

**LONG ISLAND RAIL ROAD**  
**Alphabetical Station Listing**  
**and History**  
**(Compiled from data researched by**  
**Vincent F. Seyfried, Robert M. Emery, Art Huneke, Jeff Erlitz, et. al.)**

<b><u>STATION:</u></b>	<b><u>BRANCH:</u></b>	<b><u>DATA:</u></b>
A & P	CENTRAL EXT.	1 <sup>ST</sup> STATION: LOW CINDER PLAT- FORM IN SVC: c. 1928 AT EAST SIDE OF A & P WAREHOUSE TO SERVICE THEIR EMPLOYEES. OUT OF SERVICE: 2/1930. 2 <sup>ND</sup> STATION: LOW CINDER PLAT- FORM IN SVC: 2/1930 AT WEST SIDE OF A & P WAREHOUSE. OUT OF SVC: 6/1949 WHEN A & P RE- LOCATED WAREHOUSE FURTHER EAST NEAR GENERAL BRONZE CO.
A & P BRONZE	CENTRAL EXT.	LOW CINDER PLATFORM OPENED: 6/1949 TO SERVICE THE EMP- LOYEES OF THE A&P WARE- HOUSE AND THE GENERAL BRONZE CO. CLOSED: 5/15/53 WITH END OF PSGR. SERVICE ON BRANCH.
ADAMSVILLE	ATLANTIC	OPENED: 6/1872 WEST OF ELDERT'S LANE. CLOSED: 1876
ALBANY AVENUE (BROOKLYN)	ATLANTIC RT	RAPID TRANSIT STOP PER ETT #11, EFF. 11/4/1878
ALBERTSON	OYSTER BAY	BUILT: 1913, RAZED: 1954 SHELTER SHED WITH PART-TIME TICKET OFFICE BUILT: c. 1954 AGENCY CLOSED: ? REPLACED WITH NEW SHELTER SHED: 19??
AMAGANSETT	MONTAUK	BUILT: 1895, BURNED: 8/15/10 2 <sup>ND</sup> DEPOT BUILT: 1910, AGENCY CLOSED; 1958, RAZED: 8/31/64

		SHELTER SHED BUILT c. 1965. HI-LEVEL PLATFORMS INSTALLED: 2000-2001 **FREIGHT STATION BUILT: 1895 STILL STANDING: 2003
AMERICAN GRASS TWINE WORKS	MONTAUK	EAST OF GLENDALE. APPEARS IN 1903 CR-4 BOOK AND 5/1904 ETT SPECIAL INSTRUCTIONS. LOW LEVEL PLATFORM ONLY FOR EMPLOYEES OF THE PLANT. BECAME PRAIRIE GRASS FURN- ITURE CO. WORKS IN 11/1904 ETT SPECIAL INSTRUCTIONS (SEE: "PRAIRIE GRASS FURNI- TURE CO. WORKS")
AMITYVILLE	S. S. R. R. (MONTAUK)	S.SIDE R.R. SVC. BEGAN: 10/28/1867. DEPOT BUILT: NOV-DEC/1868. MOVED TO PRIV- ATE PROPERTY: 1889. STILL STANDING: 2003. 2 <sup>ND</sup> DEPOT OPENED: 7/25/1889, RAZED: 5/29/64. REPLACED WITH TEMPORARY STA. BUILDING. IN SVC: 5/29/64. OUT OF SVC: 10/25/68 AC- COUNT RELOCATION OF TRACKS AND FACILITIES FOR GRADE CROSSING ELIMINATION. BLDG. RAZED. 2 <sup>ND</sup> 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
AQUEBOGUE	MAIN LINE	BUILT: 1892 ON N. SIDE OF TRACKS. 2 <sup>ND</sup> DEPOT BUILT: 1910 ON S. SIDE OF TRACKS. GUTTED AND RE- MODELED INTO SHELTER SHED: 1956, RAZED: 7/67. LAST APPEARS IN ETT #1, EFF. 5/22/66
AQUEDUCT	ROCK. BCH	BUILT: 1883. OUT OF SVC: 11/29/39.

		<p>TEMPORARY CENTER ISLAND STATION WEST OF FORMER LOCATION IN SVC: 11/29/39. OUT OF SVC: 9/24/40.</p> <p>2<sup>ND</sup> DEPOT RELOCATED 26' SOUTH AND CONVERTED FROM LOW LEVEL TO HIGH LEVEL, IN SVC: 9/24/40. OUT OF SVC: 10/3/55</p>
ARVERNE	ROCK. BCH.	<p>BUILT: 1888 AT GASTON AVE. DUE TO QUARREL BETWEEN R.R. &amp; DEVELOPER ANOTHER DEPOT BUILT AT STRAITON AVE: 1892 GASTON AVE. DEPOT REBUILT ON NEW SITE AND OPENED: MAY/1912. OUT OF SVC: 10/3/55.</p>
ATLANTIC AVENUE (EAST ROCKAWAY)	LONG BEACH	<p>OPENED: ? . CLOSED AT SAME TIME AS OLD EAST ROCKAWAY STATION: 12/11/51. NEW STATION COMBINING BOTH STOPS RELOCATED FURTHER SOUTH ACROSS CREEK AND RENAMED "EAST ROCKAWAY." (SEE: "EAST ROCKAWAY)</p>
ATLANTIC TERMINAL	ATLANTIC	<p>OPENED 1/5/2010 ON THE FORMER SITE OF FLATBUSH AVE. TERMINAL. OFFICIALLY RENAMED IN ETT #1, PER G.O. #104, EFF. 3/8/2010.</p>
ATLANTICVILLE	SAG HARBOR	<p>OPENED JUNE/JULY, 1875. RENAMED "EAST QUOGUE" IN 1891. <i>(per Vincent Seyfried)</i> STATION STOP APPEARS IN AVAILABLE PUBLIC TIMETABLES OF 1877 THRU 1881, BUT NOT IN 1883. <i>(per Art Huneke)</i></p>
ATLAS	MONTAUK	<p>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.</p>

WORKS," "PRAIRIE GRASS WORKS") BECAME "DRY HARBOR ROAD" IN 10/1926 ETT SPECIAL INSTRUCTIONS.

AUBURNDALE	PORT WASH.	<p>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 ELMINITATION.          HIGH LEVEL PLATFORM IN SVC: 12/5/29 AND WESTBOUND STATION FACILITIES RELOCATED ON ELEVATION 42' SOUTH OF FORMER LOCATION AND CONVERTED FROM OUTSIDE LOW LEVEL PLATFORM TO ISLAND HIGH LEVEL PLATFORM.          AGENCY CLOSED: ?</p>
AUTUMN AVE.	ATLANTIC	<p>OPENED: 4/28/1905 AS "RAILROAD AVENUE" WITH ELECTRIFICATION FROM FLATBUSH AVE. OUT OF SVC: 11/1/39 AND RAZED WHEN TRACKS PUT UNDERGROUND: 1939-40</p>
BABYLON	S. S. R. R. (MONTAUK)	<p>S. SIDE R.R. BEGAN SVC: 10/28/67          DEPOT OPENED.          2<sup>ND</sup> 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.</p>
BAITING HOLLOW	MAIN LINE	SEE: "CALVERTON"
BALDWIN	S. S. R. R.	S. SIDE R.R. SVC. BEGAN:

	(MONTAUK)	10/28/1867 AS "BALDWINSVILLE." DEPOT BUILT: 2/1868. REMODELED: 5/1881. RAZED 1917. 2 <sup>ND</sup> DEPOT BUILT: 12/28/17, RAZED: 11/56 WITH GRADE ELIMINATION. ELEVATED STRUCTURE OPENED: 10/2/57
BALDWINSVILLE	S. S. R. R.	S. SIDE R. R. (SEE: "BALDWIN")
BARTLETT	MONTAUK	PLATFORM ONLY OPENED AS "FANNY BARTLETT": 1924, CLOSED: 12/31/28
BAYPORT	S. S. R. R. (MONTAUK)	S. SIDE R.R. DEPOT BUILT: 3/1869, RAZED: 1903 2 <sup>ND</sup> DEPOT OPENED: 8/10/1903, RAZED: 5/64, DISCONTINUED AS STATION STOP PER G.O. #207, EFF: 9/6/80.
BAY RIDGE	BAY RIDGE	TERMINAL OPENED: 1870s. 1 <sup>ST</sup> DEPOT BUILT: 6/1877. RAZED BY FIRE: 12/14/1882. 2 <sup>ND</sup> DEPOT BUILT: 1883. CLOSED WITH END OF PSGR. SVC: 1904
BAYSHORE	S. S. R. R. (MONTAUK)	S. SIDE R.R. DEPOT BUILT: c. 1868 2 <sup>ND</sup> DEPOT BUILT: 1882, RAZED: 1912 3 <sup>RD</sup> DEPOT OPENED: 7/17/1912 AGENCY CLOSED: <u>?</u>
BAYSIDE (ORIG. BAY SIDE)	FLUSHING R.R. NY & FLUSHING FLUSHING & N. SIDE (PORT WASH.)	BUILT: c. 1866 WITH OPENING OF STATION STOP ON 10/27/1866 2 <sup>ND</sup> DEPOT BUILT: 1886, RAZED: 1924 3 <sup>RD</sup> DEPOT BUILT: 1924. TEMPORARY TRACKS RELOCATED TO SHOO-FLY SOUTH OF ORIGINAL LOCATION: 6/18/29 DUE TO GRADE CROSSING ELIMINATION. TRACKS DEPRESSED AND HIGH LEVEL PLATFORMS IN SVC: 9/25/29 (WESTBOUND) AND 12/5/29 (EASTBOUND) AT 1924 DEPOT BUILDING.
BAYVILLE	OYSTER BAY	APPEARS ON TIMETABLE EFF:

10/1/1889. 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 John Hammond, Town of Oyster Bay Official Historian)* BECAME A SIGNAL STOP: 11/1891. DISCONTINUED AS STATION 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" REMAINED IN PLACE AND WAS IN USE AT MILL NECK FOR MANY YEARS AFTER. *(per Art Huneke)*

BEAVER STREET	PRESENT DAY ATLANTIC BR.	SEE "JAMAICA"
BEDFORD	ATLANTIC & ATLANTIC R.T.	ONE OF THE ORIGINAL STOPS ON THE LIRR. 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.
BELLAIRE	MAIN LINE	OPENED: 3/20/1900 AS "INTERSTATE PARK." RENAMED "BELLAIRE" IN 1907. 2 <sup>ND</sup> DEPOT OPENED: 9/20/1924 <i>(per official dedication invitation)</i> , DISCONTINUED AS STATION STOP: 1972, RAZED: 19 <u>?</u>
BELLEROSE	MAIN LINE	OPENED: 1898 2 <sup>ND</sup> DEPOT BUILT: SUMMER/1909,

		<p>OUT OF SVC: 12/12-15/60          TEMPORARY STA. FACILITIES RE-          LOCATED TO SHOO-FLY SOUTH OF          FORMER LOCATION: 12/15/60.          ELEVATED, SINGLE ISLAND PLATFORM          IN SVC: 11/8/62</p>
BELLMORE	S. S. R. R. (MONTAUK)	<p>S. SIDE R.R. DEPOT BUILT: 10/1869          2<sup>ND</sup> DEPOT BUILT: ?. REMODELED: ?          BURNED: 2/18/68 AND RAZED.          TEMPORARY STATION ACCOUNT          GRADE CROSSING ELIMINATION          IN SVC: 12/4/70. OUT OF SVC:          6/28/75 AND RAZED.          ELEVATED STRUCTURE IN SVC:          6/28/75.</p>
BELLPORT	MAIN LINE	<p>DEPOT BUILT: c. 1844 WITH OPEN-          ING OF LIRR. LOCATED 2 ½ MILES          EAST OF MEDFORD TO MEET          STAGE COACH SERVICE TO BELL-          PORT VILLAGE ON SOUTH SHORE.</p>
BELLPORT	MONTAUK	<p>BUILT: SUMMER/1882, AGENCY          CLOSED: 1/59, RAZED: 5/64          REPLACED WITH SHELTER SHED.          NEW DEPOT WITH HI-LEVEL PLAT-          FORMS BUILT: 2000-2001</p>
BELMONT JCT.	CRR OF LI CROSSING OF S.S.R.R.	<p>BABYLON. APPEARS ON TIMETABLES          1873 –1880. IN 1877, 1878 AND          1880, SOME TRAINS MADE REG-          ULAR 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 IN-          STALLED 9/10/1886. PER "RAIL-          ROAD GAZETTE" OF 2/10/1888,          INTERLOCKING WAS "TO BE IN-          STALLED." NO DATA IF EVER IN-</p>

STALLED. GONE FROM TIME-TABLES BY 1896. (*per Art Huneke*)

BELMONT PARK	SPUR OFF MAIN LINE	<p>OPENED: 1905 TO SERVICE THE RACE TRACK (OPEN DURING RACING SEASON ONLY) RAZED: 1957 WHEN TRACKS WERE CUT BACK TO N. OF HEMPSTEAD TPKE. 2<sup>ND</sup> 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.</p>
BERLIN	ATLANTIC	<p>BUILT: 1870 AT MAURE AVE., MORRIS PARK, CLOSED: 1878</p>
BERLIN SWITCH	ATLANTIC	<p>SEE: "VAN WYCK AVENUE" (<i>One and the same as "BERLIN?" D.K.</i>)</p>
BETHPAGE	CRR OF LI (CENTRAL)	<p>CENTRAL RAILROAD OF L.I. DEPOT BUILT: ? NORTH OF THE JCT. ON THE OLD "BETHPAGE BRANCH" NEAR THE OLD "BETHPAGE BRICK WORKS." CRR PSGR. TRAINS BEGAN SVC. IN LATE 1874. STATION STOP APPEARS ON LIRR TIMETABLES UP TO AND INCLUDING 3/1879. PASSENGER SVC. DISCONTINUED THEREAFTER. BRANCH LATER DESIGNATED AS "SIDING" (G.O. OF 5/24/1909)</p>
BETHPAGE	MAIN LINE	<p>BUILT: 1884 AS "CENTRAL PARK", (SEE: "CENTRAL PARK" FOR EARLIER HISTORY) RENAMED BETHPAGE: 10/1/36. RAZED: 1959 2<sup>ND</sup> DEPOT BUILT: 1959. AGENCY CLOSED: 8/19/2009.</p>

BETHPAGE JCT.	CRR OF LI (CENTRAL EXT.)	CENTRAL RAILROAD OF L.I. DEPOT FIRST APPEARS ON TIMETABLE OF 6/1873. LOCATED AT WEST SIDE OF JUNCTION. <u>USED BY BOTH CRR AND LIRR TRAINS TO AFFORD CONNECTIONS TO RI- DERS</u> (Per Art Huneke). ABAN- DONED: 10/1/1877 (Per Vincent Seyfried). STILL APPEARS ON 1897 TIMETABLES WITH MINIMAL SERVICE. (???)
BLUEPOINT	S. S. R. R. (MONTAUK)	S. SIDE R.R. DEPOT OPENED: 2/1/1870, CLOSED: 6/1/1882 2 <sup>ND</sup> DEPOT OPENED: JUNE/1900, AGENCY CLOSED: 6/1946 RAZED: 1951 CONCRETE SHELTER SHED BUILT: 1951. DISCONTINUED AS STA- TION STOP PER G.O. #207, EFF: 9/6/80.
BOLAND'S LANDING	ATLANTIC	EMPLOYEE-ONLY STOP AT MORRIS PARK SHOPS (1990s ?)
BRANCH (HEMPSTEAD BRANCH)	MAIN LINE	DEPOT BUILT: c. 1837 WITH OPEN- ING OF LIRR TO HICKSVILLE. THIS WAS THE STAGE CONNECTION TO HEMPSTEAD. IN 1839 THE LIRR OPENED ITS TRACKS TO HEMP- STEAD FROM HERE. RENAMED "MINEOLA" (SEE: "MINEOLA")
BRENTWOOD	MAIN LINE	BUILT: 1870, BURNED: 4/1903 2 <sup>ND</sup> DEPOT OPENED: 11/10/1903, AGENCY CLOSED: ? DEPOT CLOSED: 1987 3 <sup>RD</sup> DEPOT RELOCATED EAST OF FORMER LOCATION WITH HIGH LEVEL PLATFORMS IN SVC: 9/14/87
BRESLAU	CRR OF LI (CENTRAL EXT.)	CENTRAL RAILROAD OF L.I. DEPOT IN SVC: JUNE OR JULY/1873, EAST OF WELLWOOD AVE. LAST

