/1877 (Per Vincent Seyfried). STILL APPEARS ON 1897 TIMETABLES WITH MINIMAL SERVICE. (???)


BOLAND’S LANDING ATLANTIC EMPLOYEE-ONLY STOP AT MORRIS PARK SHOPS (1990s ?)

BRANCH MAIN LINE (HEMPSTEAD BRANCH) 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." RE-NAMED "MINEOLA" ON TT OF JUNE 4, 1862. (SEE: "MINEOLA" FOR LATER DATA.)

<table>
<thead>
<tr>
<th>BRENTWOOD</th>
<th>MAIN LINE</th>
<th>BUILT: 1870, BURNED: 4/1903</th>
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<tbody>
<tr>
<td></td>
<td>2ND DEPOT OPENED: 11/10/1903, AGENCY CLOSED: 2 DEPOT CLOSED: 1987</td>
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<td>3RD DEPOT RELOCATED EAST OF FORMER LOCATION WITH HIGH LEVEL PLATFORMS IN SVC: 9/14/87</td>
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| BRESLAU | CRR OF LI (CENTRAL EXT.) | CENTRAL RAILROAD OF L.I. DEPOT IN SVC: JUNE OR JULY/1873, EAST OF WELLWOOD AVE. LAST LISTED ON TIMETABLE OF 3/1875. |

| 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. RE-NAMED "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  
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<tbody>
<tr>
<td>BRIDGEPORT</td>
<td>S.S.R.R.'s HEMPSTEAD BRANCH</td>
<td>AT FRANKLIN AVENUE, VALLEY STREAM. NO DEPOT BUILDING CONSTRUCTED. <em>(Vincent Seyfried data)</em></td>
</tr>
<tr>
<td>BRIDGE STREET</td>
<td>FLUSHING R.R. NY &amp; FLUSHING FLUSHING &amp; N. SIDE (WHITESTONE)</td>
<td>SEE: “FLUSHING BRIDGE STREET”</td>
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<tr>
<td>BROAD CHANNEL</td>
<td>ROCK. BCH.</td>
<td>DEPOT OPENED: 1900 ON A SMALL ISLAND IN JAMAICA BAY, SERVING AS A FISHERMAN’S STOP. WOODEN SHELTER SHEDS BUILT: 1921,</td>
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<tr>
<th>Location</th>
<th>Description</th>
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<tr>
<td>BROADWAY</td>
<td>OPENED: 10/27/1866 AS &quot;EAST FLUSHING.&quot; RENAMED &quot;BROADWAY&quot; BY TT OF MAY/1872, CLOSED: 1906.</td>
</tr>
<tr>
<td>(FLUSHING)</td>
<td>2ND DEPOT OPENED: 9/1/1906, ELEVATED: 1912 WITH GRADE CROSSING ELIMINATION OF BROADWAY. AGENCY CLOSED: 8/19/2009.</td>
</tr>
<tr>
<td>FLUSHING R.R.</td>
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<td>FLUSHING &amp; N. SIDE</td>
<td></td>
</tr>
<tr>
<td>(PORT WASH.)</td>
<td></td>
</tr>
<tr>
<td>BROOKDALE</td>
<td>SEE: &quot;GREAT NECK&quot;</td>
</tr>
<tr>
<td>FLUSHING &amp; N. SIDE</td>
<td></td>
</tr>
<tr>
<td>MONTAUK</td>
<td></td>
</tr>
<tr>
<td>BROOKLYN</td>
<td>ORIGINAL NAME FOR FLATBUSH AVE. (1852 TIMETABLE)</td>
</tr>
<tr>
<td>ATLANTIC</td>
<td></td>
</tr>
<tr>
<td>BROOKLYN AVENUE</td>
<td>RAPID TRANSIT STOP EAST OF NOSTRAND AVE., BKLYN. PER ETT #11 EFF. 11/4/1878</td>
</tr>
<tr>
<td>(BROOKLYN)</td>
<td></td>
</tr>
<tr>
<td>ATLANTIC RT</td>
<td></td>
</tr>
<tr>
<td>BROOKLYN HILLS</td>
<td>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:</td>
</tr>
<tr>
<td>ROCK. BCH.</td>
<td></td>
</tr>
</tbody>
</table>

BRUSHVILLE (QUEENS) MAIN LINE DEPOT BUILT: 1837 WITH OPENING 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". DISCONTINUED 10/19/1871 WITH OPENING OF "INGLEWOOD" STATION ONE MILE EAST AT CREED AVE.-SPRINGFIELD AVE. PER ETT #3, EFF: 6/1897, CERTAIN 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 (Per Brooklyn Eagle of 2/1/1900). IN SERVICE: 3/20/1900. LATTER-DAY SITE OF BELLAIRE.

BUSHWICK AVE. BUSHWICK (BUSHWICK) MANH'TN 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. (Art Hunke data)

CALVERTON MAIN LINE
DEPOT BUILT: 1880 AS “BAITING HOLLOW”, CLOSED AND MOVED TO PRIVATE LOCATION: 1922
2ND DEPOT BUILT FURTHER EAST: 1922. AGENCY CLOSED: 1958 AND MOVED TO PRIVATE LOCATION. REPLACED WITH METAL 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. RENAMED "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 STATION SERVICED TICKET SALES FOR THE CAMP. THE EASTERN SIDE OF THE CAMP WAS KNOWN AS "AVIATION FIELD NO. 2". ALL RENAMED "MITCHEL FIELD" 7/16/1918. NAME CHANGE OFFICIALLY APPROVED: 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 UPTON SPUR
(CAMP UPTON TERMINAL) OFF MAIN LINE
OPENED ON THE CAMP GROUNDS: 1917. SMALL, SQUARE TICKET OFFICE BUILT ON CENTER ISLAND
<table>
<thead>
<tr>
<th>Location</th>
<th>Constructed/Platform</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>CANAL STREET</strong></td>
<td><strong>ATLANTIC</strong></td>
<td>ORIGINALLY ON TIMETABLE OF 1853. REMOVED: ?. REOPENED AS RAPID TRANSIT STOP PER TT, EFF. 6/24/1890. OUT OF SVC: ?. GONE BY 1905.</td>
</tr>
<tr>
<td><em>(E. OF JAMAICA)</em></td>
<td><strong>ATLANTIC RT</strong></td>
<td></td>
</tr>
<tr>
<td><strong>CANOE PLACE</strong></td>
<td><strong>MONTAUK</strong></td>
<td>LOW CINDER PLATFORM ON S.E. SIDE OF SHINNECOCK CANAL. IN SERVICE: 1935 –1953 FOR “FISHERMAN’S SPECIAL” TRAINS</td>
</tr>
<tr>
<td><strong>CARLE PLACE</strong></td>
<td><strong>MAIN LINE</strong></td>
<td>DEPOT BUILT: 1837 WITH OPENING OF LIRR TO HICKSVILLE. APPEARS ON TT OF 6/17/1837. REMOVED AS STATION STOP FROM TIMETABLE OF 1859. 2ND STATION OPENED WITH A WOODEN SHELTER SHED ON WESTBOUND AND EASTBOUND PLATFORMS. (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</td>
</tr>
</tbody>
</table>
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


CEDAR GROVE S.S.R. (FAR ROCK.) SEE: "HEWLETT."


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 MONTAUK (CENTER MORICHES) BUILT: 1881. MORICHES CHAMBER OF COMMERCE PETITIONED THE LIRR IN FEBRUARY, 1943, TO CHANGE THE SPELLING OF THE STATION STOP TO "CENTER" IN LIEU OF "CENTRE." (Derek Stadler data). 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.


CENTERPORT PT. JEFFERSON BUILT: 1868 (SEE "GREENLAWN")

CENTRAL AVENUE S.S.R. (ATLANTIC) EAST OF HIGBIE AVE., LAURELTON AND WEST OF SPRINGFIELD JCT. (APPEARS ON ETT #38 SUPPLEMENT #1, EFF: 5/17/1906)
<table>
<thead>
<tr>
<th>Location</th>
<th>Railroad</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>(CREEDMOOR)</td>
<td></td>
</tr>
<tr>
<td>CENTRAL ISLIP</td>
<td>MAIN LINE</td>
<td>CENTRAL ISLIP MAIN LINE OPENED: 11/4/1873 TO REPLACE “SUFFOLK” STATION FURTHER WEST. REMODELED c. 1916 ADDING BAY WINDOW TO TICKET OFFICE. RAZED: 8/58</td>
</tr>
<tr>
<td></td>
<td></td>
<td>2ND DEPOT BUILT: 1958. AGENCY CLOSED: 1987</td>
</tr>
<tr>
<td></td>
<td></td>
<td>3RD 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</td>
</tr>
<tr>
<td>CENTRAL ISLIP STATE HOSPITAL</td>
<td>SPUR OFF</td>
<td>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</td>
</tr>
<tr>
<td></td>
<td>MAIN LINE</td>
<td>2ND PLATFORM OPENED AT EAST SIDE OF CARLETON AVE.: c. 1930s, OUT OF SERVICE: 1953</td>
</tr>
<tr>
<td></td>
<td></td>
<td>3RD PLATFORM OPENED BACK AT LOWELL AVE.: 1953. DISCONTINUED AS STATION STOP: 1971</td>
</tr>
<tr>
<td>CENTRAL JUNCTION</td>
<td>CRR OF LI</td>
<td>CENTRAL JUNCTION CRR OF LI (CREEDMOOR) OPENED: 7/1873, ABANDONED: 4/30/1879</td>
</tr>
<tr>
<td></td>
<td>(CREEDMOOR)</td>
<td></td>
</tr>
<tr>
<td>CENTRAL PARK</td>
<td>CRR OF LI</td>
<td>CENTRAL PARK CRR OF LI (CENTRAL) CENTRAL RAILROAD OF L.I. STATION IN SVC: 2 LOCATED AT NORTHWEST QUADRANT OF THE STEWART AVE. (EX-CENTRAL PARK AVE.) CROSSING OF THE CRR R.O.W., 3/4 MILE GEOGRAPHICALLY SOUTH OF LIRR’S JERUSALEM/CENTRAL PARK STATION. ETT #13, EFF: 1879, INDICATES EASTBOUND TRAIN #19 WILL MAKE STATION STOP ALTHOUGH</td>
</tr>
</tbody>
</table>
STATION IS NOT INDICATED IN TIMETABLE LISTING OF STOPS. ALTHOUGH INDICATED AS A DEPOT ON 1873 MAP, IT'S POSSIBLE NO DEPOT BUILDING WAS EVER CONSTRUCTED (?). DISCONTINUED AS STOP: ？. (Combined data Per Art Huneke, Robert M. Emery 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 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 = 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:
<table>
<thead>
<tr>
<th>Location</th>
<th>Line</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>CHESTER PARK</td>
<td>ATLANTIC</td>
<td>NEAR 104TH ST., EAST OF WOODHAVEN. OUT OF SVC. ___(?).</td>
</tr>
<tr>
<td>CLEAR STREAM RD.</td>
<td>MONTAUK</td>
<td>WEST OF VALLEY STREAM. IN SVC: 5/1906 FOR THE ROYAL LAND CO. APPEARED IN SPECIAL INSTRUCTIONS OF ETTS OF 1908 AND 1915 AS SIGNAL STOP ONLY. PLATFORMS STILL INDICATED ON 1916 VALUATION PLAN. OUT OF SVC: __?</td>
</tr>
<tr>
<td>Location</td>
<td>Service Line</td>
<td>Notes</td>
</tr>
<tr>
<td>--------------------------------</td>
<td>------------------</td>
<td>----------------------------------------------------------------------------------------------------------------------------------------</td>
</tr>
<tr>
<td>Clinton Road (Garden City)</td>
<td>Central Ext.</td>
<td>Built: 1915, used as ticket office for Camp Mills in WW I. Closed: 5/15/53, discontinued as station stop. Used as fire station No.3.</td>
</tr>
<tr>
<td>Clinton Street</td>
<td>Atlantic</td>
<td>For race trains only. On line to South Ferry. Out of svc. (?).</td>
</tr>
<tr>
<td>Clowsville (Clowesville)</td>
<td>Main Line</td>
<td>Listed on TT of 4/10/1837. At Herricks Road (Old Courthouse Lane) just east of the present-day Merillon Avenue station for the convenience of those attending the courthouse. 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 made a station stop.</td>
</tr>
<tr>
<td>Club House</td>
<td>Long Beach</td>
<td>Appears as signal stop in timetable 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 eliminated when Long Beach branch and station was cut back and relocated in 1909.</td>
</tr>
</tbody>
</table>
COLD SPRING PT. JEFFERSON BUILT: 12/1875 AS “WOODBURY.” RENAMED “COLD SPRING” ON 10/15/1880 PER G. O. #90. MOVED EAST ACROSS COUNTY LINE TO PRESENT STATION LOCATION: 1903 (Scott Schultz Reference Librarian Cold Spring Harbor Library.) 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. 2ND DEPOT BUILT: 1948. AGENCY CLOSED: 12/10/96.