## LISTED ON TIMETABLE OF 3/1875.

BRESLAU	S. S. R. R. (MONTAUK)	(SEE: "LINDENHURST")
BRIDGEHAMPTON	MONTAUK	OPENED: 6/1870, BURNED: 7/6/1884 2 <sup>ND</sup> DEPOT BUILT: 1884, AGENCY CLOSED: 1958, DEPOT CLOSED: 1/59, RAZED: 5/64 3 <sup>RD</sup> DEPOT WITH HI-LEVEL PLAT- FORMS BUILT: 2000-2001
BRIDGEPORT	S.S.R.R. HEMPSTEAD	AT FRANKLIN AVENUE
BRIDGE STREET	FLUSHING R.R. NY & FLUSHING FLUSHING & N. SIDE (WHITESTONE)	SEE: "FLUSHING BRIDGE STREET"
BROAD CHANNEL	ROCK. BCH.	DEPOT OPENED: 1900, WOODEN SHELTER SHEDS BUILT: 1921, 1923. OUT OF SVC: 5/23/50 WITH ABAN- DONMENT OF JAMAICA BAY TRESTLE AFTER FIRE OF 1950.
BROADWAY (FLUSHING)	FLUSHING R.R. NY & FLUSHING FLUSHING & N. SIDE (PORT WASH.)	OPENED: 10/27/1866, CLOSED: 1906 2 <sup>ND</sup> DEPOT OPENED: 9/1/1906, ELE- VATED: 1912-13. AGENCY CLOSED: 8/19/2009.
BROOKHAVEN	MONTAUK	BUILT: 1884, AGENCY CLOSED: 1932, DEPOT REMODELED 1944, CLOSED AND DISCONTINUED AS STATION STOP: 10/6/58, BUILDING SOLD AND RELOCATED TO PRIVATE LOCATION: c. 1958-59
BROOKLYN	ATLANTIC	ORIGINAL NAME FOR FLATBUSH AVE. (1852 TIMETABLE)
BROOKLYN AVENUE (BROOKLYN)	ATLANTIC RT	RAPID TRANSIT STOP EAST OF NOS- TRAND AVE., BKLYN. PER ETT #11 EFF. 11/4/1878
BROOKLYN HILLS	ROCK. BCH.	OPENED: ? AT MYRTLE AVE., FOREST

PARK. CLOSED: 1911 WHEN BKLYN MANOR STATION OPENED.

BROOKLYN MANOR	ROCK. BCH	OPENED: 1/9/11. OUT OF SVC: 10/29/58. LOW PLATFORM IN SVC: 10/29/58. DISCONTINUED AS STATION STOP: 6/8/62. BRANCH ABANDONED: 6/9/62.
BRUSHVILLE (QUEENS)	MAIN LINE	DEPOT BUILT: c. 1837 WITH OPENING OF LIRR TO HICKSVILLE. FOUR MILES EAST OF JAMAICA FORMERLY FLUSHING AVE. PER 1837 TT AND DELANCY AVE. PER 5/11/1842 TT. RAZED: c. 1871. PER ETT #3, EFF: 6/1897, CERTAIN TRAINS CONTINUED TO MAKE A STOP HERE. LATTER-DAY SITE OF BELLAIRE.
BUSHWICK AVE. (BUSHWICK)	BUSHWICK	S.S.R.R. DEPOT OPENED: 7/14/1877 PSGR. SERVICE ENDED: 5/13/24
BUSHWICK JCT.	S. S. R. R. (MONTAUK)	S. SIDE R. R. (SEE: "FRESH POND")
CALVARY CEMETERY	NY & FLUSHING	APPEARS ON 1863 TIMETABLE
CALVERTON	MAIN LINE	DEPOT BUILT: 1880 AS "BAITING HOLLOW", CLOSED AND MOVED TO PRIVATE LOCATION: 1922 2 <sup>ND</sup> DEPOT BUILT FURTHER EAST: 1922. AGENCY CLOSED: 1958 AND MOVED TO PRIVATE LOCATION. 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: 5/3/1896
CAMP UPTON	MAIN LINE	IN SERVICE: 1917, CLOSED: 5/24/18 WITH OPENING OF UPTON ROAD STATION 2 MILES WEST OF SITE

CAMP UPTON	UPTON SPUR OFF MAIN LINE	OPENED ON THE CAMP GROUNDS: 1917. CLOSED WITH END OF LIRR SVC. TO THE CAMP: 4/1922
CAMP UPTON	UPTON SPUR OFF MAIN LINE	OPENED ON THE CAMP GROUNDS: c. 1942. CLOSED WITH END OF LIRR SVC. TO THE CAMP: c. 1946
CANAL STREET (JAMAICA)	ATLANTIC RT	RAPID TRANSIT STOP PER TT, EFF. 6/24/1890. OUT OF SVC: <u>?</u> . GONE BY 1905.
CANOE PLACE	MONTAUK	LOW CINDER PLATFORM ON S.E. SIDE OF SHINNECOCK CANAL. IN SERVICE: 1935 –1953 FOR “FISHERMAN’S SPECIAL” TRAINS
CARLE PLACE (CARLL PLACE)	MAIN LINE	DEPOT BUILT: 1837 WITH OPEN- ING OF LIRR TO HICKSVILLE. APPEARS ON TT OF 6/17/1837. REMOVED AS STATION STOP FROM TT OF 1859. 2 <sup>ND</sup> STATION (WOODEN SHELTER SHED) IN SERVICE PER ETT #99 EFF. 10/9/1923. REMOVED: 1950 FACILITIES RELOCATED 400’ EAST OF FORMER LOCATION: 1/21/52 NO AGENCY.
CARMAN’S RIVER	MAIN LINE	STATION STOP IN SVC: 6/26/1844 WITH ARRIVAL OF RAILROAD AND NEW TEMPORARY END-OF-TRACK NEAR CARMAN’S RIVER. MAY HAVE BEEN ONE AND THE SAME STATION STOP AS “FIRE PLACE” AND LOCATED AT OR NEAR THE LATER SITE OF MILLEVILLE STA- TION (LATER YAPHANK). GONE FROM THE JUNE, 1845 TIME- TABLE.
CEDARHURST	S.S.R.R. L.I.R.R. (FAR ROCK.)	S. SIDE R.R. BEGAN SVC: 7/1869. BUILT: 7/1872 ( <i>Per Vincent Sey- fried’s LIRR history. 3-year gap??</i> )

		<p>RIVAL L.I.R.R. ALSO BUILT DEPOT: 7/1872 AFTER MERGER OF 2 ROADS, OCEAN POINT DEPOT AND L.I.R.R. DEPOT ABANDONED: 6/1876 L.I.R.R. DEPOT MOVED TO FAR ROCK- AWAY: 8/1881 S.S.R.R. DEPOT AT OCEAN POINT RE- OPENED: 6/1887, GREATLY RE- MODELED: 5/1888 3<sup>RD</sup> DEPOT BUILT: 1913. AGENCY CLOSED: 8/19/2009</p>
CEDAR MANOR	S.S.R.R. (ATLANTIC)	<p>OPENED: 1906 AS "POWER PLACE." RENAMED: 19<u>?</u>. OUT OF SVC: 1/28/59. DISCONTINUED AS STATION STOP. RAZED: 2/59 WITH GRADE ELIMINATION.</p>
CENTER MORICHES	MONTAUK	<p>BUILT: 1881, RAZED: 5/64 NEWER SHELTER BUILT: c. 1985, DISCONTINUED AS STATION STOP: 3/16/98</p>
CENTRAL AVENUE	S.S.R.R. (ATLANTIC)	<p>EAST OF HIGBIE AVE., LAURELTON AND WEST OF SPRINGFIELD JCT. (APPEARS ON ETT #38 SUPPLE- MENT #1, EFF: 5/17/1906)</p>
CENTRAL ISLIP	MAIN LINE	<p>OPENED: 11/4/1873 TO REPLACE "SUFFOLK" STATION FURTHER WEST. REMODELED c. 1916, RAZED: 8/58 2<sup>ND</sup> DEPOT BUILT: 1958. AGENCY CLOSED: <u>?</u> DEPOT CLOSED: 1987 3<sup>RD</sup> 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</p>
CENTRAL ISLIP STATE HOSPITAL	SPUR OFF MAIN LINE	<p>FIRST SERVICE LISTED IN ETT EFF: 1911. WOODEN SHANTY AND</p>

PLATFORM BUILT NEAR LOWELL AVE.: ?, OUT OF SERVICE: c. 1930s  
 2<sup>ND</sup> PLATFORM OPENED AT EAST SIDE OF CARLETON AVE.: c. 1930s, OUT OF SERVICE: 1953  
 3<sup>RD</sup> PLATFORM OPENED BACK AT LOWELL AVE.: 1953. DISCONTINUED AS STATION STOP: 1971

CENTRAL JUNCTION CRR OF LI (CREEDMOOR)

OPENED: 7/1873, ABANDONED: 4/30/1879

CENTRAL PARK CRR OF LI (CENTRAL)

CENTRAL RAILROAD OF L.I. STATION IN SVC: ? LOCATED AT NORTHWEST QUADRANT OF THE STEWART AVE. (EX-CENTRAL PARK AVE.) CROSSING OF THE CRR R.O.W., ¾ MILE GEOGRAPHICALLY SOUTH OF LIRR'S JERUSALEM/CENTRAL PARK STATION. ETT #13, EFF: 1879, INDICATES EASTBOUND TRAIN #19 WILL MAKE STATION STOP ALTHOUGH STATION IS NOT INDICATED IN TIMETABLE LISTING OF STOPS. NO DEPOT BUILDING EVER CONSTRUCTED (?).DISCONTINUED AS STOP: ? (Combined data Per Art Huneke, Robert M. Emery and Vincent F. Seyfried)

CENTRAL PARK MAIN LINE

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

STOP VARIES AS FOLLOWS:

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

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

2<sup>ND</sup> DEPOT BUILT: 1884, RENAMED  
 "BETHPAGE": 10/1/36. RAZED:  
 1959

CENTRE AVENUE (LYNBROOK)	LONG BEACH	PLATFORM ONLY IN SVC: <u>?</u> . NO AGENCY
CLARENCEVILLE	S.S.R.R. (MONTAUK)	S. SIDE R. R. (SEE: "RICHMOND HILL")
CLARENCEVILLE	ATLANTIC	BUILT: 1905 (?) WITH ELECTRIFI- CATION FROM FLATBUSH AVE. OUT OF SVC: 11/1/39 AND RAZED WHEN TRACKS PUT UNDER- GROUND: 1939-40
CLEAR STREAM RD.	MONTAUK	WEST OF VALLEY STREAM. IN SVC: 5/1906 FOR THE ROYAL LAND CO. APPEARED IN SPECIAL IN- STRUCTIONS OF ETTS OF 1908 AND 1915 AS SIGNAL STOP ONLY. PLATFORMS STILL INDICATED ON 1916 VALUATION PLAN. OUT OF SVC: <u>?</u>
CLINTON ROAD (GARDEN CITY)	CENTRAL EXT.	BUILT: 1915, USED AS TICKET OFFICE FOR CAMP MILLS IN

WW I. CLOSED: 5/15/53, DIS-  
CONTINUED AS STATION STOP.  
USED AS FIRE STATION.

CLOWSVILLE (CLOWESVILLE)	MAIN LINE	LISTED ON TT OF JUNE, 1837 AT HERRICKS ROAD (OLD COURT- HOUSE LANE) JUST EAST OF THE PRESENT-DAY MERILLON AVENUE STATION FOR THE CONVENIENCE OF THOSE AT- TENDING 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 CONTINUED TO MAKE A STOP HERE.
CLUB HOUSE	S. S. R. R. (MONTAUK)	S. SIDE R.R. DEPOT. BUILT: 1869 TO SERVICE SOUTH SIDE SPORTS- MEN'S ASSN. (LOCATED BETWEEN TODAY'S PRESENT M.P.45 AND M.P.46 AT BAYARD CUTTING AR- BORETUM), CLOSED: 1897
COLD SPRING COLD SPRING HARBOR	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: 1901- 02. RENAMED "COLD SPRING HARBOR." RAZED: 1948. 2 <sup>ND</sup> DEPOT BUILT: 1948. AGENCY CLOSED: ?
COLLEGE POINT	FLUSHING R.R. NY & FLUSHING FLUSHING & N. SIDE (WHITESTONE)	OPENED: 8/14/1869, CLOSED: 2/15/32 WITH LINE ABANDON- MENT, RAZED: 9/19/34
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, RAZED: 12/67 WITH GRADE CROSSING ELIMINATION. TEMPORARY STATION ACCOUNT GRADE CROSSING ELIMINATION IN SVC: 10/25/68. OUT OF SVC: 8/7/73 AND RAZED. ELEVATED STRUCTURE IN SVC: 8/7/73. AGENCY CLOSED: ?
CORONA (FASHION RACE COURSE)	FLUSHING R.R. NY & FLUSHING FLUSHING & N. SIDE (PORT WASH.)	BUILT: 3/1853 AS FASHION RACE COURSE. RENAMED W. FLUSHING. RENAMED CORONA. 2 <sup>ND</sup> DEPOT BUILT: SEPT-OCT/1872, BURNED: 12/9/1880 WHITE LINE DEPOT MOVED TO SITE: 1890, RAZED: 9/1894 4 <sup>TH</sup> DEPOT BUILT: 9/1894, RAZED: 1930 ACCOUNT GRADE CROSSING ELIMINATION. TEMPORARY STATION SOUTH OF FORMER LOCATION IN SVC: 5/8/30. ELEVATED STRUCTURE NORTH OF FORMER LOCATION IN SVC: 10/13/30 (WESTWARD) AND 10/17/30 (EASTWARD) DISCONTINUED AS STATION STOP: 4/8/64
COUNTRY LIFE PRESS	HEMPSTEAD	BUILT ADJACENT TO AND SOUTH OF THE 1911 OVERPASS OVER CHESTNUT ST. FIRST APPEARS ON EMPLOYEE TIMETABLE EFF: 5/25/13 TO SERVICE EMPLOYEES OF DOUBLEDAY, PAGE & CO. (PUBLISHERS). STATION NAMED AFTER THEIR MAGAZINE: "COUNTRY LIFE." WOODEN PLATFORM AND AGENCY IN SVC: 7/8/17. AGENCY CLOSED: BY 1940.
CREEDMOOR (NAT'L RIFLE RANGE)	CRR OF LI (CREEDMOOR)	OPENED: 1/8/1873, ABANDONED BY CRR OF LI: 4/30/1879. USED BY

LIRR UNTIL 1881 TO SERVICE THE RIFLE RANGE.

CUTCHOGUE	MAIN LINE	APPEARS ON TIMETABLE OF 6/14/1845. 2 <sup>ND</sup> DEPOT BUILT: 8/1875 3 <sup>RD</sup> DEPOT BUILT: 1887, REMODELED: 1944, AGENCY CLOSED: 1958, RAZED 6/62. 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.
CYPRESS AVENUE (RIDGEWOOD)	BAY RIDGE/ MAN. BEACH	OPENED: 1884 AS RIDGEWOOD. BECAME CYPRESS AVE. IN 1893. RAZED: 1914 ACCOUNT GRADE CROSSING ELIMINATION. 2 <sup>ND</sup> ELEVATED STATION (PLATFORM ONLY) IN SVC: 1914. DISCONTINUED: 1924 WITH END OF PASSENGER SERVICE. REMNANTS STILL VISIBLE AS LATE AS 1982.
CYPRESS AVENUE	ATLANTIC RT	RAPID TRANSIT STOP EAST OF EAST NEW YORK, BKLYN. PER ETT #11, EFF. 11/4/1878
DEER PARK	MAIN LINE	1 <sup>ST</sup> DEPOT BUILT: 1842 WITH OPENING OF LIRR TO MEET STAGE COACH SERVICE TO BABYLON. 2 <sup>ND</sup> DEPOT BUILT: APR-MAY/1884, CLOSED: 8/25/36 DUE TO GRADE CROSSING ELIMINATION OF DEER PARK AVE. MOVED TO PRIVATE LOCATION. 3 <sup>RD</sup> , ELEVATED DEPOT OPENED: 12/17/36. AGENCY CLOSED: ? DEPOT CLOSED: 1987 4 <sup>TH</sup> DEPOT RELOCATED FURTHER EAST OF FORMER LOCATION WITH HI-LEVEL PLATFORMS IN SVC: 9/14/87
DeKALB AVENUE	EVERGREEN	OPENED: 7/14/1878. CHANGED TO RIDGEWOOD: 6/1882. CLOSED

WITH END OF PSGR. SVC: 1894.

DeLANCY AVENUE (QUEENS)	MAIN LINE	APPEARS ON TT OF 6/17/1837, FOUR MILES EAST OF JAMAICA. FORMERLY FLUSHING AVE. BE- CAME BRUSHVILLE ON TT OF 5/11/1842. (SEE: BRUSHVILLE)
DOUGLASTON	FLUSHING R.R. NY & FLUSHING FLUSHING & N. SIDE (PORT WASH.)	BUILT: APR-MAY/1867, MOVED TO PRIVATE LOCATION: ? 2 <sup>ND</sup> DEPOT BUILT: 6/1887, REBUILT: 1898, RAZED: 3/62 NEWER DEPOT BUILT: 1962. AGENCY CLOSED: 8/19/2009.
DRY HARBOR RD.	MONTAUK	EAST OF GLENDALE. LOW LEVEL PLATFORM FOR EMPLOYEES OF THE PLANT PER 10/1926 ETT SPE- CIAL INSTRUCTIONS (PREVIOUS- LY "AMERICAN GRASS TWINE WORKS," "PRAIRIE GRASS FURN- ITURE CO. WORKS," "PRAIRIE GRASS WORKS")
DUNTON	ATLANTIC	OPENED: ? AT VAN WYCK AVE., CLOSED: 1910 2 <sup>ND</sup> , RELOCATED DEPOT BUILT: 1914, OUT OF SVC: 11/1/39 AND RAZED WITH ATLANTIC AVENUE IMPROVE- MENT PROJECT: 1939-40
EAST FLUSHING	NY & FLUSHING	APPEARS ON TIMETABLE OF 1866
EAST HAMPTON	MONTAUK	BUILT: 1895.FULL-TIME AGENCY CLOSED: <u>?</u> . SUNDAY AGENCY ONLY: 2005
EAST HINSDALE	MAIN LINE	SEE: "FLORAL PARK"
EAST MEADOW BROOK	CENTRAL EXT.	STATION STOP EAST OF NEW BRIDGE ROAD. STATION IN SERVICE: <u>?</u> . 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

BUILT: 1897, AGENCY CLOSED: 1932, BURNED: 1936  
2<sup>ND</sup> DEPOT BUILT: ?, CLOSED: 10/6/58 AND DISCONTINUED AS STATION STOP. DEPOT STILL STANDING ON SITE IN USE AS PRIVATE RESIDENCE: 2006

EAST NEW YORK

ATLANTIC  
(ATLANTIC R.T.)

HOWARD HOUSE HOTEL SERVED AS ORIGINAL DEPOT AS FAR BACK AS 1853. ALSO SERVED AS RAPID TRANSIT STOP PER ETT #11, EFF: 11/4/1878.  
STATION STOP RELOCATED TO JCT. OF MANHATTAN BEACH BRANCH AT ATLANTIC AND VAN SINDERIN AVES. EFF: 1/1/1884 WHERE THE NY & MB RY'S NEW HOTEL/DEPOT HAD BEEN BUILT THE YEAR PREVIOUS TO REPLACE AN OLDER HOTEL/DEPOT STRUCTURE IN USE. KNOWN AS "MANHATTAN CROSSING" AND "MANHATTAN BEACH CROSSING," DEPOT WAS USED JOINTLY BY BOTH RAILROADS AND ALL STOPS AT HOWARD HOUSE CEASED. RENAMED "EAST NEW YORK" IN 11/1905 WITH INAUGURATION OF FULL ELECTRIC SERVICE. STATION BUILDING ABANDONED: 11/1915 AND RAZED DUE TO BAY RIDGE BRANCH GRADE ELIMINATION PROJECT.  
3<sup>RD</sup> DEPOT WITH HIGH-LEVEL PLATFORMS AT STREET LEVEL IN SERVICE: 1915. RAZED: 1941 WITH ATLANTIC AVE. GRADE ELIMINATION PROJECT (1941-43)  
4<sup>TH</sup> DEPOT OPENED: 1943 WITH TRACKS SLIGHTLY DEPRESSED AND ATLANTIC AVENUE BUILT ON A STRUCTURE DIRECTLY

OVERHEAD. AGENCY CLOSED:  
8/19/2009.

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

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

2<sup>ND</sup> COMBINATION HOTEL/DEPOT  
ERECTED ON SITE IN 1883.  
OPENED FOR JOINT SERVICE WITH  
THE LIRR: 1/1/1884. THE LIRR  
CEASED ALL STOPS AT HOWARD  
HOUSE AT THAT TIME. RENAMED  
"EAST NEW YORK" IN 11/1905  
WITH INAUGURATION OF FULL  
ELECTRIC SERVICE ALONG AT-  
LANTIC BRANCH. STATION 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 IN TUNNEL. (SEE  
"FULTON STREET" FOR CONTIN-  
UATION OF HISTORY.)

EASTPORT

MONTAUK

BUILT: 3/1870 AS "MORICHES"  
STATION ON ORIGINAL SAG  
HARBOR BR., MOVED TO EAST-  
PORT SITE: 10/18/1881, NEW  
STOP IN SVC: 10/19/1881. RE-  
MODELED: 19 ?, OUT OF SVC:  
10/6/58 AND DISCONTINUED AS  
STATION STOP. MOVED TO PRI-  
VATE LOCATION: AFTER 1963.

EAST ROCKAWAY

LONG BCH.

OPENED: OCT/1880, BURNED: c. 1942,  
STATION STOP DISCONTINUED:  
12/11/51 WITH RELOCATION OF  
NEW, COMBINED STOP.

		2 <sup>ND</sup> , RELOCATED DEPOT OPENED: 12/11/51. ONE-DAY AGENCY: EARLY 1970s. AGENCY CLOSED: ?
EAST WILLISTON	OYSTER BAY	BUILT: c. 1880. AGENCY CLOSED: 12/10/96. RAZED: 12/11/2004
EDGEMERE	FAR ROCK.	BUILT: ?. OUT OF SVC: 8/9/40 ACCOUNT GRADE CROSSING ELIMINATION. WESTWARD STATION FACILITIES RELOCATED 600' EAST OF FORM- ER LOCATION: 8/9/40. EAST- WARD STATION FACILITIES: 8/23/40. ELEVATED STRUCTURE OPENED: 4/10/42. TRANSFERRED TO TA OWNERSHIP: 10/3/55
EDGEWOOD	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. ABAN- DONED. USED BY LOCALS AS A SOURCE FOR SCRAP LUMB- ER ( <i>Geo. G. Ayling first-hand data</i> ). BURNED: 1920
ELMHURST (NEWTOWN)	FLUSHING R.R. NY & FLUSHING FLUSHING & N. SIDE (PORT WASH.)	OPENED: 1855, RAZED: 1888 2 <sup>ND</sup> DEPOT OPENED: DEC/1888, HIGH PLATFORMS: 1912, RAZED: 1927 3 <sup>RD</sup> , ELEVATED DEPOT IN SVC: 1927 OUT OF SVC: 1/1/85 AND RAZED.
FANNY BARTLETT	MONTAUK	SEE: "BARTLETT"
FARMINGDALE	CRR OF LI (CENTRAL)	CRR OF LI (SEE: "SOUTH FARMING- DALE")
FARMINGDALE	MAIN LINE	1 <sup>ST</sup> DEPOT IN SVC. WITH OPENING OF LIRR TO THIS POINT: 10/14/1841. LOCATED ON EAST SIDE OF MAIN

ST. RAZED: 1875.  
 2<sup>ND</sup> DEPOT BUILT: 7/1875, RAZED:  
 1895.  
 3<sup>RD</sup> DEPOT BUILT: 1895 EAST OF  
 SECATOGUE AVE. HUNTINGTON  
 R.R. ELECTRIC SUB-STATION  
 INCORPORATED INTO WEST END  
 OF DEPOT: 1908-1909. AGENCY  
 CLOSED: 8/19/2009.

FAR ROCKAWAY  
 (GROVE STREET)

FAR. ROCK.

GROVE STREET (LOCKWOOD'S  
 GROVE) BUILT: 1872. STATION  
 STOP DISCONTINUED. DEPOT  
 MOVED TO SYOSSET: 9/1877

FAR ROCKAWAY  
 (MOTT AVENUE)

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

S. SIDE R. R. DEPOT OPENED: 7/1869.  
 CONVERTED TO FREIGHT HOUSE  
 FOR 2<sup>ND</sup> DEPOT: 1881  
 2<sup>ND</sup> DEPOT MOVED TO SITE FROM  
 OCEAN POINT (CEDARHURST), RE-  
 MODELED 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  
 3<sup>RD</sup> DEPOT OPENED: 7/15/1890,  
 USED IN CONJUNCTION WITH  
 NEW HI-LEVEL PLATFORMS IN  
 SVC: 4/10/42. LIRR THRU SERV-  
 ICE TERMINATED HERE: 10/3/55  
 WHEN TRACKAGE TO ROCKAWAY  
 PARK TRANSFERRED TO TA OWN-  
 ERSHIP. BECAME TERMINUS OF  
 FAR ROCKAWAY BRANCH. DIS-  
 CONTINUED AS STATION STOP:  
 2/21/58 WHEN SERVICE WAS CUT  
 BACK TO NAMEOKE AVE. ELEVA-  
 TED TRACKS AND OLD DEPOT  
 RAZED SHORTLY THEREAFTER.

FAR ROCKAWAY  
 (NAMEOKE AVE.)

FAR ROCK.

IN SERVICE: 2/21/58. AGENCY  
 CLOSED: ?

FASHION RACE  
 COURSE

FLUSHING R.R.  
 NY & FLUSHING

OPENED: 3/1853. RENAMED "WEST  
 FLUSHING" WHEN ORIGINAL W.

	FLUSHING & N. SIDE	FLUSHING STATION ABANDONED. RENAMED CORONA.
FIFTH AVENUE	EVERGREEN	OPENED: 1878 AT THE PRESENT-DAY LOCATION OF DRIGGS AVE. CLOSED: 1879.
FIRE PLACE	MAIN LINE	STATION STOP IN SVC: 6/26/1844 WITH OPENING OF LIRR OUT TO TEMPORARY END-OF-TRACK NEAR CARMAN'S RIVER. MAY HAVE BEEN ONE AND THE SAME STATION STOP AS "CARMAN'S RIVER" AND LOCATED AT OR NEAR THE LATER SITE OF MILLE- VILLE STATION (LATER YAPHANK). GONE FROM THE JUNE, 1845 TIMETABLE.
FLATBUSH AVE.	ATLANTIC	OLD DEPOT RENOVATED: JULY-AUG/ 1878, RENOVATED AGAIN: 6/1880, REBUILT: 1893 2 <sup>ND</sup> DEPOT OPENED: 4/1/07 WITH DEPOT AT STREET LEVEL AND TRACKS UNDERGROUND. RE- FURNISHED AND EXTERIOR SAND- BLASTED: EARLY 1940s. TRACK #1 OUT OF SVC: 4/10/59. FORM- ER EXPRESS TRACKS #s 9-14 ("EX" YARD) OUT OF SVC: 3/3/71. TRACKS ORIGINALLY NUMBERED SOUTH TO NORTH RENUMBERED NORTH TO SOUTH: 7/1/78. STREET LEVEL TERMINAL BLDG. CLOSED: 1988. RAZED: c. 1990s. 3 <sup>RD</sup> DEPOT OPENED: 1/5/2010. OFF- ICIALLY RENAMED "ATLANTIC TERMINAL" IN ETT #1, PER G.O. #104 EFF. 3/8/2010.
FLORAL PARK:	MAIN LINE	BUILT: OCT-NOV/1878 AS "STEWART JUNCTION." RENAMED HINSDALE: 1879 WITH CLOSING OF CRR OF LI DEPOT. RENAMED EAST HINS- DALE: 1887 - 1889. RENAMED FLORAL PARK: BY 1890. RAZED:

		<p>1909                  2<sup>ND</sup>, RELOCATED DEPOT BUILT: 1909,                  RAZED: 10/20/60                  TEMPORARY WESTBOUND STATION                  FACILITIES RELOCATED TO SHOO-                  FLY S. OF FORMER LOCATION:                  12/15/60.                  ELEVATED WESTBOUND PLATFORM                  IN SVC: 6/28/62.                  ELEVATED EASTBOUND PLATFORM                  IN SVC: 11/8/62. AGENCY                  CLOSED: 8/19/2009.</p>
FLOWERFIELD	WADING RIVER	<p>OPENED: 1909-10. AGENCY CLOSED:                  BETWEEN 10/10/43 (ETT #5) AND                  6/11/44 (ETT #6). DISCONTINUED                  AS STATION STOP: 1958, RAZED:                  7/59</p>
FLUSHING (BRIDGE ST.)	FLUSHING R.R. NY & FLUSHING FLUSHING & N. SIDE (WHITESTONE)	<p>APPEARS ON TIMETABLE OF 1863.                  DEPOT BUILT: OCT-NOV/1870,                  RAZED: 1893                  2<sup>ND</sup> DEPOT BUILT: 1893, CLOSED:                  2/15/32 WITH BRANCH ABAND-                  ONMENT.</p>
FLUSHING (BROADWAY)	PORT WASH.	SEE: "BROADWAY"
FLUSHING (MAIN STREET)	PORT WASH.	<p>BUILT: 12/1853                  BURNED: 10/13/1864                  2<sup>ND</sup> DEPOT BUILT: JAN-FEB/1865,                  RAZED: 1870                  3<sup>RD</sup> DEPOT BUILT: OCT-NOV/1870,                  ABANDONED: 11/11/12                  ELEVATED STRUCTURE OPENED:                  10/4/13, ELEVATED TRACK LEVEL                  BLDG. RAZED: c. 1958                  STREET LEVEL TICKET OFFICE OPEN-                  ED: c. 1958 UTILIZING EXISTING                  ELEVATED PLATFORMS. TICKET                  OFFICE REBUILT: JAN 21<sup>ST</sup> TO                  MAR 21<sup>ST</sup>, 2005.</p>
FLUSHING AVENUE (QUEENS)	MAIN LINE	<p>APPEARS ON TT OF 1837, FOUR                  MILES EAST OF JAMAICA. BE-</p>