COLD SPRING HARBOR RENAMED “COLD SPRING” ON 10/15/1880 PER G. O. #90. MOVED EAST ACROSS COUNTY LINE TO PRESENT STATION LOCATION: 1903 (Scott Schultz Reference Librarian Cold Spring Harbor Library.) 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. 2ND DEPOT BUILT: 1948. AGENCY CLOSED: 12/10/96.

COLLEGE POINT FLUSHING R.R. OPENED: 8/14/1869, CLOSED: NY & FLUSHING FLUSHING & N. SIDE RAILROAD 2/19/32 WITH LINE ABANDONMENT, RAZED: 9/19/34 (WHITESTONE)

CONEY ISLAND PROSPER 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 TROT 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 RE-
MOVED FROM SITE: 10/25/68.
TEMPORARY WOODEN STATION CON-
STRUCTED ACCOUNT GRADE CROSS-
SING 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.

<table>
<thead>
<tr>
<th>CORONA</th>
<th>FLUSHING R.R.</th>
<th>BUILT: 3/1853 AS FASHION RACE</th>
</tr>
</thead>
<tbody>
<tr>
<td>(FASHION RACE</td>
<td>NY &amp; FLUSHING</td>
<td>COURSE. RENAMED W. FLUSH-</td>
</tr>
<tr>
<td>COURSE)</td>
<td>FLUSHING &amp; N. SIDE</td>
<td>ING. RENAMED CORONA.</td>
</tr>
<tr>
<td></td>
<td>(PORT WASH.)</td>
<td>2ND DEPOT BUILT: SEPT-OCT/1872,</td>
</tr>
<tr>
<td></td>
<td></td>
<td>BURNED: 12/9/1880</td>
</tr>
<tr>
<td></td>
<td></td>
<td>NO DATA FROM 1880 FIRE TO 1890.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>(Archival provenance of freight bill</td>
</tr>
<tr>
<td></td>
<td></td>
<td>issued at Corona in 1888.)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>WHITE LINE DEPOT MOVED TO SITE:</td>
</tr>
<tr>
<td></td>
<td></td>
<td>1890, RAZED: 9/1894</td>
</tr>
<tr>
<td></td>
<td></td>
<td>4TH DEPOT BUILT: 9/1894, RAZED:</td>
</tr>
<tr>
<td></td>
<td></td>
<td>1930 ACCOUNT GRADE CROSSING</td>
</tr>
<tr>
<td></td>
<td></td>
<td>ELIMINATION.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>TEMPORARY STATION SOUTH OF</td>
</tr>
<tr>
<td></td>
<td></td>
<td>FORMER LOCATION IN SVC:</td>
</tr>
<tr>
<td></td>
<td></td>
<td>5/8/30.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>ELEVATED STRUCTURE NORTH OF</td>
</tr>
<tr>
<td></td>
<td></td>
<td>FORMER LOCATION IN SVC:</td>
</tr>
<tr>
<td></td>
<td></td>
<td>10/13/30 (WESTWARD) AND</td>
</tr>
<tr>
<td></td>
<td></td>
<td>10/17/30 (EASTWARD)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>DISCONTINUED AS STATION STOP:</td>
</tr>
<tr>
<td></td>
<td></td>
<td>4/8/64</td>
</tr>
</tbody>
</table>

<p>| 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 &amp; CO. (PUBLISHERS).|
|                    |               | STATION NAMED AFTER THEIR     |
|                    |               | MAGAZINE: “COUNTRY LIFE.”     |
|                    |               | WOODEN PLATFORM AND AGENCY    |</p>
<table>
<thead>
<tr>
<th>Location</th>
<th>Railroad</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cutchogue</td>
<td>MAIN LINE</td>
<td>APPEARS ON TIMETABLE OF 6/14/1845. 2ND DEPOT BUILT: 8/1875 3RD DEPOT BUILT: 1887, REMODELED: 1944, AGENCY CLOSED: 1958, RAZED 6/62. REPLACED WITH METAL SHELTER SHED. STILL LISTED IN STATION LISTINGS IN ETT #4, EFF: 5/85 BUT NOT LISTED IN TIMETABLE PORTION. NO LONGER LISTED IN PTT EFF: 5/16/86.</td>
</tr>
</tbody>
</table>
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    1ST DEPOT OPENED: 03/12/1842 WITH OPENING OF LIRR TO THAT POINT. STAGECOACH SERVICE TO BABYLON.

2ND DEPOT BUILT: APR-MAY/1884, CLOSED: 8/25/36 DUE TO GRADE CROSSING ELIMINATION OF DEER PARK AVE. COVERED PLATFORMS REMOVED AND DEPOT JACKED UP AND RELOCATED TO TEMPORARY SHOO-FLY TRACK. MOVED TO PRIVATE LOCATION ON HALF HOLLOW ROAD S. OF THE TRACKS (move is Robt. Emery data).

3RD, ELEVATED DEPOT OPENED: 12/17/36. AGENCY CLOSED: _? DEPOT CLOSED: 1987

4TH DEPOT RELOCATED FURTHER EAST OF FORMER LOCATION WITH HI-LEVEL PLATFORMS IN SVC: 9/14/87


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 BRUSHVILLE ON TT OF 10/23/1838. (SEE: BRUSHVILLE)
DOUGLASTON   FLUSHING R.R.   BUILT: APR-MAY/1867, MOVED TO
NY & FLUSHING   PRIVATE LOCATION: ?
FLUSH. & N. SIDE   2ND DEPOT BUILT: 6/1887, REBUILT:
(PORT WASH.)   1898, RAZED: 3/62
NEWER DEPOT BUILT: 1962. AGENCY
CLOSED: 8/19/2009.

DRY HARBOR RD.   MONTAUK   EAST OF GLENADE.  LOW LEVEL
PLATFORM FOR EMPLOYEES OF
THE PLANT PER 10/1926 ETT SPECIAL INSTRUCTIONS (PREVIOUSLY "AMERICAN GRASS TWINE
WORKS," "PRAIRIE GRASS FURNITURE CO. WORKS," "PRAIRIE GRASS WORKS")

DUNTON   ATLANTIC   OPENED: ? S. OF THE TRACKS AND
MONTAUK   WEST OF VAN WYCK AVE. ON ATLANTIC 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. LOCATED
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-

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 LISTING OF STOPS. DISCONTINUED AS STOP: ?.

EAST MORICHES MONTAUK


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 PRE-
VIOUS 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. STATION BUILDING ABANDONED: 11/1915 AND RAZED DUE TO BAY RIDGE BRANCH GRADE ELIMINATION PROJECT.

3RD DEPOT WITH HIGH-LEVEL PLATFORMS AT STREET LEVEL IN SERVICE: 1915. RAZED: 1941 WITH ATLANTIC AVE. GRADE ELIMINATION PROJECT (1941-43)

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)


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. ABANDONED: 11/1915 AND RAZED DUE TO BAY RIDGE BRANCH GRADE ELIMINATION PROJECT AND EAST NEW YORK TUNNEL. STATION STOP
SERVED BY NEW FULTON ST. STATION PLATFORM INSIDE AND OUTSIDE OF NEW TUNNEL. (SEE “FULTON STREET” FOR CONTINUATION OF HISTORY.)


4th DEPOT BUILT AT GRADE WITH ATLANTIC AVE. RUNNING ATOP THE STATION FACILITIES. IN SVC: 1941.

EASTPORT  MONTAUK


EAST ROCKAWAY  LONG BCH.

OPENED: OCT/1880, BURNED: c. 1942, STATION STOP DISCONTINUED: 12/11/50 (Jeff Erlitz ETT data) WITH RELOCATION OF NEW, COMBINED STOP.

2nd, RELOCATED DEPOT OPENED: 12/11/50. 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


EDGEMERE FAR ROCK. 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

EDGEOWOOD MAIN LINE 2-STOREY-WOODEN DEPOT 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 (Geo. G. Ayling first-hand data). BURNED: 1920
ELDERT'S GROVE S.S.R.R. (FAR ROCK) 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.


ELMONT MAIN LINE MAIN LINE STATION TO BE ADDED BETWEEN QUEENS VILLAGE AND BELLE-ROSE TO SERVE BELMONT RACE-TRACK. CONSTRUCTION TO BEGIN SPRING/2020 WITH A 2-YEAR COMPLETION DATE.

FANNY BARTLETT MONTAUK SEE: “BARTLETT”

FARMINGDALE CRR OF LI (CENTRAL) CRR OF LI (SEE: “SOUTH FARMINGDALE”)

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

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 MERG-
USED S.S.R.R.'S DEPOT AT FAR ROCKAWAY. L.I.R.R. DEPOT
MOVED TO SYOSSET: 9/1877

CONVERTED TO FREIGHT HOUSE FOR 2ND DEPOT: 1881
2ND DEPOT MOVED TO SITE FROM OCEAN POINT (CEDARHURST), REMODELED AND OPENED:
10/1/1881 (Vincent Seyfried data. Brand new depot constructed per LIRR 1881 annual report, Art Hun-
eke data), SOLD AND MOVED TO PRIVATE LOCATION: 10/1890
3RD DEPOT OPENED: 7/15/1890.
DEPOT BLDG AT GRADE CONTINUED TO BE USED IN CON-
JUNCTION WITH NEW ELEVATED PLATFORMS AND TRACKS PUT IN
SVC: 4/10/42. LIRR THRU-SERV-
ICE TERMINATED HERE: 10/3/55
WHEN TRACKAGE WEST OF MOTT AVE. TO ROCKAWAY PARK TRANS-
FERRED TO TA OWNERSHIP. BE-
CAME TERMINUS OF FAR ROCK-
AWAY BRANCH. DISCONTINUED
AS STATION STOP: 2/21/58 WHEN SERVICE WAS CUT BACK TO NAM-
EOKE AVE. ELEVATED TRACKS PLATFORMS AND OLD DEPOT
RAZED SHORTLY THEREAFTER.

FAR ROCKAWAY FAR ROCK. (NAMEOKE AVE.) IN SERVICE: 2/21/58. AGENCY
CLOSED: 11/7/96.
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

FLATBUSH AVE.
ATLANTIC
<table>
<thead>
<tr>
<th>Location</th>
<th>Name</th>
<th>Events</th>
</tr>
</thead>
<tbody>
<tr>
<td>FLATLANDS (BAY RIDGE)</td>
<td>MANH'TN BCH</td>
<td>SEE: &quot;VANDERVEER PARK&quot;</td>
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</tr>
<tr>
<td>FLOWERFIELD WADING RIVER</td>
<td>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</td>
<td></td>
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<td></td>
</tr>
<tr>
<td>FLUSHING (BRIDGE ST.)</td>
<td>FLUSHING R.R. NY &amp; FLUSHING FLUSHING &amp; N. SIDE (WHITESTONE) APPEARS ON TT 1863. DEPOT BUILT: OCT-NOV/1870, RAZED: 1893 2ND DEPOT BUILT: 1893, CLOSED: 2/19/32 WITH BRANCH ABANDONMENT.</td>
<td></td>
</tr>
<tr>
<td>FLUSHING (BROADWAY)</td>
<td>PORT WASH.</td>
<td>SEE: “BROADWAY”</td>
</tr>
<tr>
<td>FLUSHING (MAIN STREET)</td>
<td>PORT WASH.</td>
<td>BUILT: 12/1853. BURNED: 10/13/1864 2ND DEPOT BUILT: JAN-FEB/1865, RAZED: 1870 3RD DEPOT BUILT: OCT-NOV/1870,</td>
</tr>
</tbody>
</table>
ABANDONED: 11/11/1912
ELEVATED STRUCTURE OPENED: 10/4/1913, 2-STORY, ELEVATED
TRACK LEVEL BLDG. RAZED: EARLY 1963.

STREET LEVEL TICKET OFFICE OPENED AND DEDICATED: MARCH, 1963
(per L. I. Railroader employee magazine).

TICKET OFFICE REBUILT BETWEEN JAN 21ST AND MAR 21ST, 2005.
OPENED AND DEDICATED: 10/19/2018 (Per MTA’s website).

FORD’S CORNERS MANH’N BCH. (BAY RIDGE) SEE: “RUGBY”

FORGE MONTAUK SEE: “MASTIC”

FOREST HILLS MAIN LINE BUILT: 1906, CLOSED: 1911
2ND DEPOT OPENED: 8/5/1911. AGENCY CLOSED: 8/19/2009.