		CAME DELANCY AVE.: PER TT OF 6/17/1837. BECAME BRUSHVILLE: PER TT OF 5/11/1842. (SEE: DELANCY AVE. ALSO SEE BRUSHVILLE)
FORD'S CORNERS	BAY RIDGE	SEE: "RUGBY"
FORGE	MONTAUK	SEE: "MASTIC"
FOREST HILLS	MAIN LINE	BUILT: 1906, CLOSED: 1911 2 <sup>ND</sup> 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 44 <sup>TH</sup> 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. WESTWARD STATION FACILITIES RELOCATED 785' EAST OF FORMER LOCATION: 8/2/40. EASTWARD STATION FACILITIES: 8/23/40 ACCOUNT GRADE CROSSING ELIMINATION. ELEVATED STRUCTURE STRETCHING FROM BEACH 44 <sup>TH</sup> ST. TO BEACH 47 <sup>TH</sup> ST. OPENED: 4/10/42. TRANSFERRED TO TA OWNERSHIP: 10/3/55
FRANKISTON	CRR OF LI (CREEDMOOR)	OPENED: 6/1873, ABANDONED: 4/30/1879
FRANKLINVILLE	MAIN LINE	(SEE "LAUREL")
FREEPORT	S. S. R. R. (MONTAUK)	S. SIDE R. R. SVC. BEGAN: 10/28/1867. DEPOT OPENED. MOVED: 1899, TO BECOME PART OF FREIGHT HOUSE OF 2 <sup>ND</sup> DEPOT. 2 <sup>ND</sup> DEPOT OPENED: 4/3/1899,

		OUT OF SVC: 5/5/59 3 <sup>RD</sup> TEMPORARY STATION IN SVC: 5/5/59 ELEVATED STRUCTURE IN SVC: EARLY 1961
FRESH POND	S. S. R. R. (MONTAUK)	S. SIDE R.R. DEPOT BUILT: 1868 AS “FRESH POND.” NAME CHANGED TO “BUSHWICK JUNCTION”: 1882-83 2 <sup>ND</sup> 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 (EAST NEW YORK)	MAN. BEACH	BUILT: ? JUST NORTH OF EAST NEW 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. 2 <sup>ND</sup> 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 STATION ON ATLANTIC BRANCH, LOCATED ALMOST ADJACENT TO 2 <sup>ND</sup> FULTON ST. STATION STAIRS AND PLATFORM. STATION CLOSED: 1924 WITH ABANDONMENT OF MANHATTAN BEACH BRANCH AND STAIRS ACCESSING PLAT- FORM REMOVED. PLATFORM STILL STANDING: 2009.
GARDEN CITY	CRR OF LI (HEMPSTEAD)	CRR OF LI DEPOT BUILT: OCT/1872- APRIL/1873. CLOSED: 1898 2 <sup>ND</sup> DEPOT BUILT: 8/1898. AGENCY

CLOSED: ?

GARDEN CITY PARK	MAIN LINE	OPENED AT PRESENT-DAY SITE OF MERILLON AVE. STATION: <u>?</u> OUT OF SERVICE: <u>?</u> . PER ETT #3, EFF: 6/1897, CERTAIN TRAINS CONTINUED TO MAKE A STOP HERE.
GASTON AVENUE (ARVERNE)	FAR ROCK.	ELEVATED STRUCTURE OPENED: 4/10/42. TRANSFERRED TO TA OWNERSHIP: 10/3/55
GENERAL BRONZE	CENTRAL EXT.	OPENED: 6/1949 TO SERVICE EMPLOYEES. LATER "A&P BRONZE", CLOSED: 5/15/53 WITH END OF PSGR. SERVICE ON BRANCH.
GIBSON	FAR ROCK.	BUILT: 5/1928. AGENCY CLOSED: <u>?</u>
GLEN COVE (GLEN STREET)	OYSTER BAY	OPENED: 5/16/1867 2 <sup>ND</sup> DEPOT BUILT: SEPT-OCT/1898, RESTORED: c. 2001-02. AGENCY CLOSED: <u>?</u>
GLEN COVE (NASSAU)	OYSTER BAY	BUILT: JULY-AUG/1895. SERVICED NEARBY NASSAU COUNTRY CLUB BEGINNING IN 1898 WHEN NAS- SAU COUNTY WAS FORMED. AGENCY CLOSED: <u>?</u>
GLENDALE	S. S. R. R. (MONTAUK)	S. SIDE R. R. DEPOT FIRST APPEARS ON TIMETABLE OF 5/1870. 2 <sup>ND</sup> DEPOT (?) BUILT: 1876, BURNED: 1/7/27, DISCONTINUED AS STA- TION STOP: 9/15/27, REPLACED BY PARKSIDE STATION ON ROCK. BEACH. BR. RE-OPENED AS STA- TION STOP AFTER c. 1942 AS PLATFORM ONLY. DISCONTINUED AGAIN: 3/16/98
GLENDALE WELLS	MONTAUK	EAST OF GLENDALE. PROBABLY AT GLENDALE JCT. WHERE MON- TAUK WATER CO. HAD WELLS

AND SOME BUILDINGS. LOW LEVEL PLATFORM ONLY FOR EMPLOYEES OF PLANT PER 10/1926 ETT SPECIAL INSTRUCTIONS.

GLEN HEAD	OYSTER BAY	ORIGINAL DEPOT OPENED: 1/23/1865 2 <sup>ND</sup> DEPOT OPENED: 5/1888, OUT OF SERVICE: 4/61 WITH OPENING OF NEW DEPOT. OLD UNUSED DEPOT STOOD FOR AWHILE AFTERWARDS AND WAS RAZED. 3 <sup>RD</sup> DEPOT IN SERVICE: 4/61. AGENCY CLOSED: <u>?</u>
GOLF GROUNDS	MONTAUK	OPENED: 4/1907, DISCONTINUED AS STATION STOP: 1939, MOVED TO PRIVATE LOCATION: 1940
GOOD GROUND	MONTAUK	SEE: "HAMPTON BAYS"
GOOSE CREEK	ROCK BCH.	OPENED: 1912, CLOSED: 9/35
GRAND STREET	S. S. R. R. (EVERGREEN)	S. SIDE R.R. DEPOT OPENED: 1868 BETWEEN METROPOLITAN AVE. AND GRAND STREET AT EAST RIVER FERRY. 2 <sup>ND</sup> DEPOT (?) OPENED: 5/15/1878. CLOSED: 9/28/1885.
GRAND STREET (E. OF WOODSIDE)	MAIN LINE & ROCK BCH.	SHELTER SHED OPENED: 7/1/13, SERVING BOTH MAIN LINE AND ROCK. BCH. BRANCH, SHELTER SHED REMOVED 1922. ETT #102, EFF. 5/21/25 LISTS STATION BUT INDICATES NO TRAINS STOPPING THERE. DISCONTINUED AS STATION STOP BETWEEN 5/21/25 AND ISSUANCE OF ETT #103, EFF. 10/21/25 WHICH DOES NOT LIST THE STATION.
GREAT NECK:	FLUSHING R.R. NY & FLUSHING FLUSHING & N. SIDE (PORT WASH.)	BUILT: 1866, RAZED: 1883 2 <sup>ND</sup> DEPOT OPENED: 10/1883, RE-MODELED: 1893, RAZED: 1924 3 <sup>RD</sup> DEPOT IN SVC: 2/26/25. RE-

LOCATED S. OF FORMER LOCATION ACCOUNT GRADE CROSSING ELIMINATION: 6/8/34

GREAT RIVER (ALSO SEE: "YOUNGSPORT")	MONTAUK	BUILT: 1897. PORTE COCHERE AT REAR. BURNED: 1943. AGENCY CLOSED: c. 1943 OR EARLIER. 2 <sup>ND</sup> DEPOT BUILT: c. 1950s. RAZED: 1998 3 <sup>RD</sup> DEPOT WITH HI-LEVEL PLATFORMS BUILT: 1998
GREENLAWN	PT. JEFFERSON	BUILT: 1868, BURNED: 1909 2 <sup>ND</sup> DEPOT OPENED: 9/1911. AGENCY CLOSED: ?
GREENPOINT	EVERGREEN	OPENED: 5/15/1878 AT OAK AND WEST STREETS. CLOSED: 9/28/1885.
GREENPORT	MAIN LINE	1 <sup>ST</sup> DEPOT IN SVC: 7/29/1844 AS TERMINUS OF LIRR. DEPOT BURNED IN TOWN FESTIVITIES: 7/4/1870 2 <sup>ND</sup> DEPOT OPENED: 10/1870 3 <sup>RD</sup> DEPOT BUILT: 1892, WITH DISTINCTIVE TICKET OFFICE BAY WINDOW. BAY WINDOW REMOVED BY 1920S. AGENCY CLOSED: 9/4/67 (AFTER LABOR DAY SVC.). REOPENED: 1968 FOR ONE SUMMER'S USE, SUNDAYS ONLY. DEPOT BUILDING NOW A MARITIME MUSEUM 4 <sup>TH</sup> DEPOT WITH HI-LEVEL PLATFORMS BUILT: 2000-01 **FREIGHT STATION BUILT: 1892 OCCUPIED BY RAILROAD MUSEUM OF LONG ISLAND (RMLI)
GREENVALE (WEEK'S STATION)	OYSTER BAY	FREIGHT STATION IN USE AS EARLY AS 1866. ON TIMETABLE IN 1875 ONLY. BACK ON TIMETABLE DURING 1880s AND 1890s. STOP PRIMARILY FOR MILK TRAINS. SHELTER SHED BUILT: ?, NO AGEN-

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

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

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

4<sup>th</sup> (?) SHELTER SHED WITH HI-LEVEL PLATFORMS BUILT: 1991

GRINNELL	FLUSHING R.R. NY & FLUSHING FLUSHING & N. SIDE	OPENED: 1874 (JUNCTION BLVD. & 35 <sup>TH</sup> AVE.)
GRUMMAN	MAIN LINE	6,955' WEST OF BETHPAGE STATION. WOODEN SHELTER SHED IN SVC: 2/2/42 FOR EMPLOYEES OF GRUMMAN AVIATION. NO AGENCY. STATION STOP RELOCATED: 1951 WITH RELOCATION OF S. OYSTER

		BAY RD. CROSSING. SEVERAL WOODEN SHELTER SHEDS CONSTRUCTED. METAL SHELTER SHED BUILT: c. 1960s. LAST SCHEDULED SERVICE TO STATION: 11/29/85. STATION OFFICIALLY CLOSED: 12/2/85.
HABERMAN (L. I. CITY)	MONTAUK	OPENED: 9/1910, CLOSED: 1924, DISCONTINUED AS STATION STOP: 3/16/98
HAGERMAN	MONTAUK	BUILT: 10/1890, CLOSED: 1928-29, DISCONTINUED AS STATION STOP.
HAMILTON BEACH	ROCK. BCH.	FIRST APPEARS IN ETT #90 EFF: 10/16/1919. DISCONTINUED AS STATION STOP: 6/27/55 WHEN BRANCH ABANDONED SOUTH OF OZONE PARK.
HAMMELS (HAMMEL)	ROCK. BCH.	BUILT: JUNE/1880, RAZED: 1941 FOR GRADE ELIMINATION 2 <sup>ND</sup> DEPOT BUILT: SPRING/1888, CLOSED: 1941
HAMPTON BAYS	MONTAUK	OPENED: 2/1871 AS "GOOD GROUND", BURNED: 11/4/1873 2 <sup>ND</sup> DEPOT OPENED: 1/10/1874, CLOSED: 1913, USED AS EX- PRESS HOUSE FOR 3 <sup>RD</sup> DEPOT. 3 <sup>RD</sup> DEPOT OPENED: SUMMER/ 1913, AGENCY CLOSED: 1958, RAZED: c. 1964. STATION STOP MOVED 2,000' WEST: 12/26/74 4 <sup>TH</sup> , RELOCATED DEPOT WITH HI- LEVEL PLATFORMS BUILT: 2000-01
HEBBARD'S	S. S. R. R.	S. SIDE R. R. DEPOT AT FLUSHING AVE. & 52 <sup>ND</sup> ST. LISTED ON TIME- TABLES OF 5, 6, & 8/1870 ONLY. STATION STOP DISCONTINUED.
HEMPSTEAD	CRR OF LI	C.R.R. DEPOT BUILT: OCT-DEC/1872.

	(HEMPSTEAD)	AT FULTON STREET. BECAME LIRR'S HEMPSTEAD STATION AND TERMINUS IN 1878. (SEE: "HEMPSTEAD" BELOW). REMODELED: 7/1881. RAZED: 1913. 2 <sup>ND</sup> DEPOT OPENED: 2/1913. TEMPORARY STATION IN SVC: 1,265' WEST OF FORMER LOCATION: 12/30/41 WHILE TRACKS WERE CUT BACK TO COLUMBIA ST. 2 <sup>ND</sup> DEPOT MOVED TO COLUMBIA ST.: UPON COMPLETION OF TRACK WORK AND PLACED IN SVC: 1943. GUTTED BY FIRE: 12/31/62 AND REMODELED. RAZED: 1998 3 <sup>RD</sup> DEPOT BUILT: 1999-2000
HEMPSTEAD	L. I. R. R. (HEMPSTEAD)	1 <sup>ST</sup> 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 ST. USED AS NEW TERMINUS.
HEMPSTEAD	S.S.R.R. HEMPSTEAD	BUILT: <u>?</u> DISCONTINUED AS STATION STOP: <u>?</u>
"HEMPSTEAD BRANCH"	MAIN LINE	SEE: "BRANCH"
HEMPSTEAD GARDENS	W. HEMPST'D	BUILT: 19 <u>?</u> , RAZED: 19 <u>?</u>
HERMANVILLE	MAIN LINE	APPEARS ON MAP OF 1857 FOR THE DEVELOPMENT OF A NEW COMMUNITY SOUTH OF THE TRACKS AND EAST OF LAKE STATION. NO TIMETABLE EVIDENCE AS YET. <i>(Info courtesy of Art Huneke)</i>
HERMITAGE	MAIN LINE	APPEARS ON TIMETABLE OF 5/1/1848. RENAMED "PECONIC". (SEE: "PECONIC.")
HEWLETT	FAR ROCK.	S. SIDE R.R. BEGAN SVC: 7/1869

(HEWLETTS)		AS "HEWLETTS." DEPOT BUILT: 1870 ( <i>Per Vincent Seyfried's LIRR history</i> ). AGENCY CLOSED: 8/19/2009. ORIGINAL DEPOT STILL STANDING: 2009.
HICKSVILLE:	MAIN LINE	1 <sup>ST</sup> DEPOT OPENED: 3/1/1837 AS TEMPORARY TERMINUS OF LIRR. BURNED: 7/15/1864 2 <sup>ND</sup> DEPOT OPENED: 9/1873, MOVED TO PRIVATE LOCATION: 1909 3 <sup>RD</sup> DEPOT OPENED: 10/30/1909, RAZED: 11/62 WITH GRADE ELIMINATION PROJECT. 4 <sup>TH</sup> AND TEMPORARY, RELOCATED DEPOT IN SVC: 11/13/62 5 <sup>TH</sup> AND ELEVATED STRUCTURE BUILT: 1962. IN SVC: 7/1/64
HIGBIE AVE. (LAURELTON)	ATLANTIC	OPENED: 1908 AS "SPRINGFIELD", RENAMED: 9/1927, OUT OF SVC: 2/2/60 WITH GRADE ELIMINATION AND DISCONTINUED AS STATION STOP.
HILLSIDE	CRR OF LI (CREEDMOOR)	OPENED: 4/1874, ABANDONED: 4/30/1879
HILLSIDE:	MAIN LINE	BUILT: ?, CLOSED: 1911 2 <sup>ND</sup> 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 CLOSED: ?. DEPOT USED AS PRIVATE BUSINESS. DISCONTINUED AS STATION STOP: 7/1/66.
HILLSIDE	MAIN LINE	EMPLOYEE-ONLY STOP AT HILLSIDE MAINT. FACILITY (1990s?)
HINSDALE	CRR OF LI	OPENED: 1/8/1873, ABANDONED:

	(CREEDMOOR)	4/30/1879, MOVED TO PRIVATE LOCATION: 4/1883
HINSDALE	MAIN LINE	SEE: "FLORAL PARK"
HOLBROOK	MAIN LINE	BUILT: 1907, RELOCATED FROM NORTH TO SOUTH SIDE OF MAIN TRACK: 4/24/39, RAZED: 6/62
HOLLAND (HOLLANDS) ROCK. BCH. (BEACH 92 <sup>ND</sup> ST.)		BUILT: MAY-JUNE/1880, REMODELED: APR-MAY/1899, REMODELED: 1914, CLOSED: 1941 ELEVATED STRUCTURE OPENED: 1942. TRANSFERRED TO NYCTA OWNERSHIP: 10/3/55
HOLLIS	MAIN LINE	BUILT: MAY-SEPT/1885. ORIGINAL DEPOT BUILDING ELEVATED: 1915. BURNED: NOV. 2-3/67 AND RAZED.
HOLTSVILLE	MAIN LINE	OLD STORE SERVED AS ORIGINAL "WAVERLY" DEPOT UPON OPENING OF LINE IN 1843, RENAMED HOLTSVILLE: 1860, ORIGINAL PRE-1843 STRUCTURE RAZED: 1912 2 <sup>ND</sup> DEPOT OPENED: 5/14/12, BURNED: 1/4/14 3 <sup>RD</sup> DEPOT BUILT: 1914. SUFFOLK TRACTION CO.'s 1912 STEEL TRESTLE OVER TRACKS DEMOLISHED: 1930. AGENCY CLOSED: 1/1959. RAZED: 7/62. REPLACED WITH SHEET METAL SHELTER SHED. SHED REMOVED BY LATE 1960s. METAL AND PLEXIGLASS SHELTER SHED INSTALLED: 1987 WHICH REMAINED IN PLACE UNTIL DISCONTINUED AS STATION STOP: 3/16/1998.
HOPEDALE	MAIN LINE	DEPOT BUILT OCT-NOV/1875 AT UNION TURNPIKE. DUE TO PLANNED 2 <sup>ND</sup> TRACK ADDITION

		AND PROXIMITY TO MAPLE GROVE, DEPOT CLOSED AND RELOCATED AS PRIVATE RESIDENCE BY 8/28/1884. ( <i>Newtown Register</i> 8/28/1884)
HOWARD BEACH (SEE: "RAMBLERSVILLE")	ROCK. BCH.	OPENED: 4/1913, AS "RAMBLERSVILLE." RENAMED: 4/1916. REPLACED WITH SHELTER SHED: 1923 ON OPPOSITE SIDE OF TRACKS. OUT OF SVC: 6/27/55. ACQUIRED BY NYCTA, RAZED: SUMMER: 1956
HOWARD HOUSE	ATLANTIC	(ALABAMA AVE., EAST NEW YORK) TRACKSIDE HOTEL WITH PLATFORM OUT FRONT. USED AS DEPOT: 1853 – 1884. SEE: "EAST NEW YORK" AND "MANHATTAN CROSSING."
HULSE TURNOUT	MAIN LINE	4 MILES EAST OF MANOR (1852 TIMETABLE)
HUMBOLDT STREET	EVERGREEN	OPENED: 5/15/1878 BETWEEN HUMBOLD AND GRAHAM STREETS. CLOSED: 9/28/1885.
HUNTER'S POINT	FLUSHING R.R. NY & FLUSHING FLUSHING & N. SIDE	APPEARS ON TIMETABLE OF 1863. EXPANDED FOR USE BY CRR OF LI: 1872. ACQUIRED BY LIRR FOR BRIGHTON BEACH SVC: 1878.
HUNTERSPOINT AVE. (L. I. CITY)	MAIN LINE	OPENED: AUG/1860, RENOVATED: 4/1878, BURNED: 12/1902 2 <sup>ND</sup> DEPOT OPENED: 4/26/1903 3 <sup>RD</sup> DEPOT OPENED: 10/18/14
HUNTINGTON STA.	PT. JEFFERSON	BUILT: 1868 (?), CLOSED: 1909 2 <sup>ND</sup> , RELOCATED DEPOT OPENED: 10/1909
HYDE PARK	MAIN LINE	1 <sup>ST</sup> DEPOT BUILT: c. 1837 WITH OPENING OF LIRR TO HICKSVILLE. RENAMED "NEW HYDE PARK." (SEE: "NEW HYDE PARK")

INTERSTATE PARK	MAIN LINE	PLATFORM OPENED: 3/20/1900, E. OF HEMPSTEAD TPKE., W. OF QUEENS. RENAMED "BELLAIRE" IN 1907.
INWOOD	FAR ROCK.	SHELTER SHED OPENED: 12/3/11, RAZED: 1956
ISLAND PARK	LONG BEACH	BUILT: 5/1923. AGENCY CLOSED: <u>?</u>
ISLAND TREES	CRR of LI (CENTRAL EXT.)	ORIGINAL DEPOT BUILT BY CRR OF LI: 18__ (?) NO DEPOT BUILDING ERECTED ( <i>Per Vincent F. Seyfried</i> ) DISCONTINUED AS STATION STOP: 18__ (?) 2 <sup>ND</sup> 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). CLOSED: 19 <u>?</u>
ISLIP	S. S. R. R. (MONTAUK)	S. SIDE R. R. DEPOT BUILT: 1868 2 <sup>ND</sup> DEPOT BUILT: 1881, RAZED: 1963 3 <sup>RD</sup> DEPOT OPENED: 12/1963. AGENCY CLOSED: <u>?</u> . REMODELED: 1997.
ISLIP CENTRE	S. S. R. R.	S. SIDE R. R. DEPOT. WEST OF ISLIP. PERHAPS USED TO SERVICE MEMBERS OF THE OLYMPIC BOAT CLUB. DROPPED FROM TIMETABLE OF 5/1870.
JAMAICA (BEAVER STREET)	S. S. R. R. (ATLANTIC) ("OLD SOUTHERN ROAD")	S. SIDE R. R. DEPOT OPENED: 10/28/1867. CLOSED: 12/25/1871 AND SOLD TO A RESIDENT. 2 <sup>ND</sup> DEPOT OPENED: 12/25/1871. AFTER LIRR ACQUIRED SSRR, STATION MOVED TO WEST SIDE OF THE LIRR'S JAMAICA STATION: 5/1877. BY THIRD WEEK OF JULY, 1877, ALL TRAINS RAN INTO THE

LIRR DEPOT AT JAMAICA AND THE SSRR'S FACILITIES ABANDONED. (*Vincent Seyfried data*).

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

JAMAICA  
("OLD JAMAICA")

MAIN LINE

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

2<sup>ND</sup> DEPOT: SSRR'S BEAVER ST. DEPOT MOVED TO WEST SIDE OF THE LIRR'S JAMAICA STATION: 5/1877. BY THIRD WEEK OF JULY, 1877, ALL TRAINS RAN INTO THE LIRR DEPOT AT JAMAICA AND THE SSRR'S FACILITIES ABANDONED. (*Vincent Seyfried data*).

SSRR DEPOT LOCATED ADJACENT TO AND IN USE CONCURRENTLY WITH ORIGINAL LIRR DEPOT FOR AN UNKNOWN PERIOD OF TIME, UNTIL ORIGINAL DEPOT WAS EITHER REBUILT INTO AN EXPRESS HOUSE OR WAS REPLACED BY ONE. TWO-STOREY GENERAL OFFICES BLDG ADDED ADJACENT TO DEPOT IN 1880 ALONG WITH INSTALLATION OF COVERED PLATFORMS. GENER-

		AL OFFICES NOT PLEASING TO LIRR PRES. AUSTIN CORBIN AND ORDERED TORN DOWN SHORTLY THEREAFTER. DEPOT RAZED: 1912-1913 WITH GRADE ELIMINATION AND STATION RELOCATION PROJECT.
JAMAICA	MAIN LINE	RELOCATED, ELEVATED STATION CONSTRUCTION BEGAN: 1910. OPENED: 3/9/1913.
JAMAICA RACETRACK	ATLANTIC	SEE: "LOCUST MANOR"
JAMESPORT	MAIN LINE	1ST DEPOT APPEARS ON TIMETABLE OF 6/14/1845. DEPOT REMOVED: AUG-SEPT/ 1869. 2 <sup>ND</sup> DEPOT WAS A PRIVATE SALOON PURCHASED FOR USE AS DEPOT: 7/1878. GREATLY REMODELED: 1944, AGENCY CLOSED: 1958, RAZED: 7/18/63. RELOCATED SHELTER SHED OPENED: 7/18/63. DISCONTINUED AS STATION STOP WITH PTT OF 2/4/85
JEKYL ISLAND	LONG BEACH	OPENED: 1901 AS "BARNUM ISLAND" NAME CHANGED: 1903. RENAMED "ISLAND PARK": 10/1921, CLOSED: 7/1922
JERUSALEM	MAIN LINE	STATION STOP LOCATED ONE MILE WEST OF BETHPAGE JCT. DOES NOT APPEAR ON LIRR TIMETABLES BETWEEN 1842 AND 1855, HOWEVER IT DOES APPEAR IN AN APRIL, 1854 LIRR ADVERTISEMENT IN THE "New York Times." POST OFFICE CHANGED NAME OF TOWN TO CENTRAL PARK IN 1867 AS IT WAS LOCATED MIDWAY BETWEEN HYDE PARK (LATER NEW HYDE PARK) AND DEER PARK. NAME OF STATION STOP VARIES AS FOLLOWS: MAP OF 1873 = JERUSALEM

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

TT OF 3/1879 = JERUSALEM.  
 ETT OF 9/1879 = JERUSALEM  
 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	MAIN LINE	OPENED: 9/8/1910 ON RE-ALIGNED MAIN LINE TRACKS SOUTH OF EX-MAPLE GROVE STATION SITE. RENAMED "KEW GARDENS": 1912.
KEW GARDENS	MAIN LINE	SEE "KEW". AGENCY CLOSED: 8/19/2009.
KINGS HIGHWAY	MANH'T'N BCH.	OPENED: 1883, RAZED: 1909 DUE TO GRADE ELIMINATION 2 <sup>ND</sup> DEPOT OPENED: 1909, CLOSED: 1924 WITH BRANCH ABANDONMENT
KINGS PARK (ST. JOHNSLAND)	PT. JEFFERSON	BUILT: NOV-DEC/1872 AS ST. JOHNSLAND. RENAMED "KINGS PARK": 6/1891 <i>(Per V. F. Seyfried)</i> . RAZED: 1948 2 <sup>ND</sup> DEPOT BUILT: 1948. REMODELED: <u>?</u> . AGENCY CLOSED: <u>?</u>
KINGS PARK STATE HOSPITAL	PT. JEFFERSON	FIRST APPEARS AS STATION STOP IN ETT EFFECTIVE: 1911. DISCONTINUED AS STATION STOP PER ETT #5, EFF: 5/1969.
KISSENA PARK	CRR OF LI (CREEDMOOR)	OPENED: 6/1873, CLOSED: 8/1876, RE-OPENED: 6/1877, ABAND-

		ONED: 4/30/1879, MOVED TO PRIVATE LOCATION, BURNED: 5/8/18
KOUWENHOVEN	BAY RIDGE	BUILT: 8/1877, CLOSED: 1924 WITH LINE ABANDONMENT. SHELTER SHED RAZED: 1935
LAKELAND	MAIN LINE	AT OCEAN AVENUE. SALT-BOX FARMHOUSE CONVERTED TO HOTEL AND USED AS DEPOT. APPEARS ON 1852 TIMETABLE. LOCATED 1,250' WEST OF EARLIER LAKE ROAD STATION. DISCONTINUED AND RAZED: 1883 WHEN STATION STOP MOVED EAST TO RONKONKOMA.
LAKE ROAD	MAIN LINE	OPENED AS "LAKE STATION" WITH ARRIVAL OF LIRR IN 1843. LOCATED 90' EAST OF POND ROAD. APPEARS AS "LAKE ROAD" ON 1848 TIMETABLE. STILL CALLED "LAKE STATION" ON 1857 MAP.
LAKE STATION	MAIN LINE	SEE: "LAKE ROAD"
LAKEVIEW	W. HEMPST'D	BUILT: 19 <u>?</u> , RAZED: 19 <u>?</u>
LAKE RONKONKOMA	MAIN LINE	SEE: "RONKONKOMA"
LANDIA	PT. JEFFERSON	LOW PLATFORMS IN SVC: 12/15/52 BOTH SIDES OF TRACK TO SERVICE EMPLOYEES OF CIRCLE WIRE (LATER CERRO WIRE). CLOSED: 10/3/73.
LANG'S CORNER	SAG HARBOR	IN SVC: 1906 ( <i>per "East Hampton Star" via Richard Makse</i> ) RENAMED "NOYACK ROAD" : 19 <u>?</u> (SEE: "NOYACK ROAD")
LAUREL	MAIN LINE	STATION STOP ORIGINALLY APPEARS AS "FRANKLINVILLE." RENAMED "LAUREL": 1890 BUT LISTED IN TIMETABLES AS FRANKLINVILLE

AS LATE AS ETT #3, EFF: 6/1897.  
STATION RENAMED "LAUREL": ?

DEPOT BUILT: 1901, RAZED: 1939.  
SHELTER SHED BUILT: 1939, RAZED:  
1967. LAST LISTED IN ETT #1,  
EFF: 5/22/66

LAUREL HILL	MONTAUK	NORTHEAST CORNER OF CROSSING OF CLIFTON AVE. (46 <sup>TH</sup> ST.) EAST OF PENNY BRIDGE STATION. ON 1891 MAP. ABANDONED: c. 1900 <i>(Per Bob Emery)</i> DOES NOT APPEAR ON TIMETAB- LES OF 1894, 1897 OR 1899, SO DID THIS STOP REALLY EXIST?????
LAURELTON	ATLANTIC	OPENED: 4/1907. EASTBOUND FACILITIES RELOCATED S. OF FORMER LOCATION: 11/26/41. RELOCATED NORTH AGAIN: 3/10/42 WITH CANCELLATION OF PROJECT. ALL FACILITIES AGAIN RELOCATED S. OF FORM- ER LOCATION: 11/16-18/48 DUE TO GRADE ELIMINATION PROJ- ECT. DEPOT RAZED: 1950. ELEVATED STRUCTURE OPENED WESTBOUND: 10/31/50, EAST- BOUND: 11/27/50. AGENCY CLOSED: ?
LAWRENCE	S. S. R. R. (MONTAUK)	S. SIDE R. R. BEGAN SVC: 7/1869. DEPOT BUILT: JUNE-JULY/1872 <i>(Per Vincent f. Seyfried's LIRR history. 3-year gap???)</i> MOVED TO PRIVATE LOCATION: 7/31/1906 2 <sup>ND</sup> DEPOT OPENED: 8/1906. AGENCY CLOSED: ?
LEFFERTS AVENUE	ATLANTIC	118 <sup>TH</sup> ST. APPEARS ON TIMETABLES OF 1867. LAST LISTED IN 6/1870.
LINDENHURST	S. S. R. R.	SSRR SVC BEGAN ON 10/28/1867 AS WELLWOOD. ORIGINAL 2- STOREY, WOODEN DEPOT WITH

FRONT VERANDAH-STYLE COVERED PLATFORM AND PORTE COCHERE AT REAR. BUILT ON SOUTH SIDE OF TRACKS AND EAST OF WELLWOOD AVE. RENAMED "BRESLAU": 1869.