FOSTER’S MEADOW S. S. R. R. (ATLANTIC) SEE: “ROSEDALE”

FRANK AVE. FAR ROCK. AT BEACH 44TH 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. 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 44TH ST. TO BEACH 47TH ST. OPENED:
4/10/42. TRANSFERRED TO TA
OWNERSHIP: 10/3/55

FRANKISTON  CRR OF LI  OPENED: 6/1873, ABANDONED:
(CREEDMOOR)  4/30/1879

FRANKLINVILLE  MAIN LINE  (SEE “LAUREL”)

FREEPORT  S. S. R. R.  S. SIDE R. R. SVC. BEGAN:
(MONTAUK)  10/28/1867. DEPOT OPENED.
MOVED: 1899, TO BECOME PART
OF FREIGHT HOUSE OF 2ND DEPOT.
2ND DEPOT OPENED: 4/3/1899,
OUT OF SVC: 5/5/59
3RD TEMPORARY STATION IN SVC:
5/5/59
ELEVATED STRUCTURE IN SVC:
EARLY 1961

FRESH POND  S. S. R. R.  S. SIDE R.R. DEPOT BUILT: 1868 AS
(MONTAUK) “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:
3/16/98

FULTON STREET  MAN. BEACH  BUILT: ? JUST NORTH OF EAST NEW
(EAST NEW YORK) YORK STATION ON ATLANTIC
BRANCH WITH LOW LEVEL, WOOD-
EN PLATFORM EXTENDING NORTH
ALL THE WAY TO FULTON STREET.
PROBABLY DISCONTINUED WITH
CONSTRUCTION OF EAST NEW
YORK TUNNEL: 1914.
2ND STATION LOCATED AT SOUTH
PORTAL OF EAST NEW YORK
TUNNEL UNDER EAST NEW YORK
AVE. BUILT: 1914-15. SERVICED
BY AGENCY AT EAST NEW YORK

42
<table>
<thead>
<tr>
<th>Location</th>
<th>Station</th>
<th>Details</th>
</tr>
</thead>
<tbody>
<tr>
<td>STATION ON ATLANTIC BRANCH, LOCATED ALMOST ADJACENT TO 2ND FULTON ST. STATION STAIRS AND PLATFORM. STATION CLOSED: 1924 WITH ABANDONMENT OF MANHATTAN BEACH BRANCH AND STAIRS ACCESSING PLATFORM REMOVED. PLATFORM STILL STANDING: 2009.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>GARDEN CITY PARK</td>
<td>MAIN LINE OPENED AT PRESENT-DAY SITE OF MERillon AVE. STATION: <em>?</em> OUT OF SERVICE: <em>?</em>; PER ETT #3, EFF: 6/1897, CERTAIN TRAINS CONTINUED TO MAKE A STOP HERE.</td>
<td></td>
</tr>
<tr>
<td>GASTON AVENUE (ARVERNE)</td>
<td>FAR ROCK. ELEVATED STRUCTURE OPENED: 4/10/42. AGENCY OPEN UNTIL END OF LIRR SERVICE WHEN PROPERTY WAS TRANSFERRED TO TA OWNERSHIP: 10/3/55</td>
<td></td>
</tr>
<tr>
<td>GIBSON</td>
<td>FAR ROCK. OPENED: 5/29/1929 IN VALLEY STREAM. BUILT BY LAND DEVELOPER WM. R. GIBSON IN AN AGREEMENT WITH THE L.I.R.R. TO HAVE TRAINS STOP AT HIS NEWLY-ESTABLISHED COMMUNITY. (Data per Howard F. Ruehl’s History of Valley Stream). AGENCY CLOSED: 9/7/96.</td>
<td></td>
</tr>
<tr>
<td>GLEN COVE (GLEN STREET)</td>
<td>OYSTER BAY OPENED: 5/16/1867 2ND DEPOT BUILT: SEPT-OCT/1898, AGENCY CLOSED: 11/20/96. STATION STOP SCHEDULED TO</td>
<td></td>
</tr>
</tbody>
</table>
BE DISCONTINUED ALONG WITH OTHERS IN 1998 BUT VOCAL OPPOSITION CAUSED LIRR TO ALTER THEIR DECISION. INSTEAD OF ABANDONMENT, NEW 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)*

**EXTERIOR RE-STORED TO ORIGINAL ARCHITECTURE, INTERIOR REMODELED:**
c. 2001-02. *(Dave Morrison data)*

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**GLEN COVE (NASSAU)**

**OYSTER BAY**


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)*

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**GLENDALE (MONTAUK)**

**S. S. R. R.**

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:
<table>
<thead>
<tr>
<th>Location</th>
<th>Service Location</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>GLENDALE</td>
<td>ROCK BCH.</td>
<td>IN SERVICE EFF: 9/15/27 PER GENERAL NOTICE #118. RENAMED &quot;PARKSIDE.&quot; (SEE: &quot;PARKSIDE&quot;)</td>
</tr>
<tr>
<td>GLENDALE WELLS</td>
<td>MONTAUK</td>
<td>EAST OF GLENDALE. PROBABLY AT GLENDALE JCT. WHERE MONTAUK 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 Timetables.</td>
</tr>
<tr>
<td>GOLF GROUNDS</td>
<td>MONTAUK</td>
<td>OPENED: 4/1907. LAST LISTED ON TT OF 9/19/37 WITH NO TRAINS SCHEDULED. DISCONTINUED AS STATION STOP: NOT LISTED ON TT OF 6/19/38. MOVED TO PRIVATE LOCATION: 1940.</td>
</tr>
<tr>
<td>GOOD GROUND</td>
<td>MONTAUK</td>
<td>SEE: &quot;HAMPTON BAYS&quot;</td>
</tr>
<tr>
<td>GOOSE CREEK</td>
<td>ROCK BCH.</td>
<td>FIRST APPEARS ON TIMETABLES OF JULY, 1888. LOCATED ON A SMALL ISLAND IN JAMAICA BAY, IT SERVED AS A STOP FOR FISHERMEN. CLOSED: 9/35</td>
</tr>
</tbody>
</table>
GRAND STREET  S. S. R. R. (EVERGREEN)  S. SIDE R.R. DEPOT OPENED: 1868 BETWEEN METROPOLITAN AVE. AND GRAND STREET AT EAST RIVER FERRY.

GRAND STREET  MAIN LINE & ROCK BCH. (E. OF WOODSIDE)
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 SCHEDULED STOPS. SHELTER SHED REMOVED 1922. ETT #102, EFF. 5/25/13 LISTS STATION BUT INDICATES NO TRAINS STOPPING THERE. DISCONTINUED AS STATION STOP BETWEEN 5/25/13 AND ISSUANCE OF ETT #103, EFF. 10/21/13 WHICH DOES NOT LIST THE STATION.

GRAVESEND  PROSPECT PART & CONEY ISLAND R.R.  STATION FOR BROOKLYN JOCKEY CLUB RACE TRACK (ON LIRR CR4 OF 1903)

2ND DEPOT OPENED: 10/1883, REMODELED: 1893, RAZED: 1924
3RD DEPOT IN SVC: 2/26/25.
TEMPORARY STA. FACILITIES RELOCATED S. OF FORMER LOCATION: 6/8/34 ACCOUNT GRADE CROSSING ELIMINATION.
STATION FACILITIES RELOCATED IN CUT 120' W. OF FORMER LOCATION AND CONVERTED FROM LOW
LEVEL TO HIGH LEVEL PLATFORMS: 01/19/35 (1925 DEPOT BUILDING REMAINED AT GRADE).

GREAT RIVER
(Also see: "Youngsport")

BUILT: 1897. PORTE COCHERE AT REAR. AGENCY CLOSED: c. 1931 (Robt. Emery data). EXPRESS HOUSE REMOVED AROUND 1932. DEPOT SUPPOSEDLY BURNED: 1943, BUT PHOTOGRAPHIC EVIDENCE INDICATES DEPOT STILL STANDING ON 09/28/44. PROBABLY BURNED IN MARCH, 1945 PER REFERENCE IN "SUFFOLK COUNTY NEWS" ARTICLE OF 04/06/45 THAT MENTIONED THE LIRR PLANS TO CONSTRUCT A NEW DEPOT TO REPLACE THE GREAT RIVER STATION "RECENTLY DESTROYED BY FIRE."


GREENLAWN


2ND DEPOT OPENED: 9/1911. AGENCY CLOSED: 9/6/96.

GREENPOINT

GREENPORT  MAIN LINE  1ST DEPOT IN SVC: 7/29/1844 AS TERMINUS OF LIRR. DEPOT BURNED IN TOWN FESTIVITIES: 7/4/1870
2ND DEPOT OPENED: 10/1870
3RD DEPOT BUILT: 1892, WITH DISTINCTIVE, 2-STORY TICKET OFFICE BAY WINDOW, FRONT DORMER WINDOW ON W. SIDE OF BAY AND DECORATIVE WROUGHT-IRON ROOF TREE ALONG RIDGE. BAY WINDOW REMOVED IN THE TEENS AND REPLACED WITH DOUBLE FRONT DORMER WINDOWS. BY 1925, DORMERS AND ROOF TREE WERE GONE. AGENCY CLOSED: 10/1/67 PER OFFICIAL LIRR NOTICE. REOPENED: 1968 FOR ONE SUMMER’S USE, SUNDAYS 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. GARAGE DOOR INSTALLED ON WEST SIDE AND BECAME GARAGE FACILITY 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)

GRENVILLE  OYSTER BAY
(WEEK’S STATION)  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 AGENCY. MAY, 1891 NEWSPAPER ACCOUNT DESCRIBES THE SHED WHICH SHORTLY AFTER WAS DE-
MOLISHED BY 4-4-0 LOCOMOTIVE #112 WHEN IT DERAILLED 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.


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. STATION STOP RELOCATED: 02/19/51 WITH RELOCATION OF S. OYSTER BAY RD. CROSSING ("Long Island Railroader" data). THREE WOODEN SHELTER SHEDS CONTRUCTED. METAL SHELTER SHED BUILT: c. 1960s. LAST SCHEDULED SERVICE TO STATION: 11/29/85. STATION OFFICIALLY CLOSED: 12/2/85.


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. 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 RIDERSHIP. (UNABLE TO VERIFY 1901 AND 1902 AS LACKING 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.

<table>
<thead>
<tr>
<th>Location</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>HAMILTON BEACH ROCK. BCH.</td>
<td>FIRST APPEARS IN ETT #90 EFF: 10/16/1919. DISCONTINUED AS STATION STOP: 6/27/55 WHEN BRANCH ABANDONED SOUTH OF OZONE PARK.</td>
</tr>
<tr>
<td>HAMMELS (HAMMEL) ROCK. BCH.</td>
<td>BUILT: JUNE/1880, RAZED: 1941 FOR GRADE ELIMINATION 2ND DEPOT BUILT: SPRING/1888, CLOSED: 1941</td>
</tr>
</tbody>
</table>
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 STATION IN 1913.

HEBBARD'S S. S. R. R.  S. SIDE R. R. DEPOT AT FLUSHING AVE. & 52ND ST. LISTED ON TIME-TABLES OF 5, 6, & 8/1870 ONLY.  STATION STOP DISCONTINUED.


2ND 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 (Photo provenance with official valuation photo and date) GUTTED BY FIRE: 12/31/62 AND REMODELED.  RAZED: 1998

3rd TERMINAL BUILDING BUILT: 1999-2000

HEMPSTEAD L. I. R. R. (HEMPSTEAD)  1ST DEPOT BUILT: c. 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.
<table>
<thead>
<tr>
<th>Location</th>
<th>Main Line</th>
<th>Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td>Hempstead</td>
<td>S.S.R.R.'s HEMPSTEAD BRANCH</td>
<td>USED AS NEW TERMINUS. W. SIDE OF GREENWICH ST. BETWEEN FRONT ST. &amp; PENINSULA BLVD. BUILT: <em>?</em>. ABANDONED 05/1879. CONVERTED INTO SKATING RINK AND BURNED TO THE GROUND IN JULY, 1888. <em>(Vincent Seyfried data)</em></td>
</tr>
<tr>
<td>&quot;Hempstead Branch&quot;</td>
<td>MAIN LINE</td>
<td>SEE: &quot;BRANCH&quot;</td>
</tr>
<tr>
<td>Hempstead Crossing</td>
<td>Mineola-Hemp.</td>
<td>1st STATION STOP NORTH OF STEWART AVE. PRIOR TO 1923. 2nd STATION STOP SOUTH OF STEWART AVE. AFTER 1923 FOR LIRR'S BATTERY CAR SHUTTLE SERVICE ONLY.</td>
</tr>
<tr>
<td>Hempstead Gardens</td>
<td>W. Hempst'd</td>
<td>BUILT: 19_, SHORT, COVERED PLATFORM SHELTER ONLY. NO DEPOT BUILDING. RAZED: 19_ REPLACED WITH METAL SHELTER SHED.</td>
</tr>
<tr>
<td>Henry Street</td>
<td>Atlantic</td>
<td>WEST OF FLATBUSH AVE. ON WAY TO SOUTH FERRY. OUT OF SVC.____(?)</td>
</tr>
<tr>
<td>Hermanville</td>
<td>Main Line</td>
<td>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. <em>(Info courtesy of Art Huneke)</em></td>
</tr>
<tr>
<td>Hermitage</td>
<td>Main Line</td>
<td>APPEARS ON TIMETABLE OF 5/1/1848. RENAMED &quot;PECONIC&quot;. <em>(SEE: &quot;PECONIC.&quot;)</em></td>
</tr>
</tbody>
</table>
R.  

**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


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.

**Highbie Ave. (Laurelton)**

Atlantic


**Hillside**

CRR of LI (Creedmoor)

Opened: 4/1874, Abandoned: 4/30/1879

**Hillside**

Main Line

2ND DEPOT IN SVC: 5/15/11. LOW PLATFORMS OUT OF SVC: 10/1/30
ACCOUNT “JAMAICA IMPROVEMENT 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 TICKETS” OF 9/12/55 AS PART-TIME. AGENCY CLOSED: _?. DEPOT USED AS PRIVATE BUSINESS. DISCONTINUED AS STATION STOP: 7/1/66.

<table>
<thead>
<tr>
<th>Station</th>
<th>Line</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>HILLSIDE</td>
<td>MAIN LINE</td>
<td>EMPLOYEE-ONLY STOP AT HILLSIDE MAINTENANCE FACILITY, M.P. 11 IN SVC: 11/26/84 PER G.O. #305.</td>
</tr>
<tr>
<td>HINSDALE</td>
<td>CRR OF LI</td>
<td>OPENED: 1/8/1873, ABANDONED: 4/30/1879, MOVED TO PRIVATE LOCATION: 4/1883</td>
</tr>
<tr>
<td>(CREEDMOOR)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>HINSDALE</td>
<td>MAIN LINE</td>
<td>SEE: “FLORAL PARK”</td>
</tr>
<tr>
<td>HITHER HILLS</td>
<td>MONTAUK</td>
<td>SIDING ONLY. APPEARS WITH STATION DESIGNATION OF S115 IN 1913 CR4. GONE FROM 1924 CR4 (Art Huneke data).</td>
</tr>
</tbody>
</table>
| HOLBROOK (OLD HOLBROOK) | MAIN LINE | STATION STOP OPENED: __?__.
|                  |               | IN JUNE-JULY, 1875 A COMBINATION CIGAR FACTORY AND DEPOT WAS BUILT BY A LARGE LANDOWNER NAMED McCOTTER. THE BLDG WAS 40' x 40', TWO STORES, 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 LAKE-LAND WAS TO BE CONSOLIDATED AND REPLACED WITH A NEW STATION NAMED "RONKONKOMA" (Art Huneke data).


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


Agency closed sometime between 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 shelter 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 2ND TRACK ADDITION AND PROXIMITY TO MAPLE GROVE, DEPOT CLOSED AND RELOCATED AS PRIVATE RESIDENCE BY 8/28/1884. (Newtown Register 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.: 11/5/1905. OUT OF SVC: ?


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.”

HULSE TURNOUT MAIN LINE 4 MILES EAST OF MANOR (1852 Timetable)


<table>
<thead>
<tr>
<th>Location</th>
<th>Main Line</th>
<th>Details</th>
</tr>
</thead>
<tbody>
<tr>
<td>Inglewood (Queens)</td>
<td>Main Line</td>
<td>At Creed Ave.-Springfield Ave. East of Hempstead Tpke. (Present Day Queens Village) Station Dedicated 10/19/1871 (Per &quot;Brooklyn Eagle&quot;) Renamed &quot;Queens&quot;: 10/1881. (See: &quot;Queens&quot;)</td>
</tr>
<tr>
<td>Inner Beach</td>
<td>Long Beach</td>
<td>See &quot;Queenswater&quot;</td>
</tr>
<tr>
<td>Island Park</td>
<td>Long Beach</td>
<td>Appears As Signal Stop In April, 1898 Timetable As &quot;The Dykes.&quot; Renamed &quot;Island Park&quot;: 7/1922 When It Replaced The Island Park Station That Was Formerly Barnum Island (Jekyll Island). Agency Closed As Of 06/46, But Open Again As Of 09/12/55. Agency Finally Closed: ?</td>
</tr>
</tbody>
</table>
ISLAND TREES  CRR of LI (CENTRAL EXT.)  ORIGINAL DEPOT BUILT BY CRR OF LI: 18___ (?) NO DEPOT BUILDING ERECTED (Per Vincent F. Seyfried) DISCONTINUED AS STATION STOP: 18___ (?)

2ND STATION CONSISTING OF A 1,000 FOOT LONG, LOW, CINDER PLATFORM OPENED: 1916 AT HICKSVILLE RD. CROSSING OF CENTRAL BRANCH FOR MERILLON ESTATES CORP. (REAL ESTATE DEVELOPMENT). CLOSSED: 19__?


2ND DEPOT BUILT: 1881, RAZED: 12/1963


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  S. S. R. R. (BEAVER STREET) (ATLANTIC) (JAMAICA SOUTH-ERN) (“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 TIME TABLES 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
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WHILE TRAINS CONTINUED TO
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AS 1913, THERE WAS NO INDICA-
TION OF A NEW DEPOT STRUCT-
URE UNTIL POSSIBLY 1905, WHEN
ELECTRIFICATION MAY HAVE
MOVED THE STATION STOP
SLIGHTLY EAST OF THE ORIGINAL
LOCATION. (Art Huneke data).
SSRR DEPOT IN USE CONCUR-
RENTLY 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 PLAT-
FORMS. 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 (SOUTH ST.) ATLANTIC SEE; "SOUTH STREET."

JAMAICA (UNION HALL ST.) MAIN LINE SEE: "UNION HALL STREET."

JAMAICA RACETRACK ATLANTIC SEE: “LOCUST MANOR”

JAMESPORT MAIN LINE 1ST DEPOT APPEARS ON TIMETABLE OF 4/24/1845. DEPOT RELOCATED AND RECONSTRUCTED: AUG-SEPT/1869. DESTROYED BY FIRE: 10/17/1877. STATION RELOCATED AND BUILDING REPLACED. (Derek Stadler data)

2ND DEPOT WAS A PRIVATE SALOON PURCHASED FOR USE AS DEPOT: 7/1878. GREATLY REMODELED: 1944, PART TIME AGENCY CLOSED: 12/31/58, RAISED: 7/18/63. REPLACED WITH METAL SHELTER SHED.


JEKYLL ISLAND LONG BEACH OPENED: c. 1897 AS “BARNUM ISLAND” RENAMED "JEKYLL 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 TIMETAB-
LES 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
TTT AND TT OF 11/1878 = JERUSALEM
TT OF 3/1879 = JERUSALEM.
TTT OF 9/1879 = JERUSALEM

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. (SEE: “CENTRAL PARK”)


KEW GARDENS MAIN LINE SEE “KEW”. AGENCY CLOSED: 8/19/2009.

KINGS HIGHWAY MANHT’N BCH. OPENED: 1883, RAZED: 1909 DUE TO GRADE ELIMINATION 2ND DEPOT OPENED: 1909, CLOSED: 1924 WITH BRANCH ABANDONMENT

KINGS PARK PT. JEFFERSON BUILT: NOV-DEC/1872 AS ST. JOHNSLAND. RENAMED “KINGS PARK”: 6/1891 (Per V. F. Seyfried). RAZED:
<table>
<thead>
<tr>
<th>Location</th>
<th>Type</th>
<th>Details</th>
</tr>
</thead>
<tbody>
<tr>
<td>Kings Park State Hospital</td>
<td>PT. Jefferson</td>
<td>First appears as station stop in ETT effective: 1911. Discontinued as station stop per ETT #5, Eff: 5/1969.</td>
</tr>
<tr>
<td>Kingston Ave. (Brooklyn)</td>
<td>Atlantic R.T.</td>
<td>East of Brooklyn Ave. Out of SVC. ___(?)</td>
</tr>
<tr>
<td>Kissena Park (Creedmoor)</td>
<td>CRR of LI</td>
<td>Opened: 6/1873, closed: 8/1876, re-opened: 6/1877, abandoned: 4/30/1879, moved to private location, burned: 5/8/18</td>
</tr>
<tr>
<td>Kouwenhoven</td>
<td>Manhattan Bch</td>
<td>Built: 8/1877, closed: 1924 with line abandonment. Shelter shed razed: 1935</td>
</tr>
<tr>
<td>Lakeland</td>
<td>Main Line</td>
<td>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 &quot;Babylon Signal&quot; newspaper article of 03/25/1882, this station and Holbrook were to be consolidated and replaced with a new, relocated station named &quot;Ronkonkoma.&quot; Discontinued and razed with opening of new station per &quot;Babylon Signal&quot; newspaper article of 08/04/1883 (Art Huneke data). (See: &quot;Ronkonkoma&quot;)</td>
</tr>
<tr>
<td>Lake Road (Lake Station)</td>
<td>Main Line</td>
<td>Opened as &quot;Lake Station&quot; with arrival of LIRR in 1843. Located 90' east of the then Pond Road. And 1,250' east of Ocean Ave. Appears as &quot;Lake Road&quot; on 1845 and 1848 Time-</td>
</tr>
</tbody>
</table>
TABLES. CALLED "LAKE STATION" ON 1857 MAP.

LAKE STATION MAIN LINE SEE: "LAKE ROAD"

LAKEVIEW W. HEMPST'D BUILT: 19__, RAZED: 19__, REPLACED WITH METAL SHELTER SHED.

LAKE RONKONKOMA MAIN LINE SEE: "RONKONKOMA"

LANDIA PT. JEFFERSON LOW PLATFORMS IN SVC: 12/15/52 BOTH SIDES OF TRACK TO SERV-ICE EMPLOYEES OF CIRCLE WIRE (LATER CERRO WIRE). CLOSED: 10/3/73.

LAMB'S CORNER SAG HARBOR IN SVC: 1906 (per "East Hampton Star" via Richard Makse) APPEARS IN SPECIAL INSTRUCTIONS OF ETT #49: 9/09/1908 AS "NOYACK ROAD." (Art Huneke data). (SEE: "NOYACK ROAD")

LAUREL MAIN LINE STATION STOP ORIGINALLY APPEARS AS "FRANKLINVILLE." NOT LISTED ON TT OF 10/1880 or 1881. APPEARS ON TT OF 09/10/1884 AS "FRANKLINVILLE." NO DEPOT BUILDING INDICATED. PROBABLY JUST A PLATFORM. DOES NOT APPEAR ON TT OF 10/1884. TOWN IS RENAMED "LAUREL" IN 1890 BUT THE STATION STOP DOES NOT APPEAR ON TT OF 1/19/1891, AND DOES APPEAR AGAIN ON TT OF 9/27/1892 AS "FRANKLINVILLE." LISTED AS SUCH AS LATE AS ETT #3, EFF: 6/1897 AND ON PUBLIC TT OF 10/14/1897. 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

LAUREL HILL  MONTAUK
NORTHEAST CORNER OF CROSSING OF CLIFTON AVE. (46TH ST.) EAST OF PENNY BRIDGE STATION. 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 RAILROAD AND LIRR FREIGHT OFFICE AND AGENT ON-SITE (Per LIRR Co. Rules and Rates of Pay eff. 01/01/1924).

LAURELTON  ATLANTIC

LAWRENCE  S. S. R. R. (FAR ROCK)
S. SIDE R. R. BEGAN SVC: 7/1869. DEPOT BUILT: JUNE-JULY/1872 (Per Vincent f. Seyfried’s LIRR history. 3-year gap???) MOVED TO PRIVATE LOCATION: 7/31/1906
2ND DEPOT OPENED: 8/1906. AGENCY CLOSED: 9/6/96.