2ND DEPOT PRIVATELY BUILT 25' NORTH OF ORIGINAL DEPOT SITE (ACROSS TRACKS ON NORTH SIDE OF TRACKS.) 2-STORY, WOODEN DEPOT HAD AGENT'S LIVING QUARTERS UPSTAIRS AND THE POST OFFICE AT STREET LEVEL. 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). ORIGINAL 1867 DEPOT REMAINED IN SERVICE ON ITS ORIGINAL SITE. STATION NAME CHANGED TO "LINDENHURST": 1891. TICKET BAY EXTENDED TO FULL WIDTH OF VERANDAH-STYLE PLATFORM. DEPOT DESTROYED BY FIRE ON 1/22/1901. TEMPORARY QUARTERS ESTABLISHED IN PEARSALL'S BARBER SHOP AND THE FREIGHT HOUSE FOR SEVERAL DAYS UNTIL A COMBINE CAR WAS PLACED ON SIDING SERVING AS TICKET OFF-

ICE AND WAITING ROOM.  
 3RD DEPOT BUILT ON SOUTH SIDE  
 OF TRACKS, SLIGHTLY EAST OF  
 THE FORMER DEPOT AND  
 PLACED IN SVC: 3/23/1901.  
 TICKET BAY WINDOW ENLARGED.  
 DEPOT MOVED FURTHER EAST  
 c. 1940 (*Bob Emery*) TO BE  
 JOINED WITH FREIGHT/ EX-  
 PRESS HOUSE. DEPOT REMOD-  
 ELED AND TICKET BAY WINDOW  
 REMOVED. DONATED TO THE  
 LINDENHURST HISTORICAL SOC-  
 IETY BY THE LIRR IN 1967, BUT  
 REMAINED IN USE UNTIL  
 10/25/1968 WHEN DEPOT WAS  
 CLOSED DUE TO GRADE ELIM-  
 INATION PROJECT AND MOVED  
 TO NEARBY IRMISCH PARK.  
 FREIGHT HOUSE SEPARATED  
 FROM DEPOT AND BOTH STRUCT-  
 URES RESTORED TO ORIGINAL,  
 TWO STRUCTURE, "AS BUILT"  
 CONDITION WITH ORIGINAL  
 SIZED BAY WINDOW BEGIN-  
 NING 1971. SITE IS A VILLAGE  
 OF LINDENHURST MUSEUM.  
 TEMPORARY STATION IN SVC:  
 10/25/68 ACCOUNT GRADE  
 CROSSING ELIMINATION PROJ-  
 ECT.  
 ELEVATED STRUCTURE IN SVC:  
 8/7/73. AGENCY CLOSED:  
 8/19/2009

LINWOOD STREET (BROOKLYN)	ATLANTIC R.T.	RAPID TRANSIT STOP PER TT, EFF. 6/24/1890
L.I.R.R. SHOPS	MONTAUK	SEE: "SHOPS"
LITTLE NECK	FLUSHING R.R. NY & FLUSHING FLUSHING & N. SIDE (PORT WASHINGTON)	APPEARS ON TIMETABLE OF 1866. DEPOT OPENED: JULY/1870 2 <sup>ND</sup> DEPOT OPENED: 12/1890. AGENCY CLOSED: 8/19/2009.

<p>LOCUST AVENUE ("RACETRACK")</p>	<p>S. S. R. R. (ATLANTIC)</p>	<p>S. SIDE R.R. SVC. BEGAN: 10/28/1867. DEPOT OPENED: 6/1869 (2-Year gap??) SVC. TO RACETRACK BEGAN: ?. LISTED WITH BOTH NAMES ON TIMETABLES. 2<sup>ND</sup>, WOODEN DEPOT BLDG. WITH LOW-LEVEL PLATFORMS IN SERVICE: 1898 (Per Robert Emery) WESTBOUND, COVERED, HIGH-LEV- EL WOODEN AND EASTBOUND, OPEN, LOW-LEVEL CINDER PLAT- FORMS, EAST OF DEPOT AND CROSSING TO ACCOMODATE JAMAICA RACETRACK IN SVC: 1906 SHELTER SHED ADJACENT TO AND NEARLY TOUCHING DEPOT BLDG ERECTED: 1927. STATION RE- NAMED "LOCUST MANOR": 1929.</p>
<p>LOCUST MANOR (JAMAICA RACETRACK)</p>	<p>ATLANTIC</p>	<p>FORMERLY "LOCUST AVENUE" OR "RACETRACK" STATION. RE- NAMED: 1929. HIGH-LEVEL, WOODEN, COVERED PLATFORM EXTENDED EAST- WARD TO ACCOMMODATE TWO, 10-CAR, RACE TRAINS: 1947. HIGH LEVEL PLATFORM AND REGULAR PASSENGER STATION OUT OF SVC: 1/28/59 WITH GRADE ELIMINATION PROJECT AND RAZED. ELEVATED STRUCTURE IN SVC: 1959. AGENCY CLOSED: ?</p>
<p>LOCUST VALLEY</p>	<p>OYSTER BAY</p>	<p>OPENED: 4/19/1869 2<sup>nd</sup> DEPOT OPENED: 11/1872, RE- MODELED: 1885, MOVED TO PRIVATE LOCATION: c. 1906 3<sup>RD</sup> DEPOT OPENED: 12/1906. AGENCY CLOSED: ?</p>
<p>LONG BEACH</p>	<p>LONG BEACH</p>	<p>BUILT: 1880, CLOSED: 1909 2<sup>ND</sup> DEPOT OPENED: 6/1909, RE- STORED: c. 1988</p>

LONG ISLAND CITY	MONTAUK	<p>OPENED: 5/9/1861, ENLARGED: 1870, 1875, 1878, 1879, APRIL/1881</p> <p>2<sup>ND</sup> DEPOT OPENED: 7/1891, BURNED: 12/18/1902, REBUILT AND REOPENED: 4/26/03.</p> <p>RAZED: 1938 DURING CONSTRUCTION OF MIDTOWN TUNNEL.</p> <p>3<sup>RD</sup> DEPOT (SHELTER SHED) OPENED: <u>?</u> STATION STOP IN LIMITED USE. NO AGENCY.</p>
LYNBROOK	S. S. R. R. (LONG BCH./MTK. BR.)	<p>S. SIDE R. R. SVC. BEGAN: 10/28/1867 AS "PEARSALL'S CORNER." DEPOT OPENED.</p> <p>2<sup>ND</sup> DEPOT BUILT: 1881. REMODELED: c. 1920. RAZED: 1938 WITH GRADE ELIMINATION.</p> <p>ELEVATED STRUCTURE, 1,113' WEST OF FORMER LOCATION, IN SVC: 10/18/38</p>
MALBA	WHITESTONE	BUILT: 1909, CLOSED: 1932 WITH BRANCH ABANDONMENT.
MALVERNE	WEST HEMPST'D	OPENED: 2/1913. AGENCY CLOSED: <u>?</u>
MANHASSET	PORT WASH.	<p>BUILT: 1899. PARTIALLY RAZED: LATE 1924. MAIN DEPOT PORTION MOVED ADJACENT TO TOWN HALL FOR USE AS BICYCLE SHOP.</p> <p>2<sup>ND</sup> DEPOT OPENED: 3/23/25. RESTORED: 2001</p>
MANHATTAN BEACH	MANH'T'N BCH.	OPENED: 11/1909, CLOSED: 1924 WITH BRANCH ABANDONMENT. USED AS PRIVATE BUSINESS AS LATE AS 1938
MANHATTAN CROSSING (NY & MANHATTAN BCH. R.R. CROSSING)	ATLANTIC & ATLANTIC R.T.	<p>EAST NEW YORK, BKLYN. ALSO USED AS RAPID TRANSIT STOP PER ETT #11, EFF. 11/4/1878.</p> <p>RENAMED "EAST NEW YORK":</p>

11/1905 WITH INAUGURATION OF FULL ELECTRIC SVC. FROM FLATBUSH AVENUE. (SEE: "EAST NEW YORK.")

MANOR	MAIN LINE	SEE: "MANORVILLE"
MANORVILLE	MAIN LINE	<p>APPEARS ON TIMETABLE OF 6/14/1845 AS "ST. GEORGE'S MANOR" AND LATER SHORTENED TO "MANOR." RAZED: 9/1869 (<i>Per local history, the first station agent, Seth Raynor, a patriot, painted out the "St. George's," leaving "Manor."</i>) THE TOWN NAME CHANGED TO MANORVILLE WITH OPENING OF THE POST OFFICE, BUT TIME-TABLES AND LIRR DOCUMENTS RETAINED THE NAME "MANOR" UNTIL c. 1907-1908. PHOTO OF DEPOT TAKEN IN 9/1906 SHOWS "MANOR" STATION SIGN ON SIDE OF BLDG. JUNCTION TO EAST-PORT WITH NEW BRANCH TERMINATING AT SAG HARBOR CONSTRUCTED: 1870.</p> <p>2<sup>ND</sup> DEPOT BUILT: 5/1871. RAZED: 6/41</p> <p>CONCRETE BLOCK SHELTER SHED BUILT: 1941. JUNCTION AND SPUR TRACK TO MONTAUK BRANCH CONNECTION AT EAST-PORT OUT OF SVC: 12/27/49. STRUCTURE RAZED: 1968. STILL LISTED AS STATION STOP IN ETT #1, EFF: 5/79. NO LONGER LISTED IN ETT #2, EFF. 5/12/80.</p>
MAPLE GROVE	MAIN LINE	<p>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</p>

(WHICH OPENED 9/8/1910) AND PERPENDICULAR TO TRACKS FOR USE AS REAL ESTATE OFFICE FOR DEVELOPERS OF KEW. RAZED A SHORT TIME LATER.

MASPETH	FLUSHING R.R. NY & FLUSHING FLUSHING & N. SIDE	OPENED: 1855. ABANDONED: 1858
MASPETH	MONTAUK	OPENED: 2/1895, CLOSED: 10/1903, REOPENED: ?, AND AGAIN CLOSED: 1924, BLDG. REMOVED: 1925. DISCONTINUED AS STATION STOP.
MASSAPEQUA	MONTAUK	2 <sup>ND</sup> , RELOCATED DEPOT BUILT: MAY- JUNE/1891, RAZED: 1/53 WITH GRADE ELIMINATION. TEMPORARY STATION RELOCATED WEST OF FORMER LOCATION IN SVC: 1/12/53. ELEVATED STRUCTURE IN SVC: 12/14-18/53
MASSAPEQUA PARK	MONTAUK	ORIGINALLY EASTBOUND AND WEST- BOUND PLATFORMS ONLY. IN SVC: 12/3/33 (G.O. 121-2) SHELTER SHED ON EACH PLAT- FORM ADDED: ? TRAILER INSTALLED AS TICKET OFC: ? TEMPORARY STATION ACCOUNT GRADE CROSSING ELIMINATION IN SVC: 12/21/77. OUT OF SVC: 12/13/80 AND RAZED. ELEVATED STRUCTURE IN SVC: 12/13/1980. AGENCY CLOSED: 8/19/2009
MASTIC	MONTAUK	BUILT: 1882 AS "FORGE", RENAMED: 1893. STATION STOP DISCONTIN- UED: 7/15/60. MOVED 7,010' WEST TO MASTIC-SHIRLEY. RAZED: 8/60

MASTIC-SHIRLEY	MONTAUK	IN SERVICE: 7/15/60. AGENCY CLOSED: <u>?</u>
MATAWOK	ROCK BCH.	PROBABLY BUILT 1908 WITH OPEN- ING OF GLENDALE CUT-OFF. LO- CATED AT FLEET ST. (FORMERLY WHITE POT RD) UNDER-GRADE CROSSING S. OF WHITEPOT JCT. LISTED ON ETT #58, EFF: 9/8/1910. NO INDICATION OF STATION BLDG. NO TRAINS INDI- CATED AS STOPPING THERE. DOES NOT APPEAR ON PUBLIC TIMETABLES AT ALL. LAST LIST- ED ON ETT #69, EFF. 5/25/13, MISSING FROM ETT EFF: 5/27/14.
MATAWOK	MAIN LINE	SHELTER SHED OPENED: 6/25/22 AT 66 <sup>TH</sup> AVE. / MP6 FOR SERVICE TO MATAWOK LAND CO. ETT #99 EFF. 10/9/23 INDICATES 3 TRAINS A DAY MAKING AN "F" STOP. LAST APPEARS WITH TRAIN SVC. IN ETT #101, EFF. 10/21/24. ETT #102, EFF. 5/21/25 LISTS STATION BUT INDICATES NO TRAIN SERVICE. STATION OUT OF SVC: 7/1925. NOT LISTED IN ETT #103, EFF. 10/21/25
MATTITUCK	MAIN LINE	1 <sup>ST</sup> DEPOT APPEARS ON TIMETABLE OF 6/14/1845. 2 <sup>ND</sup> DEPOT BUILT: 1878, REMODELED: 1944, AGENCY CLOSED: 1/59, RAZED: 7/67 3 <sup>RD</sup> DEPOT WITH HI-LEVEL PLAT- FORMS BUILT: 2000-01
MAYWOOD	CRR OF LI (CENTRAL EXT.)	DEPOT APPEARS ON LATE 19 <sup>TH</sup> CEN- TURY MAP AT THE PRESENT- DAY LOCATION OF THE BROAD HOLLOW ROAD (RT. 110) CROSS- ING HOWEVER TIMETABLES DO NOT LIST A STATION FOR PSGR. SERVICE. "MAYWOOD SIDING" IS INDICATED IN CR4 BOOKS

WHICH LIST SIDINGS AND WAS USED PROBABLY AS A TEAM TRACK. IT IS DOUBTFUL THAT A FREIGHT DEPOT WAS IN USE AS THE SIDING IS INDICATED IN THE CR4 AS BEING HANDLED BY THE AGENT AT FARMINGDALE. THE SIDING WAS GONE BY THE LATE 1920s AND THE GRADE CROSSING ELIMINATED.

MEADOWBROOK	CENTRAL EXT.	<p>1<sup>ST</sup> DEPOT BUILT: ?, CLOSED: 6/1917                  2<sup>ND</sup> DEPOT OPENED: 6/23/17,                  CLOSED: 1923                  3<sup>RD</sup> STATION OPENED: 1923 AS LOW,                  CINDER PLATFORM, CLOSED:                  c. 1939</p>
MEADOWBROOK- ROOSEVELT RACEWAY	CENTRAL EXT.	<p>LOW, CINDER PLATFORM OPENED:                  c. 1939 JUST WEST OF THE OLD                  MEADOWBROOK STATION SITE.                  IN USE FOR RACEWAY TRAINS.                  STOP DISCONTINUED: 1961</p>
MEDFORD	MAIN LINE	<p>1<sup>ST</sup> DEPOT OPENED: 6/26/1844                  WITH OPENING OF LIRR OUT TO                  TEMPORARY END-OF-TRACK AT                  CARMAN'S RIVER. BURNED:                  8/20/1863                  2<sup>ND</sup> (?) DEPOT BUILT: 1889 WITH                  ATTACHED AGENT'S QUARTERS.                  LOCATED ALONGSIDE OLD PATCH-                  OQUE/PORT JEFFERSON RD.                  MOVED SLIGHTLY EAST AND                  FURTHER SOUTH OF THE TRACKS                  TO MAKE ROOM FOR THE CON-                  STRUCTION OF THE NEWER, WID-                  ER STATE RT. 112: 1937. PSGR.                  &amp; FRT. STATION OUT OF SVC:                  6/7/40 RAZED: SUMMER/1940                  WITH RT. 112 GRADE CROSSING                  ELIMINATION.                  TEMPORARY PSGR &amp; FRT. STATION                  800' EAST OF FORMER LOCA-                  TION AND TEMP. MAIN TRACK N.                  OF FORMER LOCATION IN SVC:</p>

6/7/40. TEMP. MAIN TRACK,  
TEMP. PSGR & FRT STATION AND  
TEAM TRACK OUT OF SVC:  
9/9/40.

3<sup>RD</sup>, 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. AGENCY CLOSED: 1958.  
UPPER LEVEL OF STRUCTURE  
HEAVILY VANDALIZED AND  
RAZED: 1964. LOWER LEVEL HAD  
WINDOWS AND DOOR BLOCKED  
UP AND STRUCTURE FILLED WITH  
DIRT. METAL SHELTER SHED  
ERECTED ATOP LOWER STRUC-  
TURE.