LEFFERTS AVENUE  ATLANTIC
118TH 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 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” (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 Hunek). 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 PEARSSALL'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
<table>
<thead>
<tr>
<th>Location</th>
<th>Railroad</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>LINWOOD STREET (BROOKLYN)</td>
<td>ATLANTIC R.T.</td>
<td>RAPID TRANSIT STOP PER TT, EFF. 6/24/1890</td>
</tr>
<tr>
<td>L.I.R.R. SHOPS</td>
<td>MONTAUK</td>
<td>SEE: “SHOPS”</td>
</tr>
<tr>
<td></td>
<td>FLUSHING &amp; N. SIDE</td>
<td></td>
</tr>
<tr>
<td></td>
<td>(PORT WASHINGTON)</td>
<td></td>
</tr>
<tr>
<td>LOCKWOOD’S GROVE</td>
<td>NY &amp; ROCK R.R.</td>
<td>(SEE: &quot;FAR ROCKAWAY&quot;)</td>
</tr>
<tr>
<td>LOCUST MANOR (JAMAICA RACETRACK)</td>
<td>ATLANTIC</td>
<td>FORMERLY “LOCUST AVENUE” OR “RACETRACK” STATION. RENAMED: 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:</td>
</tr>
</tbody>
</table>
LOCUST VALLEY OYSTER BAY
OPENED: 4/19/1869
2nd DEPOT OPENED: 11/1872, REMODELED: 1885, POSSIBLY ADDING A 2ND STORY FOR AGENT’S LIVING ACCOMMODATION. OUT OF SERVICE c. 1906 AND MOVED TO PRIVATE LOCATION.
3rd DEPOT OPENED: 12/1906.
AGENCY CLOSED: 9/6/96.
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 data)

LONG BEACH LONG BEACH
BUILT: 1880, CLOSED: 1909

LONG ISLAND CITY MONTAUK
WESTERN TERMINUS OF LIRR'S MONTAUK BRANCH. OPENED: 5/9/1861, ENLARGED: 1870, 1875, 1878, 1879, APRIL/1881
3rd DEPOT (SHELTER SHED) IN SVC: _?_. CLOSED/REMOVED: _?_. HIGH-LEVEL PLATFORMS INSTALLED FOR BI-LEVEL CARS. STATION STOP IN LIMITED USE. NO AGENCY.

LYNNBROOK 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,

MALBA WHITESTONE

MALVERNE WEST HEMP.
Opened: c. 1892 as Norwood. Renamed "Malverne": 2/1913. Agency open Mondays only per "L.I.R.R. Ticket Offices Open for Sale of Tickets" 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.

MANHATTAN BEACH MANH’TN BCH.
Opened: 11/1909, closed: 1924 with end of psgr. svc. and later branch abandonment. Used as private business as late as 1938.

MANHATTAN JCT. MANH’TN 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 & ATLANTIC R.T.
CROSSING (NY & MANHATTAN BCH. R.R. CROSSING)

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 American 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-BPORT WITH NEW BRANCH TERMINATING AT SAG HARBOR CONSTRUCTED: EARLY 1870. 2ND DEPOT BUILT: 5/1871. RAZED: 6/41 CONCRETE BLOCK SHELTER SHED BUILT: 1941. JUNCTION AND SPUR TRACK TO MONTAUK

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

MASSAPEQUA (SO. OYSTER BAY)  MONTAUK (S.S.R.R.)
MASSAPEQUA PARK  MONTAUK  Originally eastbound and west-bound platforms only. In SVC: 12/3/33 (G.O. 121-2)
Shelter shed on each platform added: ? . Agency open 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.

MASTIC  MONTAUK  Built: 1882 as “FORGE”, renamed: 1893. Station stop discontinued: 7/15/60. Moved 7,010’ west to Mastic-Shirley. 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. (Robert L. Myers 1999 data)

MATAWOK  ROCK BCH.  Opened: June (?), 1910 with opening of Glendale Cut-Off. Originally located 500' south (railroad east) of Trotting 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. *(Data and
LIRR blueprint and photo provenance
by Art Hunke)*

REPLACEMENT STATION BUILT 1.1
MILES NORTH OF ORIGINAL LO-
CATION AT FLEET ST. (FORMER-
LY WHITE POT RD) UNDER-GRADE
CROSSING SOUTH OF WHITE POT
JCT. *(Data and map provenance by
Richard F. Makse). NO TRAINS IN-
DICATED AS STOPING THERE.
DOES NOT APPEAR ON PUBLIC
TIMETABLES AT ALL. LAST LISTED
ON ETT #69, EFF. 5/25/13. PERM-
ANENTLY CLOSED. DISAPPEARS
FROM SUBSEQUENT ETTS.

**MATAWOK**

SHELTER SHED AND 400' PLATFORMS
OPENED: 7/25/22 AT 66TH AVE. / 
MP 6 FOR SERVICE TO MATAWOK
LAND CO.’S DEVELOPMENT AT FOR-
EST HILLS WEST. STATION AC-
CESSED BY TWO STEEL PEDES-
TRIAN OVERPASS GIRDER SEC-
TIONS OVER THE MAIN LINE AND
BY SEVEN SPANS OVER THE ROCK-
AWAY BEACH BRANCH TRACKS.
*(Vincent Seyfried data and photo pro-
venance)* FIRST LISTED IN SUPPLE-
MENT NO. 2 TO ETT #96, EFF.
9/10/22, BUT NO TRAINS SCHED-
ULED TO MAKE STOPS. FIRST
SCHEDULED TRAINS APPEAR IN
ETT #99 EFF. 10/9/23 WHICH IN-
DICATES 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.)


MEADOW BROOK CENTRAL EXT.

1ST DEPOT BUILT: ?, CLOSED: 6/1917 BECAME SITE OF SALISBURY PLAINS STATION. MEADOW BROOK OPENED FURTHER WEST.

MEADOW BROOK CENTRAL EXT.

LOW, CINDER PLATFORMS ON EITHER SIDE OF TRACKS OPENED FURTHER WEST OF ORIGINAL LOCATION SOME-TIME AFTER 1924 (STATION DOES NOT APPEAR IN 1924 C.R.4 BOOK). CLOSED: c. 1939.

MEADOWBOOK-ROOSEVELT RACEWAY CENTRAL EXT.

LOW, CINDER PLATFORM RE-OPENED AS A CENTER-ISLAND STATION PLAT-
FORM: 19_?_. IN USE FOR RACEWAY TRAINS. STOP DISCONTINUED:
1961

MEDFORD MAIN LINE

1ST 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

2ND (? ) DEPOT BUILT: 1889 WITH ATTACHED AGENT'S QUARTERS.
LOCATED ALONGSIDE OLD PATCHOGUE/PORT JEFFERSON RD. SOME-
TIME BETWEEN 1922 AND 1932 DEOT 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 CON-
STRUCTION OF THE NEWER AND WIDER RT. 112. PSGR. & FRT. STA-
TION PLACED OUT OF SVC: 6/7/40. DEPOT RAZED: SUMMER/1940 AC-
COUNT RT. 112 GRADE CROSSING ELIMINATION PROJECT.

TEMPORARY PSGR & FRT. STATION LOC-
ATED 800’ EAST OF FORMER LOCA-
TION AND TEMP. MAIN TRACK N. OF
FORMER LOCATION IN SVC: 6/7/40.
TEMP. MAIN TRACK, TEMP. PSGR &
FRT STATION AND TEAM TRACK OUT
OF SVC: 9/9/40.

3RD, ELEVATED DEPOT, MAIN TRACK,
AND TEAM TRACK IN SVC:
9/9/40. TICKET OFFICE / WAIT-
ING ROOM AT TRACK LEVEL. EX-
PRESS / BAGGAGE OFFICE AT
GRADE WITH LONG, CONCRETE
RAMP EXTENDING TO PLATFORM
LEVEL. PASSING SIDING IN SVC:
11/2/40. PART TIME AGENCY
CLOSED: 1958. 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. LOWER STRUCTURE AND CONCRETE STAIRS TO TRACK LEVEL GONE BY AUGUST, 1996. FOUNDATION LEFT IN PLACE WITH GUARDRAIL INSTALLED AROUND PERIMETER AND FORMER EXPRESS RAMP USED TO ACCESS TRACK LEVEL (Dave Morrison photo evidence). 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 RE-THOUGHT.

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

CLOSED: _?

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??)
2ND DEPOT BUILT: 1885
3RD DEPOT BUILT: 1902. WAS A TRAIN
ORDER OFFICE AT ONE TIME (Photographic provenance).

1ST TEMPORARY STATION BUILT: 1968
WEST OF FORMER STATION LOCATION WITH HIGH LEVEL PLATFORMS
FOR ACCOMMODATION OF NEWLY
ARRIVING M1 ELECTRIC CARS.
1902 DEPOT BUILDING RAZED:
6/69 ACCOUNT GRADE ELIMINATION 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 STATION FACILITIES REMOVED AFTER
6/72 (per photo evidence).
4TH STATION FACILITIES RELOCATED
ON ELEVATION 63' NORTH OF FORMER LOCATION AND CONVERTED
FROM TWO HIGH-LEVEL OUTSIDE
PLATFORMS TO A SINGLE HIGH LEVEL ISLAND PLATFORM, AND 2ND TEMPORARY 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 REMOVED

METS-WILLETS POINT PORT WASH.
FORMERLY SHEA STADIUM STATION.
RENAMED WITH CONSTRUCTION
AND OPENING OF NEW “CITI FIELD”
<table>
<thead>
<tr>
<th>Location</th>
<th>Nearest Station</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>MILLBURN</td>
<td>MONTAUK</td>
<td>(SEE: &quot;BALDWIN&quot;)</td>
</tr>
<tr>
<td>MILLER'S PLACE</td>
<td>WADING RIVER</td>
<td>STATION STOP WITH OPENING OF BRANCH: 06/27/1895. APPEARS ON TIMETABLES WITH AND WITHOUT THE APOSTROPHE BUT NEVER AS &quot;MILLER PLACE&quot; AS THE TOWN LATER WAS NAMED. ORIGINALLY NO DEPOT BUILDING. STOP ONLY. 1st DEPOT BUILT: 1898, DESTROYED BY ARSON ON 09/05/1903 (Derek Stadler data). 2ND NEARLY IDENTICAL DEPOT BUILT: 1903. AGENCY CLOSED 1928. DEPOT BURNED: 09/16/34 (Derek Stadler data). THEREAFTER LOW CINDER PLATFORM ONLY. LAST REVENUE TRAIN: 10/9/38. OUT OF SVC. PER G.O. #1006C: 3/29/39 AND BRANCH ABANDONED.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Location</th>
<th>Line</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>MILLVILLE (MILLEVILLE)</td>
<td>MAIN LINE</td>
<td>1ST DEPOT APPEARS ON TIMETABLE OF 6/14/1845 AS &quot;MILLEVILLE&quot; 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 &quot;YAPHANK&quot;: 1846. (SEE: &quot;YAPHANK&quot;)</td>
</tr>
<tr>
<td>MINEOLA</td>
<td>MAIN LINE</td>
<td>APPEARS ON TIMETABLE OF MARCH, 1837 AS &quot;HEMPSTEAD.&quot; 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 &quot;BRANCH&quot; AS A RESULT. LATER NAMED &quot;HEMPSTEAD BRANCH.&quot; LAST LISTED AS &quot;HEMPSTEAD BRANCH&quot; IN TT OF JUNE 6, 1861. LISTED AS &quot;MINEOLA&quot; IN TT OF JUNE 4, 1862. RENOVATED: JUNE/1872. 2ND DEPOT BUILT: MAY-JUNE/1883, RAZED: 1923 3RD, RELOCATED DEPOT IN SVC: 9/22/23</td>
</tr>
<tr>
<td>MINEOLA PARK</td>
<td>MAIN LINE</td>
<td>SEE: &quot;CARLE PLACE&quot;</td>
</tr>
</tbody>
</table>
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_?_ DISCONTINUED AS STATION STOP: 5/15/53 WITH END OF SHUTTLE PSGR. SERVICE ON BRANCH.


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 ATLANIC 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 GRANDSTAND. SPECIAL TRAINS RUN FOR VANDERBILT CUP RACES IN EARLY PART OF 20th CENTURY


MYRTLE AVENUE EVERGREEN OPENED: 5/15/1878. CLOSED: MAY/1882

MYRTLE AVENUE BAY RIDGE/ MAN. BEACH OPENED: 1893. RAZED: 1914 ACCOUNT GRADE CROSSING ELIMINATION.

NAPEAGUE BEACH MONTAUK 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

NASSAU OYSTER BAY (SEE: “GLEN COVE-NASSAU”)


NAT'L RIFLE RANGE CRR OF LI (CREEDMOOR) SEE: “CREEDMOOR”

NECK ROAD MANH’T’N BCH. OPENED: 1893, RAZED: 1909 WITH GRADE ELIMINATION 2ND DEPOT OPENED: 1909, CLOSED: 1924 WITH BR. ABANDONMENT.

NEPTUNE HOUSE S.S.R.R. ROCK. BCH. BUILT: 1875 AT BEACH 116TH ST., ROCKAWAY BEACH. (SOUTHERN DIVISION IN 07/15/1878 BOOK OF RULES) CLOSED: _?_. LATER SITE OF "ROCKAWAY PARK" STATION.

NEW BRIDGE ROAD CENTRAL EXT. STATION STOP EAST OF CENTRAL PARK STATION (AT STEWART AVE.) NO INDICATION OF DEPOT BLDG. CONSTRUCTED. APPEARS ON 1876 FREIGHT REPORT. ETT #13, EFF: 1879, INDICATES EASTBOUND TRAIN #19 WILL MAKE STATION STOP ALTHOUGH STATION IS NOT INDICAT-
ED IN TIMETABLE LISTING OF STOPS.
DISCONTINUED AS STOP:  ?

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 (Robt. Emery data). 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. (Art Hunke data)

NEW HYDE PARK  MAIN LINE  1ST DEPOT BUILT: c. 1837 AS “HYDE PARK” WITH OPENING OF LIRR TO HICKSVILLE. RENAMED “NEW HYDE PARK.”  
2ND DEPOT BUILT: 1870, S. SIDE OF TRACKS. RAZED: SUMMER/1947  

NEW LOTS  MANH’N BCH. (NEW LOTS ROAD)  APPEARS IN TT OF 7/1877. AFTER 1878, LISTED FOR OFF-SEASON SERVICE ONLY. LAST APPEARS IN TT OF 5/1897.

NEW LOTS (NEW LOTS ROAD)  (BAY RIDGE)  OPENED: 6/49 TO SERVICE NEWSDAY EMPLOYEES, CLOSED: 5/15/53 WITH END OF PSGR. SERVICE ON BRANCH.

NEWSDAY  CENTRAL EXT.  APPEARS ON TIMETABLES OF 1863 AND 1866 AS “NEWTOWN”

NEWTOWN  NY & FLUSHING  SEE: “ELMHURST”

NEWTOWN  PORT WASH.
<table>
<thead>
<tr>
<th>Location</th>
<th>Details</th>
</tr>
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<tbody>
<tr>
<td>NEWTOWN MAIN LINE</td>
<td>Appears on timetable of June 4, 1862. Located 4-1/2 miles east of Winfield.</td>
</tr>
<tr>
<td>NEW YORK AVENUE (JAMAICA)</td>
<td>Atlantic R.T. Rapid transit stop per TT, eff. 6/24/1890. Out of SVC: _. Gone by 1905.</td>
</tr>
<tr>
<td>NICHOLS ROAD MAIN LINE</td>
<td>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 &quot;Foot's Crossing.&quot;). Probably used as a meeting / passing point for the one scheduled eastbound passenger train and one scheduled westbound freight train both due at this point at the same time. Dropped from TT: <strong>?</strong></td>
</tr>
<tr>
<td>NORTH ISLIP MAIN LINE</td>
<td>See: &quot;Suffolk&quot; Station</td>
</tr>
<tr>
<td>NORTHPORT</td>
<td>See: &quot;Old Northport&quot;)</td>
</tr>
<tr>
<td>NORTHPORT PT. JEFFERSON</td>
<td>Built: May-July/1873. Also known as &quot;New Northport&quot;. Appears on ETT #10 eff: 06/28/1899 as &quot;Northport (East Station).&quot; Appeared on 1901 timetable as &quot;Northport East.&quot; Moved to private location: 1927. Used as office for a sign company. Razed: 1959. 2nd depot built: 1927 **Freight station moved here in pieces from Camp Upton when LIRR ended operations there after 4/1922. Ticket agency closed: 08/19/2009. Station &quot;Historically Remodeled:&quot; 01/2019</td>
</tr>
<tr>
<td>NORTH ROSLYN OYSTER BAY</td>
<td>(See: &quot;Wheatley Hills&quot;)</td>
</tr>
<tr>
<td>Location</td>
<td>Details</td>
</tr>
<tr>
<td>---------------------------</td>
<td>------------------------------------------------------------------------------------------------------------------------------------------</td>
</tr>
<tr>
<td>NORWOOD</td>
<td>S.S.R.R.'s HEMPSTEAD &amp; CORNWELL AVES. HEMPSTEAD BRANCH OPENED: ___. NO DEPOT BUILDING. DISCONTINUED AS STATION STOP: ___.</td>
</tr>
<tr>
<td>NORWOOD</td>
<td>WEST HEMP. OPENED: c. 1892. RENAMED &quot;MALVERNE&quot;: 2/1913</td>
</tr>
</tbody>
</table>
WHICH WERE PLACED IN SERVICE
JULY, 1999. (Robert L. Myers 1999 data)

OCEAN AVE. BAY RIDGE MANH'T'N BCH. OPENED: 1877, CLOSED: 1924 WITH ABANDONMENT OF MAN. BCH. BR. (Robert L. Myers 1999 data)


OLD HOLBROOK MAIN LINE SEE "HOLBROOK."

OLD NORTHPORT OLD NORTHPORT (NORTHPORT) BUILT: JAN-MAR/1868. IN SVC: 04/25/1868 (Art. Huneke data) ETT #10, EFF: 06/28/1899 INDICATES LAST PSGR. SVC. (Art Huneke data) 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 demolished: 8/24/29 (David Morrison data)**

New station shelter with hi-level 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. (Robert L. Myers 1999 data)

**Ozone Park**

Rock. BCH.

Built: 1884. Westward station facilities out of svc: 5/5/30

Account grade crossing elimination.

Temporary low level platform north of new track 1 and 800’ east of former location in svc: 5/5/30.


**Parkside**

Rock. BCH.


**Parkville**

Manh’t’n BCH. (Parkville Jct.)

(Bay Ridge)

Opened: 7/1877. Closed after the summer of 1897. Jct. of Prospect Park & Coney Island.
PARKVILLE

PROSPECT (MANH'TN BCH.) (BAY RIDGE)

(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)

PATCHOGUE

S. S. R. R. (MONTAUK)


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.


**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. ORIG MAIN LINE EAST OF HOWARD HOUSE. ON TTs BETW. BKLYN & JAMAICA (LATER ATLANTIC BRANCH RAPID TRANSIT)


PENNY BRIDGE FLUSHING R.R. OPENED: 1854. ABANDONED: 1869 NY & FLUSHING FLUSHING & N. SIDE
<table>
<thead>
<tr>
<th>Location</th>
<th>Line</th>
<th>Details</th>
</tr>
</thead>
<tbody>
<tr>
<td>PENNY BRIDGE</td>
<td>MONTAUK</td>
<td>SHELTER SHED BUILT: 1902 2ND SHELTER SHED BUILT: 1921, CLOSED: 3/16/98 AND DISCONTINUED AS STATION STOP: 3/16/98</td>
</tr>
<tr>
<td>PHELPS-DODGE</td>
<td>MONTAUK</td>
<td>(SEE: “LAUREL HILL”)</td>
</tr>
<tr>
<td>PILGRIM STATE HOSPITAL (BRENTWOOD)</td>
<td>SPUR OFF MAIN LINE W. OF SAG-TIKOS PKY.</td>
<td>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.</td>
</tr>
</tbody>
</table>


PINE LAWN-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 “PINE LAWN (MELVILLE)” IN TIMETABLE OF JUNE, 1898. LISTED AS “PINE LAWN” IN TIMETABLE OF 1899. (SEE: “PINE LAWN”)

PLAIN EDGE CENTRAL EXT. END OF TRACK 4.8 MILES EAST OF SALISBURY STATION PER ETT #9, EFF. 6/19/38. LOCATION OF MANURE SIDING. LAST USED IN 1939. TRACKS STILL IN PLACE IN 1941, ALTHOUGH SEVERED BY CONSTRUCTION OF WANTAGH STATE PKY.

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 TIMETABLES.

PLANDOME PORT WASH. BUILT: 1909, U.S. POST OFFICE
IN TICKET OFFICE AT TRACK LEVEL. DEPOT BURNED BY VANDALS: JAN/1987.
REBUILT: 1987 WITH U.S. POST OFC. ON GROUND FLOOR. 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. OUT OF SVC: 10/3/55.

POINT LOOKOUT LONG BEACH MARINE RY
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.

**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. FORMERLY "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. FORMERLY "AMERICAN GRASS TWINE WORKS," "PRAIRIE GRASS FURNITURE CO. WORKS." BECAME ATLAS, PER 9/1923 ETT SPECIAL INSTRUCTIONS.

**PROMISED LAND** (PROMISE LAND) MONTAUK PLATFORM ONLY. OPENED: __?__ AS FLAG STOP ONLY, FOR EMPLOYEES OF NEIGHBORING FISH PROCESSING PLANTS. APPEARS AS

<table>
<thead>
<tr>
<th>Location</th>
<th>Type</th>
<th>Details</th>
</tr>
</thead>
<tbody>
<tr>
<td>QUEENS</td>
<td>MAIN LINE</td>
<td>FORMERLY &quot;INGLEWOOD&quot; STATION. RENAMED: 10/1881 AS “QUEENS”, MOVED TO PRIVATE LOCATION: 1924 WITH GRADE ELIMINATION. (SEE: “QUEENS VILLAGE”)</td>
</tr>
<tr>
<td>QUEENS VILLAGE</td>
<td>MAIN LINE</td>
<td>SEE: &quot;BRUSHVILLE.&quot;</td>
</tr>
<tr>
<td>QUEENS VILLAGE</td>
<td>MAIN LINE</td>
<td>OPENED: 10/1881 AS “QUEENS”, MOVED TO PRIVATE LOCATION: 1924 WITH GRADE ELIMINATION. ELEVATED STRUCTURE OPENED: 9/20/1924 (per official dedication invitation) AS “QUEENS VILLAGE.” AGENCY CLOSED: 12/10/1996.</td>
</tr>
<tr>
<td>QUEENSWATER</td>
<td>LONG BEACH</td>
<td>APPEARS AS SIGNAL STOP IN APRIL, 1898 TIMETABLE AS &quot;INNER BEACH&quot; 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 &quot;QUEENSWATER&quot; IN TIMETABLE OF MAY, 1899. LIRR</td>
</tr>
<tr>
<td>Location</td>
<td>Details</td>
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<td>-------------------------------------------------------------------------</td>
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<tr>
<td>UNSUCCESSFULLY SOUGHT PERMISSION TO CLOSE STATION IN 1910 AND AGAIN IN 1915 WHEN IT NO LONGER SERVED A PURPOSE AFTER FISHING SHANTIES WERE REMOVED AND NEWER LONG BEACH STATION MOVED SO CLOSE TO THIS STOP (1,584'). LAST LISTED IN PTT OF 11/1928. LAST LISTED IN ETT #4 EFF. 9/1935. CLOSED: 6/1936</td>
<td></td>
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<tr>
<td>RACE COURSE</td>
<td>SEE: &quot;UNION COURSE&quot;</td>
<td></td>
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<tr>
<td>RACETRACK</td>
<td>SEE: &quot;LOCUST AVENUE&quot;</td>
<td></td>
</tr>
<tr>
<td>RACETRACK</td>
<td>SEE: &quot;SHEEPSHEAD BAY RACETRACK&quot;</td>
<td></td>
</tr>
<tr>
<td>RAILROAD AVENUE (BROOKLYN)</td>
<td>SEE: &quot;AUTUMN AVENUE.&quot;</td>
<td></td>
</tr>
<tr>
<td>RALPH AVENUE (BROOKLYN)</td>
<td>RAPID TRANSIT STOP PER ETT #11, EFF. 11/4/1878</td>
<td></td>
</tr>
<tr>
<td>RAMBLERSVILLE</td>
<td>OPENED: ? AT 160TH ST. CLOSED: 4/1913 WHEN STATION STOP RELOCATED NORTH 0.2 MILES. RENAMED &quot;HOWARD BEACH&quot;: 4/1916. (SEE &quot;HOWARD BEACH&quot;)</td>
<td></td>
</tr>
<tr>
<td>REGO PARK</td>
<td>OPENED: 5/1928. HIGH LEVEL PLATFORMS OUT OF SVC: 10/29/58. LOW PLATFORMS IN</td>
<td></td>
</tr>
</tbody>
</table>

98
REPUBLIC  MAIN LINE  OPENED: 12/9/40 AS PLATFORM ONLY, TO SERVICE EMPLOYEES OF REPUBLIC AVIATION. WOODEN SHELTER SHEDS ERECTED 12/1941. OUT OF SVC: 10/27/86 DUE TO 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 REOPENED. NOT YET BEGUN AS OF START OF 2019


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  MAIN LINE  1ST DEPOT APPEARS ON TIMETABLE OF 6/14/1845. MOVED FOR USE AS RAILROAD BUNKHOUSE: 3/1870

2ND DEPOT OPENED: 3/1870
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./L.I.R.R. 
APPEARS ON JUNE/1878 TIMETABLE 
OPENED: __?___ (PERHAPS WITH 
MERGER OF S.S.R.R. AND L.I.R.R. 
TO EXTEND SERVICE FROM FAR 
ROCKAWAY.) CLOSED: __?___ 
(PERHAPS WITH OPENING OF L.I.R.R. 
ROCKAWAY PARK STATION IN APR-
MAY/1882.)