4<sup>TH</sup>, ELEVATED DEPOT WITH HI-LEVEL  
PLATFORMS BUILT: 2000-01

MELVILLE	MAIN LINE	SEE: "PINELAWN"
MERILLON AVE.	MAIN LINE	BUILT: 1912. AGENCY CLOSED: PRE-1950. RAZED: 1958 2 <sup>ND</sup> DEPOT BUILT: 4/58. ONE-DAY AGENCY IN SVC: EARLY 1970s. AGENCY CLOSED: <u>?</u>
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. <i>(2-year gap??)</i> 2 <sup>ND</sup> DEPOT BUILT: 1885 3 <sup>RD</sup> DEPOT BUILT: 1902, RAZED: 6/69 WITH GRADE CROSSING ELIMINATION. TEMPORARY STATION ACCOUNT GRADE CROSSING ELIMINATION IN SVC: 12/4/70. OUT OF SVC: 6/28/75 AND RAZED.

		ELEVATED STRUCTURE IN SVC: 6/28/75.
METROPOLITAN AVE.	BUSHWICK	BUILT: ? CLOSED WITH END OF PSGR. SVC: 5/13/24 AND RE- MOVED
METS-WILLETS POINT	PORT WASH.	FORMERLY SHEA STADIUM STA- TION. RENAMED WITH CON- STRUCTION AND OPENING OF NEW "CITI FIELD" STADIUM. IN SERVICE: TIMETABLE EFFEC- TIVE 4/3/2009.
MILLER'S PLACE (MILLER PLACE)	WADING RIVER EXTENSION	BUILT: 1898, BURNED: 1902 2 <sup>ND</sup> DEPOT BUILT: 1902, AGENCY CLOSED c. 1928. DEPOT BURNED: (1928 per Vincent Sey- fried, 10/1934 per Bob Emery) THEREAFTER PLATFORM ONLY. LAST REVENUE TRAIN: 10/9/38. OUT OF SVC: 3/29/39 WITH BRANCH ABANDONMENT
MILL NECK	OYSTER BAY	ORIGINAL DEPOT OPENED: 11/1892 ON E. SIDE OF SHU SWAMP TO REPLACE DISCONTINUED BAY- VILLE STATION ½ MILE FURTHER WEST. (per 11/3/1892 edition of "Brooklyn Daily Eagle" and John Hammond, Town of Oyster Bay official historian). DEPOT BURNED: 4/3/11. 2 <sup>ND</sup> DEPOT OPENED: 1912. DEPOT BURNED: 1918. 3 <sup>RD</sup> DEPOT OPENED: 1919 SLIGHT- LY E. OF PREVIOUS DEPOTS. U.S. POST OFFICE BUILDING ADDED STRUCTURALLY TO EAST SIDE OF DEPOT BUILDING: 19 ?. AGENCY CLOSED: 1958. DISCON- TINUED AS STA. STOP: 3/16/98. STILL IN USE AS VILLAGE HALL AND U.S. POST OFFICE (2003).

MILLVILLE (MILLEVILLE)	MAIN LINE	SEE: "YAPHANK"
MINEOLA	MAIN LINE	1 <sup>ST</sup> DEPOT BUILT: c. 1837 AS "BRANCH" AND LATER "HEMP- STEAD BRANCH" WITH OPENING OF LIRR TO HICKSVILLE. RENO- VATED: JUNE/1872 2 <sup>ND</sup> DEPOT BUILT: MAY-JUNE/1883, RAZED: 1923 3 <sup>RD</sup> , RELOCATED DEPOT IN SVC: 9/22/23
MITCHELL FIELD (MITCHEL FIELD)	CENTRAL EXT.	WOODEN SHELTER SHED BUILT: ? DISCONTINUED AS STATION STOP: 5/15/53 WITH END OF PSGR. SERVICE ON BRANCH.
MONTAUK	MONTAUK	BUILT: 1895, REMODELED TO 2 <sup>ND</sup> STOREY: c. 1907, RAZED: 1927 2 <sup>ND</sup> DEPOT OPENED PERPENDIC- ULAR TO END OF TRACK: 6/1/27, CLOSED: 2/42 WITH TRANSFER OF RAILROAD PROPERTY TO U.S. NAVY. 3 <sup>RD</sup> DEPOT OPENED JUST SOUTH OF PRIOR LOCATION: SPRING /1942 YEAR-ROUND AGENCY CLOSED: 1/21/72. OPEN SUMMERS ONLY THEREAFTER. CLOSED PERMAN- ENTLY: 19 ? . IN USE AS STORE. 4 <sup>TH</sup> DEPOT WITH HI-LEVEL PLAT- FORMS OPENED: 2000-01.
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 RE- NAMED "MORRIS GROVE." LATER RENAMED "MORRIS PARK." CLOSED: 1886
MORRIS PARK	ATLANTIC	BUILT: 1886, OUT OF SVC: 11/1/39 AND RAZED WHEN TRACKS PUT UNDERGROUND: 1939-40

MORRIS PARK SHOPS	MONTAUK	SEE: "SHOPS"
MURRAY HILL	PORT WASH.	BUILT: 1889-90, RAZED: 10/1912 2 <sup>ND</sup> , ELEVATED DEPOT OPENED: 7/1914 (STATION BLDG. SPANNED DEPRESSED TRACKS) RAZED: 9/64
MYRTLE AVENUE	EVERGREEN	OPENED: 5/15/1878. CLOSED: MAY/1882
MYRTLE AVENUE	BAY RIDGE/ MAN. BEACH	OPENED: 1893. RAZED: 1914 AC- ACCOUNT GRADE CROSSING ELIM- INATION. 2 <sup>ND</sup> ELEVATED STATION (PLATFORM ONLY) IN SVC: 1914. DISCON- TINUED: 1924 WITH END OF PAS- SENGER SERVICE. REMNANTS STILL VISIBLE AS LATE AS 1982.
NAPEAGUE BEACH	MONTAUK	BUILT: 1895, SHELTER SHED OPENED 1924, RAZED: 12/5/27 AND DIS- CONTINUED AS STATION STOP.
NASSAU	OYSTER BAY	(SEE: "GLEN COVE")
NASSAU BLVD. (GARDEN CITY)	HEMPSTEAD	BUILT: 1907. AGENCY CLOSED: ? DEPOT REMODELED: 2005.
NAT'L RIFLE RANGE	CRR OF LI (CREEDMOOR)	SEE: "CREEDMOOR"
NECK ROAD	BAY RIDGE	OPENED: 1893, RAZED: 1909 WITH GRADE ELIMINATION 2 <sup>ND</sup> DEPOT OPENED: 1909, CLOSED: 1924 WITH BR. ABANDONMENT.
NEW BRIDGE ROAD	CENTRAL EXT.	STATION STOP EAST OF CENTRAL PARK STATION (AT STEWART AVE.) NO INDICATION OF DEPOT BLDG. CONSTRUCTED. ETT #13, EFF: 1879, INDICATES EAST- BOUND TRAIN #19 WILL MAKE STATION STOP ALTHOUGH STA- TION IS NOT INDICATED IN TIME- TABLE LISTING OF STOPS. DIS-

CONTINUED AS STOP: ?.

NEW BROOKLYN	ATLANTIC	EARLY STOP BETWEEN BEDFORD AND EAST NEW YORK. APPEARS ON 1852 TIMETABLE ONLY.
NEW HYDE PARK	MAIN LINE	1 <sup>ST</sup> DEPOT BUILT: c. 1837 AS "HYDE PARK" WITH OPENING OF LIRR TO HICKSVILLE. RENAMED "NEW HYDE PARK. 2 <sup>ND</sup> DEPOT BUILT: 1870, RAZED: SUMMER/1947 3 <sup>RD</sup> DEPOT BUILT: 1947, REMODELED: c. 1990s, RAZED: 2002-2003 4 <sup>TH</sup> DEPOT BUILT: 2002-2003. AGENCY CLOSED: 8/19/2009.
NEWSDAY	CENTRAL EXT.	OPENED: 6/49 TO SERVICE NEWS-DAY EMPLOYEES, CLOSED: 5/15/53 WITH END OF PSGR. SERVICE ON BRANCH.
NEWTOWN	NY & FLUSHING	APPEARS ON TIMETABLES OF 1863 AND 1866 AS "NEWTOWN"
NEWTOWN	PORT WASH.	SEE: "ELMHURST"
NEW YORK AVENUE (JAMAICA)	ATLANTIC R.T.	RAPID TRANSIT STOP PER TT, EFF. 6/24/1890. OUT OF SVC: <u>?</u> . GONE BY 1905.
NORTHPORT (NORTHPORT EAST PER 1901 TT) (NEW NORTHPORT)	PT. JEFFERSON	BUILT: MAY-JULY/1873, MOVED TO PRIVATE LOCATION: 1927. RAZED: 1959 2 <sup>ND</sup> DEPOT BUILT: 1927 **FREIGHT STATION MOVED HERE IN PIECES FROM CAMP UPTON WHEN LIRR ENDED OPERATIONS THERE AFTER 4/1922. AGENCY CLOSED: 8/19/2009.
NORWOOD	S.S.R.R. HEMPSTEAD	OPENED: <u>?</u> . DISCONTINUED AS STATION STOP: <u>?</u> .
NORWOOD AVENUE (BROOKLYN)	ATLANTIC R.T.	RAPID TRANSIT STOP PER TT, EFF. 6/24/1890. OUT OF SVC: ETT

OF 11/5/1905.

NOSTRAND AVE. (BROOKLYN)	ATLANTIC & ATLANTIC R.T.	1 <sup>st</sup> DEPOT BUILT: <u>18 ?</u> (BRICK BLDG.) ALSO USED AS RAPID TRANSIT STOP PER ETT #11, EFF. 11/4/1878. ELEV. TRACKS IN SVC: 11/21/1903 DEPOT AT STREET LEVEL IN USE. 2 <sup>ND</sup> DEPOT (AT TRACK LEVEL) IN SVC: 8/29/1905. AGENCY CLOSED: 8/19/2009.
NOYACK ROAD	SAG HARBOR	IN SVC: 1906 AS "LANG'S CORNER" <i>(Per "East Hampton Star" via Richard Makse)</i> RENAMED <u>19 ?</u> . SHELTER SHED BUILT: 1922. OUT OF SVC: 5/3/39 AND RAZED WITH BRANCH ABANDONMENT.
OAKDALE	S. S. R. R. (MONTAUK)	S. SIDE R. R. DEPOT BUILT: 1868. RAZED: 1890 2 <sup>ND</sup> DEPOT OPENED: 12/1890 FUND- ED BY THE VANDERBILTS DUE TO THE PROXIMITY OF THEIR ESTATE. DEPOT HAD PORTE COCHERE AT REAR. AGENCY CLOSED: <u>?</u>
OCEAN AVE. (MAN. BCH. JCT.)	BAY RIDGE	OPENED: 1877, CLOSED: 1924 WITH ABANDONMENT OF MAN. BCH. BR.
OCEAN POINT	S. S. R. R.	S. SIDE R. R. (SEE: "CEDAR- HURST")
OCEANSIDE	LONG BEACH	OPENED: 5/1/15, BURNED: c. 1958-59 2 <sup>ND</sup> DEPOT BUILT: 1959, RAZED: SUMMER/2002 3 <sup>RD</sup> DEPOT OPENED: 2/26/2003. AGENCY CLOSED: 8/19/2009.
OLD NORTHPORT	OLD NORTHPT.	BUILT: JAN-MAR/1868, ABANDONED: 10/17/1899
OYSTER BAY	OYSTER BAY	BUILT: 6/25/1889 WITH PORTE COCHERE AT REAR, EXTENSIVE- LY REMODELED: 1902, COVERED

		PLATFORMS REMOVED: 1941, CLOSED: c. 1988. UNDER RENO- VATION FOR RESTORATION TO 1902 REMODEL FOR MUSEUM HISTORICAL SITE (2003)
OZONE PARK	ROCK. BCH.	BUILT: 1884. WESTWARD STATION FACILITIES OUT OF SVC: 5/5/30 ACCOUNT GRADE CROSSING ELIM- INATION. TEMPORARY LOW LEVEL PLATFORM NORTH OF NEW TRACK 1 AND 800' EAST OF FORMER LOCATION IN SVC: 5/5/30. 2 <sup>ND</sup> , ELEVATED STATION IN SVC: 12/15/30. EASTWARD FACILITIES RELOCATED NORTH OF FORMER LOCATION. WESTWARD FACILITIES RELOCATED SOUTH OF FORMER LOCATION. ELEVATED STRUCTURE BUILT: 1930-31, CLOSED AND DISCON- TINUED AS STATION STOP: 6/8/62. BRANCH ABANDONED: 6/9/62. STILL STANDING: 2003
PARKSIDE	ROCK. BCH.	OPENED: 9/15/27 AS REPLACEMENT FOR GLENDALE STATION ON MTK. BR. CALLED "GLENDALE" ON G.O. #118 WHEN PLACED IN SVC. OUT OF SVC: 10/29/58. LOW PLAT- FORM IN SVC: 10/29/58. DISCON- TINUED AS STATION STOP: 6/8/62. BRANCH ABANDONED: 6/9/62
PARKVILLE	MANH'T'N BCH.	OPENED: 7/1877. CLOSED AFTER THE SUMMER OF 1897.
PATCHOGUE	S. S. R. R. (MONTAUK)	S. SIDE R. R. NEW TERMINAL IN SVC: 4/1869. 220' LONG 2-STALL TRAIN SHED / DEPOT OPENED: 8/1869. RAZED: 1888. 2 <sup>ND</sup> DEPOT OPENED: SUMMER/1888, RAZED: 5/16/63 3 <sup>RD</sup> DEPOT OPENED: 7/30/63, COVERED, HI-LEVEL PLATFORMS

ADDED: 1997

PEARSALL'S CORNER (PEARSALL'S)	S. S. R. R. (MONTAUK)	S. SIDE R. R. (SEE: "LYNBROOK")
PECONIC	MAIN LINE	1 <sup>ST</sup> DEPOT APPEARS ON TIMETABLE OF 5/1/1848 AS "HERMITAGE." RENAMED "PECONIC". 2 <sup>ND</sup> DEPOT BUILT: 8/1876, RAZED: 4/42 SHELTER SHED BUILT: 1942. RAZED: ?. LAST LISTED IN ETT #1, EFF: 5/22/66
PENNSYLVANIA STA.	NEW YORK CITY	JOINT TERMINAL OF THE PENNSYLVANIA AND LONG ISLAND RAILROADS. CONSTRUCTED OF MARBLE, STEEL AND GLASS, WITH VAULTED CEILINGS RESEMBLING THE ROMAN BATHS AT CARACALLA, ITALY. SPECIAL TRAIN FOR DIGNITARIES AND PRESS RUN TO ALL BRANCHES OF THE LIRR SYSTEM: 9/8/1910 UNDER SCHEDULE OF ETT #58: DEPOT OFFICIALLY OPENED: 9/11/1910. REGULAR PASSENGER SERVICE ADJUSTED PER ETT #59, EFF: 11/3/1910. CONCOURSE OPEN TO TRACKS AND PLATFORMS BELOW. GLASS BLOCKS IN FLOOR TO ALLOW LIGHT TO PLATFORMS AT TRACK LEVEL. RENOVATED: ? TO CLOSE THIS AREA AND PROVIDE MORE WAITING ROOM SPACE. UPPER STRUCTURE DEMOLISHED: 1964 AND REPLACED BY NEW MADISON SQUARE GARDEN AND OFFICE BLDG. COMPLEX. LOWER PORTION COMPLETELY RENOVATED: 1994.
PENNY BRIDGE	FLUSHING R.R. NY & FLUSHING FLUSHING & N. SIDE	OPENED: 1854. ABANDONED: 1869

PENNY BRIDGE	MONTAUK	SHELTER SHED BUILT: 1902 2 <sup>ND</sup> SHELTER SHED BUILT: 1921, CLOSED: 3/16/98 AND DISCON- TINUED AS STATION STOP: 3/16/98
PILGRIM STATE HOSPITAL	SPUR OFF MAIN LINE	STATION STOP FIRST LISTED IN ETT #1, EFF: 6/24/34. COVERED PLATFORM ONLY. DISCONTINUED AS STATION STOP: 5/21/78. STILL STANDING: 2005 BUT HEAVILY OVERGROWN.
PINEAIRE	MAIN LINE	BUILT: 1915, RAZED: 6/62, DIS- CONTINUED AS STATION STOP: 10/27/86
PINELAWN	MAIN LINE	1 <sup>ST</sup> DEPOT OPENED: c. 1895-1897 AS "MELVILLE" ON N.E. SIDE OF WELLWOOD AVENUE. LISTED ON TIMETABLES AS FLAG STOP. THEN AS "PINELAWN (MELVILLE)" IN TIMETABLE OF JUNE, 1898. LISTED AS "PINELAWN" IN TIME- TABLE OF 1899. 2 <sup>ND</sup> DEPOT BUILT: 1915, CLOSED: 1925 AND RELOCATED TO S.E. SIDE OF WELLWOOD AVENUE. OPENED AT NEW LOCATION: 1925. AGENCY CLOSED: 19 <u>?</u> . GREATLY REMODELED: 6/79 AND REOPEN- ED AS SHELTER ONLY.
PINELAWN CEMETERY MAIN LINE		OPENED: 8/30/1904 WITH FANCY TICKET OFFICE LOCATED IN THE MAIN LOBBY. IT WAS SAID THE OFFICE WAS NEVER PUT IN SVC. BUILDING REMAINED IN SERVICE FOR CEMETERY BUSINESS UNTIL IT WAS DESTROYED BY FIRE IN 4/1928. WALLS STILL STANDING IN 1960. ARCHED ENTRANCE STILL STANDING UNTIL ELECTRIFICA- TION PROJECT BEGAN IN 1985.