ROCKAWAY JCT.  
(HILLSIDE)  
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 
2ND 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 
2ND DEPOT OPENED: 10/14/1901, 
RAZED: 3/49 WITH GRADE ELIM-
INATION.
<table>
<thead>
<tr>
<th>Station Name</th>
<th>Location</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>RONKONKOMA MAIN</td>
<td>PER “Babylon Signal” NEWSPAPER ARTICLE OF 03/25/1882, ORIGINAL LAKELAND AND HOLBROOK STATIONS WERE TO BE CONSOLIDATED AND REPLACED WITH A NEW, RELOCATED STATION NAMED &quot;RONKONKOMA.&quot; NEW STATION PLACED IN SERVICE AS OF &quot;Babylon Signal&quot; NEWSPAPER ARTICLE OF 08/04/1883 WITH ONE MRS. MORRIS APPOINTED AS AGENT,</td>
<td></td>
</tr>
</tbody>
</table>
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 TEMPORARY, RECTANGULAR
ONE-STOREY BUILDING WITH
GABLE ROOF IN SVC: 1934-1937.

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.

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

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. S. SIDE R. R. SVC. BEGAN:
(ATLANTIC) 10/28/1867 AS “FOSTER’S MEADOW.” DEPOT BUILT: 7/1871 (4-year
gap??) OUT OF SVC: 1889. MAY
HAVE BEEN USED AS FREIGHT HOUSE FOR 2ND DEPOT. RAZED: ?
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 PROJ-
ECT. ALL FACILITIES AGAIN RE-

TEMPORARY FACILITIES IN SVC. SOUTH OF FORMER LOCATION: 11/16-18/48


ROSLYN—OYSTER BAY OPENED: 1/23/1865, REMODELED AND MOVED: SUMMER/1885 TO ACCOMMODATE A NEW FREIGHT STATION


NEW STATION SHELTER WITH HI-LEVEL PLATFORMS UNDER CONSTRUCTION AROUND OLD DEPOT BLDG. BEGINNING 3/3/97. COMPLETED BY FALL OF THAT YEAR.

(David Morrison and Derek Stadler data)

RUGBY—MANH’TN 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 ABANDONMENT

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 distance 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).

Depot either enlarged on original site or enlarged after being moved to s. side of tracks. Depot moved: 1902. (Photographic evidence from 1903 shows an enlarged depot building well-weathered. Enlargement of the structure may have been made prior to the 1902 move.) Depot renovated: 10/1908, when money for new depot was donated. (This 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.


**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.  NW. SIDE OF TRACKS, W. SIDE OF POST RD. WOODEN SHELTER SHED BUILT: c. 1916. USED TO STORE LUMBER DURING CONSTRUCTION OF 2ND DEPOT. RAZED: 1923 (?)  2ND DEPOT OPENED: 12/10/23, CLOSED: c. 1942-43 DUE TO WARTIME SECURITY OF TRAINS PASSING THROUGH MITCHEL FIELD TO GET TO THIS STATION STOP, DEPOT BECAME A RESIDENCE AFTER WWII (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.  ATLANTIC R.T.  EAST OF RALPH AVE., BROOKLYN. OUT OF SVC. ___(?)


SCHENECTADY AVE.  ATLANTIC R.T.  RAPID TRANSIT STOP PER ETT #11, EFF. 11/4/1878

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. (*Robert L. Myers 1999 data*)

**SEAFORD**

**MONTAUK**

OPENED: 5/26/1899, RAZED: 4/15/66 (*Robt. Emery data*) 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.
AGENCY CLOSED: 8/19/2009.

**SEASIDE**

**ROCK. BCH.**

BUILT: 1880 AT BEACH 102ND ST., ROCKAWAY BEACH.
2ND DEPOT BLDG. ACQUIRED AT BEACH 104TH ST.: APR/1888, BURNED: 9/20/1892
3RD DEPOT BUILT: 1892, BURNED: 8/29/1893
4TH DEPOT BUILT: 1894, RENOVATED: APR-MAY/1899, RAZED: 1941
ELEVATED STRUCTURE OPENED: 1942. AGENCY CLOSED: 06/46.
TRANSFERRED TO TA OWNERSHIP: 10/3/55.

**SEA SIDE HOUSE**

**S.S.R.R.**

BUILT: 7/1872 AT BEACH 103RD 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 sometime 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" station 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 (Brad Phillips data).
Flashing yellow light mounted on signal masts to indicate stop to be made, in svc: 3/21/88.
"Citi Field" stadium and station stop renamed "Mets-Willets Point."

SHEEPSHEAD BAY JCT. MANH'T'N BCH.
In 1899 an interlocking was built at Emmons (Neptune) Avenue
(tower #79-1/2) just E. of Sheepshead Bay station and the Manhatten beach branch was connected 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 (Art Huneke data)

SHEEPSHEAD BAY MANH'T'N BCH.
Opened: 1877
2ND DEPOT BUILT: JULY-AUG/1884, RAZED: 1909 WITH GRADE ELIMINATION
3RD DEPOT OPENED: 1909, CLOSED: 1924 WITH BRANCH ABANDONMENT

SHEEPSHEAD BAY RACETRACK MANH’T’N BCH
ONE MILE NORTH OF SHEEPSHEAD BAY STATION PER ETT #10 EFF: 06/16/1903. LISTED AS "RACETrack"

SHELTER ISLAND
TELEGRAPH AND TICKET OFFICE
IN A HOTEL OR FERRY OFFICE ON THE ISLAND (Art Huneke data)
LISTED IN ETT. #11 EFF: 11/08/1874.
CLOSED: _?_

SHINNECOCK HILLS MONTAUK
STATION STOP ESTABLISHED: 1886.
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. (See LIRR Telegraphic Call Letters /"KH")
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.


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 5/1913 ETT.

SHOREHAM WADING RIVER EXTENSION FIRST APPEARS IN TIMETABLE OF JUNE, 1900 AS “WARDENCLYFFE.” LOCATED ON WEST SIDE OF
NORTH COUNTRY ROAD CROSSING.


(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


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.

S’HAMPTON COLLEGE MONTAUK
(S’HAMPTON CAMPUS- LIU)


SOUTHOLD MAIN LINE

1ST DEPOT APPEARS ON TIMETABLE OF 6/14/1845.

SOUTH 8TH STREET S. S. R. R.
(WILLIAMSBURG, BKLYN)

S. SIDE R. R. DEPOT: BUILT: 1868

SO. FARMINGDALE CRR OF LI
(CENTRAL)

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 (Art Huneke data)


SOUTH FERRY ATLANTIC WEST OF FURMAN STREET, BKLYN. OUT OF SVC. (___?)

SOUTH GREENFIELD MANH’TN BCH. OPENED: 1877, RAZED: 1909 DUE TO GRADE ELIMINATION. 2ND DEPOT OPENED: 1909, CLOSED: 1924 WITH BRANCH ABANDONMENT

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 SIDE R.R. CROSSING EVERGREEN OPENED: 5/15/1878 AT THE CROSSING OF THE BUSHWICK BRANCH. CLOSED: 5/25/1881. REOPENED:
<table>
<thead>
<tr>
<th>Location</th>
<th>Details</th>
</tr>
</thead>
<tbody>
<tr>
<td>SOUTH STREET (JAMAICA)</td>
<td>OPENED: 11/15/1917 3,362 FEET E. OF JAMAICA STATION PER G. N. #194. SCHEDULED TRAINS TO MAKE &quot;F&quot; STOPS. APPROVAL RECEIVED FROM PSC ON 03/28/1922 TO ABANDON STATION. DISCONTINUED AS STATION STOP: 6/1922 AND RAZED.</td>
</tr>
<tr>
<td>SPRINGFIELD</td>
<td>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 (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.) S.S.R.R. WAS ACQUIRED BY LIRR IN EARLY 1876.</td>
</tr>
</tbody>
</table>


ST. ALBANS (SPRINGFIELD) MONTAUK 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 OPENED: 10/1873, AGENT'S QUART-

ST. JOHNSLAND PT. JEFFERSON SEE “KINGS PARK”

STEEPLECHASE ROCK. BCH. 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.)

STEWART AVE. N.Y. BAY EXT. 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 COMPLETED BETWEEN VALLEY
<table>
<thead>
<tr>
<th>Location</th>
<th>Line</th>
<th>Notes</th>
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<tbody>
<tr>
<td>Stewart Jct.</td>
<td>Main Line</td>
<td>See: “Floral Park”</td>
</tr>
<tr>
<td>Stewart Manor</td>
<td>Hempstead</td>
<td>Built: 1909, Agency Closed: 12/10/96, Remodeled: 2006</td>
</tr>
<tr>
<td>Stone Ave.</td>
<td>Atlantic R.T.</td>
<td>At East New York, Out of SVC.</td>
</tr>
<tr>
<td>(Brooklyn)</td>
<td></td>
<td>___(?)</td>
</tr>
<tr>
<td>Stony Brook</td>
<td>Pt. Jefferson</td>
<td>Built: 1873, Greatly Remodeled: 1917, Construction of Hi-Level</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Platforms with Shelters Begun: 3/88, Track Realignment Resulted In</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Relocation of S. Platform Which Was Placed in SVC: 11/14/88, N.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Room and Ticket Office Set Up in Trailer During Renovation of Old</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Depot, Exterior Restored To Original Architecture, Interior Remodeled</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Non-Historically. Agency Closed: 9/7/96, New Shelters Constructed:</td>
</tr>
<tr>
<td></td>
<td></td>
<td>11/2008 To Early 2009. (Derek Stadler research re: shelters)</td>
</tr>
<tr>
<td>Suffolk Sta.</td>
<td>Main Line</td>
<td>Opened: 7/14/1842 At Islip Ave, Appears as “North Islip” On 1861,</td>
</tr>
<tr>
<td></td>
<td></td>
<td>1862 And 1867 Timetables (Art Huneke Data). Closed: 1873 When Central</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Islip Station Opened Further East At Carlton Ave.</td>
</tr>
<tr>
<td>Suffolk Downs</td>
<td>Montauk</td>
<td>Built: 1907, Closed: 1921, Purchased by LIRR Block Opr. James V.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Osborne and Moved To Private Location On Pec-onic Bay: 2/6/23,</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Discontinued As Station Stop: 1927.</td>
</tr>
</tbody>
</table>
SYOSSET  PT. JEFFERSON   BUILT: 1872 AT LOCKWOOD’S GROVE, FAR ROCKAWAY, MOVED: 9/1877, GREATLY REMODELED: 1944, RAZED: 1948
2ND DEPOT BUILT: 1948
3RD DEPOT BUILT: 6/2019 per: www.amodernli.com/project/syosset-station/

THE DYKES  LONG BEACH   APPEARS AS SIGNAL STOP IN TIMETABLE OF APRIL, 1898. BECAME ISLAND PARK IN MAY, 1923 WHEN IT REPLACED THE EARLIER ISLAND PARK STATION LOCATED AT THE FORMER BARNUM ISLAND (JEKYL ISLAND) STATION STOP.


THIRD AVENUE N.Y. & R.B. RY. (BAY RIDGE)  L.I.R.R. (BAY RIDGE)  APPEARS ON NY & RB RY TIMETABLE OF 7/1877. TICKET OFFICE AND WAITING ROOM BUILT ON BRIDGE CARRYING THIRD AVE. OVER THE TRACKS. CLOSED AFTER SUMMER SEASON OF 1879. REOPENED 8/1880 BUT CLOSED AT END OF SUMMER SEASON. 2ND 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. DISAPPEARED FROM TIMETABLES AFTER THE SUMMER OF 1897. (V. Seyfried data)

THOMPSON’S STA. MAIN LINE (THOMPSONS, THOMPSON)  PRIVATE HOME WHERE SAGTIKOS PKY NOW INTERSECTS THE LIRR. SERVED AS DEPOT, INN AND GENERAL 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.
<table>
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<tr>
<td>TROTTING COURSE ORIG MAIN LINE</td>
<td>ORIGINALLY OPENED AS CONNECTICUT AVE. ON LIRR'S OLD MAIN LINE BETWEEN BKLYN AND JAMAICA. ON TTS OF 7/31/1837 AND 9/8/1837. BECAME &quot;TROTTING COURSE LANE&quot; AND LATER &quot;TROTTING COURSE&quot; TO SERVICE CENTREVILLE RACE COURSE (&quot;TROTTING COURSE&quot;) APPEARS AS SUCH ON TT OF 1842. LATER CALLED WOODVILLE AND THEN WOODHAVEN. (SEE: &quot;WOODHAVEN&quot;) (Art Huneke data)</td>
</tr>
<tr>
<td>TROY AVENUE. ATLANTIC R.T. (BROOKLYN)</td>
<td>RAPID TRANSIT STOP PER TT, EFF. 6/24/1890</td>
</tr>
<tr>
<td>UNION COURSE ATLANTIC (&quot;RACE COURSE&quot;)</td>
<td>LISTED ON TT OF 3/1837 TO SERVICE 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 WIDENED: 1911. OUT OF SVC: 11/1/39 PER G.O. #1204 AND RAZED WITH ATLANTIC AVENUE IMPROVEMENT PROJECT: 1939-40</td>
</tr>
<tr>
<td>UNION DEPOT PROSPECT PARK &amp; CONEY ISLAND R.R.</td>
<td>5TH AVE.&amp; 36TH ST., BKLYN, NY (ON LIRR CR4 OF 1903)</td>
</tr>
<tr>
<td>UNION HALL ST. MAIN LINE (JAMAICA)</td>
<td>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 MONTAUK DIVISION FOR WESTBOUND TRAINS. THERE WAS NO PLATFORM FOR EASTBOUND MONTAUK DIVISION TRAINS AT THAT TIME. (Art Huneke data) EASTBOUND PLATFORM ADDED: <strong>?</strong>. HIGH LEVEL PLATFORM</td>
</tr>
</tbody>
</table>
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.


UNIONVILLE ATLANTIC R.T. WEST OF ROCKAWAY BLVD. OUT OF SVC. ___(?) MAY HAVE BEEN THE EARLIER STATION STOP TO SERVICE 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
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 DISPOSITION 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 CLUB-HOUSE. (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.  S. SIDE R. R. SVC. BEGAN: 10/28/1867. DEPOT OPENED: 7/1869 WITH OPENING OF BRANCH TO FAR ROCKAWAY. BUILT INSIDE LEGS OF WYE. 2ND DEPOT BUILT AT SAME LOCATION OR ORIGINAL DEPOT REMODELED: c. 1881 OUT OF SVC: 8/10/32 ACCOUNT GRADE CROSSING ELIMINATION PROJECT. RAZED: 1933. TEMPORARY STATION RELOCATED ON SHOO-FLY NORTH OF FORMER LOCATION IN SVC: 8/10/32 TRACKS AND STATION PLATFORMS ON FAR ROCKAWAY BRANCH OUT OF SVC: 8/31/32. ELEVATED TEMPORARY TRACKS AND PLATFORMS ON FAR ROCKAWAY BR. IN SVC: 2/7/33 3RD, ELEVATED, CENTER-ISLAND STRUCTURE NORTH OF FORMER LOCATION IN SVC: 6/27/33. ELEVATED JCT. OF W. HEMPSTEAD BRANCH IN SVC: 9/10/33

VANDERBILT AVENUE  ATLANTIC R.T.  RAPID TRANSIT STOP PER ETT #11, EFF. 11/4/1878


VAN SICLEN AVE.  ATLANTIC R.T.  EAST OF WYCKOFF’S LANE. OUT OF SVC. ___(?)
<table>
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<tr>
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</thead>
<tbody>
<tr>
<td>VAN WICKLENS (LINWOOD ST.)</td>
<td>EAST OF EAST NEW YORK. ALSO USED AS A RAPID TRANSIT STOP PER ETT #11, EFF. 11/4/1878</td>
</tr>
<tr>
<td>VAN WYCK AVENUE</td>
<td>SEE: “SOUTH SIDE R. R. CROSSING”</td>
</tr>
<tr>
<td>WADING RIVER</td>
<td>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 DONATED PROPERTY FROM RIVERHEAD TOWN LINE EAST TO ORIGINAL END OF TRACK DUE TO LIRR NOT RUNNING 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.</td>
</tr>
<tr>
<td>WAMPMISSICK (WAMP MISSIC)</td>
<td>4 MILES EAST OF YAPHANK AND 2 MILES WEST OF MANOR. APPEARS ON 1852-53 TIMETABLE ONLY. POSSIBLY ONLY USED AS A MEETING / PASSING LOCATION. APPEARS ON AN 1855 MAP. A SID-</td>
</tr>
</tbody>
</table>
ING 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  
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. AGENCY TO CLOSE: 4/2020.

WARDENCLYFFE  
WADING RIVER EXTENSION FIRST APPEARS IN TIMETABLE OF JUNE, 1900. LOCATED ON WEST SIDE OF NORTH COUNTRY ROAD CROSSING. 2ND DEPOT BUILT: 1902, .2 MILES EAST OF ORIGINAL LOCATION. RENAMED “SHOREHAM”: 1906 (SEE: “SHOREHAM”)

WARWICK ST.  
(ATLANTIC) (EAST NEW YORK)  
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.
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<td>WASHINGTON AVE.</td>
<td>ATLANTIC RT</td>
<td>RAPID TRANSIT STOP PER ETT #11, EFF. 11/4/1878</td>
</tr>
<tr>
<td>(BROOKLYN)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>WASHINGTON ST.</td>
<td>CENTRAL EXT.</td>
<td>EAST OF GARDEN CITY STATION. LOW PLATFORM FOR LIRR'S BATTERY CAR SHUTTLE SERVICE AFTER 1923.</td>
</tr>
<tr>
<td>(GARDEN CITY)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>WATER STATION</td>
<td>MAIN LINE</td>
<td>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. (Info: Art Huneke)</td>
</tr>
<tr>
<td>WAVECREST</td>
<td>FAR ROCK.</td>
<td>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 ELIM-</td>
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<td>MONTAUK</td>
<td>BUILT: AUG-SEPT/1875. LISTED ON TTs OF 1878 AS &quot;WATERMILLS&quot; AND 1883 AS &quot;WATER MILLS&quot; (2 WORDS). ON TTs OF 1885 AGAIN AS &quot;WATERMILLS&quot; (ONE WORD) AND FINALLY LISTED AS &quot;WATERMILL&quot; (date?) UNTIL DISCONTINUED AS A STATION STOP. 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.</td>
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NATION PROJECT
2ND AND ELEVATED STRUCTURE
OPENED: 4/10/42. TRANSFERRED TO TA OWNERSHIP: 10/3/55

WAVERLY (HOLTSVILLE)  
MAIN LINE  

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 Hunke 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 (per Richard Makse)

WEEK’S STATION  
OYSTER BAY  
(SEE: “GREENVALE”)
## WELLWOOD
(MONTAUK) S. S. R. R. AS WELLWOOD. SSRR SVC BEGAN ON 10/28/1867 ORGINAL 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. RE-NAMED "BRESLAU": 1869. (SEE: "BRESLAU")

## WESTBURY MAIN LINE

## 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. DISCONTINUED: ?

## WESTBRIDGE

## WEST DEER PARK MAIN LINE BUILT: 5/1875 AS "WEST DEER PARK",

126
RENAME "WYANDANCE:"
01/01/1889. APPEARS AS "WYANDANCH" IN 1903 C.R.4 (SEE: "WYANDANCH")

WEST FLUSHING FLUSHING R.R. OPENED: 1854. ABANDONED: ?
NY & FLUSHING AFTER ABANDONMENT, STATION
FLUSHING & N. SIDE 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.
SUNDAY AGENCY ONLY: 2006

2ND DEPOT BUILT: 1959. AGENCY
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 DISCONTINUED 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 PROBABLY IN 1892 WHEN MANUAL BLOCK SYSTEM PLACED IN SERVICE BETWEEN 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 SIGNAL "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) CLOSED: 2/19/32 WITH BRANCH ABANDON-
MENT.

WHITESTONE LDG.  WHITESTONE  TRACKS EXTENDED FROM WHITESTONE: 8/8/1886 AND 1ST TRAIN RAN: 8/9/1886 (V. Seyfried data), DEPOT BUILT AT WATER'S EDGE. MOVED BACK FROM SHORELINE: 6/1892, CLOSED: 2/19/32 WITH BRANCH ABANDONMENT.

WILLIS  OYSTER BAY  APPEARS ON 1876 FREIGHT REPORT AS 1ST STATION STOP AFTER MINNEOLA. TAKEN OUT OF SVC. _?_ AND REPLACED BY NEW EAST WILLISTON STATION OPENED 300' EAST OF THIS LOCATION c. 1880 (Wm. Slade data).

WILLOW TREE  MAIN LINE  BUILT 1837 AT HAMILTON AVE. (LATER 184TH 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. (A. Huneke - V. Seyfried data)


WOOD'S STATION  S.S.R.R.  (SEE: "WOODMERE.")

WOODBURY  PT. JEFFERSON  SEE: "COLD SPRING HARBOR"


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.)

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."


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.
WOODMERE

S. S. R. R. (FAR ROCK.)

ON TIMETABLE FIRST AS "WOOD'S STATION AND THEN "WOODSBURGH."
RENAMED "WOODMERE": __?__.  
2ND 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 39TH AVE. BETWEEN 57TH & 58TH STS. ON OLD ALIGNMENT: 11/15/1869. CLOSED: 1913 DUE TO GRADE ELIMINATION AND TRACK REALIGNMENT AND RAZED SOMETIME AFTER.
2ND STATION IN SVC. AT TODAY'S 60TH ST & WOODSIDE AVE. ON OLD ALIGNMENT DURING TRACK ELEVATION: 04/1913. RAZED: 11/17/1915
3RD AND ELEVATED STRUCTURE IN SVC. AT TODAY'S ROOSEVELT AVE. & 61ST ST. ON NEW ALIGNMENT: 10/17/1915 (Realignment data per George Chiasson, Jr.)

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.  
3\textsuperscript{RD} STATION IN SVC: 1/11/61. AGENCY OPENED: ___? LAST DAY OF AGENCY FOR 1964: 10/18/64. AGENCY REOPENED 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.”)

<table>
<thead>
<tr>
<th>WRECK LEAD</th>
<th>LONG BEACH</th>
<th>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.</th>
</tr>
</thead>
<tbody>
<tr>
<td>WYANDANCH</td>
<td>MAIN LINE</td>
<td>BUILT: 5/1875 AS “WEST DEER PARK”, RENAMED &quot;WYANDANCE:&quot; 01/01/1889. APPEARS AS &quot;WYANDANCE&quot; IN 1903 CR4. RAZED: 2/58 2\textsuperscript{ND}, RELOCATED DEPOT OPENED: 2/58. RAZED: 1987. 3\textsuperscript{RD}, RELOCATED DEPOT OPENED: 1987 ON SITE OF 1\textsuperscript{ST} DEPOT. AGENCY CLOSED: __<em>?</em> 4\textsuperscript{TH} DEPOT WITH PARKING GARAGE FACILITY IN SVC: 9/2018 WITH DOUBLE-TRACKING OF MAIN LINE FROM PW TO RONKONKOMA per: <a href="http://www.amodernli.com/project/wyandanch-station-enhancement/">http://www.amodernli.com/project/wyandanch-station-enhancement/</a></td>
</tr>
<tr>
<td>(WYANDANCE)</td>
<td></td>
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<tr>
<td>WYCKOFF’S LANE</td>
<td>ORIG MAIN LINE</td>
<td>EAST OF PENNSYLVANIA AVE, EAST NEW YORK. ON TT OF 6/1837. DISCONTINUED AS STOP: ?___</td>
</tr>
<tr>
<td>(WYCKOFF AVE.)</td>
<td>BETW. BKLYN AND JAMAICA</td>
<td></td>
</tr>
<tr>
<td>YAPHANK</td>
<td>MAIN LINE</td>
<td>1\textsuperscript{ST} 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”:</td>
</tr>
</tbody>
</table>
1846.

YOUNGSPORT
S.S.R.R.
(MONTAUK)
ORIGINAL NAME FOR GREAT RIVER. S. SIDE RAILROAD FREIGHT STATION ONLY UNTIL 1897 WHEN PSGR. DEPOT BUILDING CONSTRUCTED 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 general in the Confederate Army during the American Civil War and later became president / receiver of the LIRR in the 1870s. D. Keller info.)
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 LAND-
ING 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:
BRANCH BETWEEN WEST HEMPSTEAD STATION AND “MT” (MINEOLA)
REDESIGNATED SIDING.
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 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 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.

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!
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 recollects:

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!