PINELAWN-MELVILLE	MAIN LINE	SEE: "PINELAWN"
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 TIME-TABLES.
PLANDOME	PORT WASH.	BUILT: 1909, BURNED: 1987 2 <sup>ND</sup> DEPOT BUILT: 1987. AGENCY CLOSED: ?
PLAYLAND	ROCK. BCH.	(SEE: "STEEPLECHASE") RENAMED "PLAYLAND": 5/15/33 ELEVATED STRUCTURE OPENED: 1942. OUT OF SVC: 10/3/55.
PORT JEFFERSON	PT. JEFFERSON	OPENED: 1/1873, BURNED: 2/1/1874 2 <sup>ND</sup> DEPOT BUILT: 6/1875, CLOSED: 1903 AND USED AS YARD BLDG, RAZED: 4/1963 3 <sup>RD</sup> DEPOT OPENED: 7/25/03, REMODELED: 1968. STATION FACILITIES TEMPORARILY OUT OF SVC: 4/18/88. TEMPORARY STATION FACILITIES 75' WEST OF MAIN ST. IN SVC: 4/25/88. MAIN BUILDING BACK IN SVC: ? RESTORED TO ORIGINAL ARCHITECTURE: 2000-01
PORT WASHINGTON	PORT WASH.	BUILT: 1898, REMODELED WITH BRICK FACING: 1930

POWER PLACE	S.S.R.R. (ATLANTIC)	SEE: "CEDAR MANOR"
PRAIRIE GRASS FURNITURE CO. WORKS	MONTAUK	EAST OF GLENDALE. LOW LEVEL PLATFORM FOR EMPLOYEES OF THE PLANT, PER 11/1904 ETT SPECIAL INSTRUCTIONS. FORM- ERLY "AMERICAN GRASS TWINE WORKS." BECAME "PRAIRIE GRASS WORKS" PER 5/1923 ETT SPECIAL INSTRUCTIONS.
PRAIRIE GRASS WORKS	MONTAUK	EAST OF GLENDALE. LOW LEVEL PLATFORM FOR EMPLOYEES OF THE PLANT, PER 5/1923 ETT SPECIAL INSTRUCTIONS. FORM- ERLY "AMERICAN GRASS TWINE WORKS," "PRAIRIE GRASS FURN- ITURE CO. WORKS." BECAME ATLAS, PER 9/1923 ETT SPEC- IAL INSTRUCTIONS.
PROMISED LAND	MONTAUK	PLATFORM ONLY OPENED: 1924, CLOSED: 12/31/28
QUEENS	MAIN LINE	SEE: "QUEENS VILLAGE"
QUEENS VILLAGE	MAIN LINE	OPENED: 10/1881 AS "QUEENS", MOVED TO PRIVATE LOCATION: 1924 WITH GRADE ELIMINATION. ELEVATED STRUCTURE OPENED: 9/20/1924 ( <i>per official dedication invitation</i> ) AS "QUEENS VILLAGE." AGENCY CLOSED: <u>?</u>
QUEENSWATER	LONG BEACH	OPENED: ?, CLOSED: 6/36
QUOGUE	MONTAUK	BUILT: 6/1875 2 <sup>ND</sup> DEPOT BUILT: 1882, MOVED TO PRIVATE LOCATION: 1905 3 <sup>RD</sup> DEPOT BUILT; 1905, AGENCY CLOSED: 1958, RAZED: 4/64 DISCONTINUED AS STATION STOP: 3/16/98

RACETRACK	S.S.R.R. (ATLANTIC)	SEE: "LOCUST AVENUE"
RAILROAD AVENUE	ATLANTIC	SEE: "AUTUMN AVENUE."
RALPH AVENUE (BROOKLYN)	ATLANTIC R.T.	RAPID TRANSIT STOP PER ETT #11, EFF. 11/4/1878
RAMBLERSVILLE	ROCK. BCH.	OPENED: ? AT 160 <sup>TH</sup> ST. CLOSED: 4/1913 WHEN STATION STOP RE- LOCATED NORTH 0.2 MILES. RE- NAMED "HOWARD BEACH": 4/1916. (SEE "HOWARD BEACH" FOR MORE DATA)
THE RAUNT	ROCK. BCH.	OPENED: 1900. OUT OF SVC: 5/23/50 WITH ABANDONMENT OF JAMAICA BAY TRESTLE AFTER FIRE OF 1950.
REGO PARK	MAIN LINE (FOR ROCK BCH)	OPENED: 5/1928. OUT OF SVC: 10/29/58. LOW PLATFORMS IN SVC: 10/29/58. DISCONTINUED AS STATION STOP: 6/8/62. BRANCH ABANDONED: 6/9/62.
REPUBLIC	MAIN LINE	OPENED: 12/9/40 AS PLATFORM ONLY, TO SERVICE EMPLOYEES OF REPUBLIC AVIATION. WOOD- EN SHELTER SHEDS ERECTED 12/1941. OUT OF SVC: 10/27/86 DUE TO RONKONKOMA ELECTRI- FICATION PROJECT AND MINIMAL RIDERSHIP. DISCONTINUED AS STATION STOP: 10/27/86.
RICHMOND HILL	S. S. R. R. (MONTAUK)	S. SIDE R. R. DEPOT BUILT: APR/MAY, 1869 AS "CLARENCEVILLE." USED AS CHAPEL ON SUNDAYS BEGIN- NING 7/25/1869. RENAMED "RICH- MOND HILL": OCT/NOV, 1871. RAZED DUE TO GRADE CROSSING ELIMINATION AT JAMAICA AVENUE: 1923-24 2 <sup>ND</sup> , ELEVATED DEPOT BUILT: 1923-24. IN SVC; 6/18/24. CLOSED: ?,

		DISCONTINUED AS STATION STOP: 3/16/98
RIDGEWOOD	S. S. R. R. (MONTAUK)	S. SIDE R. R. (SEE: "WANTAGH")
RIDGEWOOD	MONTAUK	OPENED: 6/2/1883, CLOSED: 1924
RIDGEWOOD	EVERGREEN	OPENED: 7/14/1878 AS DeKALB AVENUE. CHANGED TO RIDGEWOOD: 6/1882. CLOSED WITH END OF PSGR. SVC: 1894
RIVERHEAD	MAIN LINE	1 <sup>ST</sup> DEPOT APPEARS ON TIMETABLE OF 6/14/1845. MOVED FOR USE AS RAILROAD BUNKHOUSE: 3/1870 2 <sup>ND</sup> DEPOT OPENED: 3/1870 3 <sup>RD</sup> DEPOT OPENED: 6/2/10. AGENCY CLOSED: 11/13/72. HOUSED SIGNAL MAINTAINERS UNTIL DEPOT WAS RESTORED AND OWNERSHIP TRANSFERRED TO THE TOWN OF RIVERHEAD: c. 2001 4 <sup>TH</sup> DEPOT WITH HI-LEVEL PLATFORMS BUILT: 2000-01
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 JCT. (HILLSIDE)	MAIN LINE & ATLANTIC R.T.	BUILT: c. 1890. 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 (BEACH 116 <sup>TH</sup> ST.)	ROCK. BCH.	BUILT: APR-MAY/1882, RAZED: 1917 2 <sup>ND</sup> DEPOT BUILT: SPRING/1917, TRANSFERRED TO TA OWNERSHIP: 10/3/55
ROCKVILLE CENTRE	S. S. R. R. (MONTAUK)	S. SIDE R.R. DEPOT OPENED: 10/28/1867. REMODELED: 7/1881, MOVED TO PRIVATE

LOCATION: 1901, RAZED: 2004  
2<sup>ND</sup> DEPOT OPENED: 10/14/1901,  
RAZED: 3/49 WITH GRADE ELIM-  
INATION.

TEMPORARY STATION FACILITIES  
RELOCATED S. AND EAST OF  
FORMER LOCATION: 4/19-22/49  
ELEVATED STRUCTURE IN SVC:  
7/17-18/50

ROCKY POINT

WADING RIVER  
EXTENSION

BUILT: 1895. LARGE, COVERED PLAT-  
FORM SHEDS ADDED: 1928 TO  
HANDLE CROWDS THAT ARRIVED  
WHEN BUILDING LOTS WERE  
BEING SOLD CHEAPLY BY THE  
"NEW YORK DAILY MIRROR." AGEN-  
CY CLOSED: c. 1929. LAST REV-  
ENUE TRAIN: 10/9/38. OUT OF  
SVC: 3/29/39 WITH BRANCH  
ABANDONMENT. MOVED SLIGHT-  
LY EAST FOR USE AS PART OF  
THURBER LUMBER CO. STILL  
STANDING: 2006

RONKONKOMA  
(LAKE RONKONKOMA)

MAIN LINE

ORIGINAL LAKELAND DEPOT RAZED:  
1883  
2<sup>ND</sup>, RELOCATED DEPOT OPENED:  
1883, TO SERVICE BOTH COM-  
MUNITIES. BURNED: 1934  
3<sup>RD</sup>, TEMPORARY, RECTANGULAR  
ONE-STOREY BUILDING WITH  
GABLE ROOF IN SVC: 1934-1937.  
4<sup>TH</sup> DEPOT OPENED: 9/37, CLOSED  
WITH ELECTRIFICATION OF LINE:  
1987 AND USED FOR STORAGE.  
RAZED: 1994 WHEN PARKING LOT  
WAS REBUILT AND EXTENDED W.  
5<sup>TH</sup> DEPOT RELOCATED 300' EAST  
OF FORMER LOCATION WITH HI-  
LEVEL CENTER ISLAND PLAT-  
FORM AND TEMPORARY TICKET  
AGENCY IN SVC: 11/16/87.  
ADD'L OUTER PLATFORMS  
ADDED: 1993. MULTI-LEVEL  
PARKING GARAGE OPENED: 1996.  
PERMANENT TICKET OFFICE IN

		SERVICE: 1998.
ROOSEVELT RACEWAY	CENT. EXT.	SEE "MEADOWBROOK-ROOSEVELT RACEWAY"
ROOSEVELT ST.	S. S. R. R.	S. SIDE R. R. WESTERN TERMINUS. BUILT: c. 1868-69. ACCESSED EAST RIVER FERRY.
ROSEDALE	S. S. R. R. (ATLANTIC)	S. SIDE R. R. SVC. BEGAN: 10/28/1867 AS "FOSTER'S MEADOW." DEPOT BUILT: 7/1871 ( <i>4-year gap??</i> ) OUT OF SVC: 1889. MAY HAVE BEEN USED AS FREIGHT HOUSE FOR 2 <sup>ND</sup> DEPOT. RAZED: <u>?</u> 2 <sup>ND</sup> DEPOT BUILT: 1889. RENAMED "ROSEDALE": 1892. EASTBOUND FACILITIES RELOCATED S. OF FORMER LOCATION: 11/26/41. RELOCATED N. AGAIN: 3/10/42 WITH CANCELLATION OF PROJECT. ALL FACILITIES AGAIN RE-RELOCATED S. OF FORMER LOCATION: 11/16-18/48 DUE TO GRADE ELIMINATION PROJECT. DEPOT RAZED: 11/48. TEMPORARY FACILITIES IN SVC. SOUTH OF FORMER LOCATION: 11/16-18/48 ELEVATED STRUCTURE OPENED WESTBOUND: 10/31/50, EASTBOUND: 11/27/50. AGENCY CLOSED: 8/19/2009.
ROSLYN	OYSTER BAY	OPENED: 1/23/1865, REMODELED AND MOVED: SUMMER/1885 TO ACCOMMODATE A NEW FREIGHT STATION 2 <sup>ND</sup> DEPOT BUILT: JUNE-JULY/1887. DEPOT BUILDING MOVED TO W. SIDE OF LINCOLN AVE. (N. SIDE OF TRACKS) TO IMPROVE VISIBILITY OF ROADWAY TRAFFIC: 1988. AGENCY CLOSED: <u>?</u>

RUGBY	BAY RIDGE	BUILT: 1888 (AS FORD'S CORNERS), CLOSED: 1902 DUE TO GRADE ELIMINATION. 2 <sup>ND</sup> DEPOT (SHELTER SHED) BUILT: 6/12/1902, BURNED: 11/10/19, CLOSED: 1924 WITH LINE ABAND- ONMENT
SAG HARBOR	SAG HARBOR	OPENED: 1/1871, PERPENDICULAR TO END OF TRACK, MOVED: 2/1871, BURNED: 11/1873 2 <sup>ND</sup> DEPOT BUILT: 1873, MOVED TO S. SIDE OF TRACKS: 1902, UNDER RENOVATION 10/1908, WHEN MONEY FOR NEW DEPOT WAS DONATED. USED AS FREIGHT / STORAGE BLDG FOR 3 <sup>RD</sup> STATION. 3 <sup>RD</sup> DEPOT BUILT: 1910, AGENCY CLOSED: 1932. OUT OF SVC: 5/3/39 WITH BRANCH ABAND- ONMENT: 5/3/39. USED AS PRI- VATE BUSINESS, RAZED: 1966 **EXPRESS HOUSE BUILT: 1900. IN USE AS PRIVATE BUSINESS: 2003
SALISBURY PLAINS	CENTRAL EXT.	WOODEN SHELTER SHED BUILT: c. 1916. USED TO STORE LUMBER DURING CONSTRUCTION OF 2 <sup>ND</sup> DEPOT. RAZED: 1923 (?) 2 <sup>ND</sup> DEPOT OPENED: 12/10/23, CLOSED: c. 1940. TRACKS RE- MOVED: 1956. DEPOT PRIVATELY OWNED. RAZED: c. 1990s
SAYVILLE	S. S. R. R. (MONTAUK)	S. SIDE R. R. DEPOT BUILT: 1868. TERMINUS UNTIL 4/1869 WHEN LINE EXTENDED TO PATCHOGUE. RAZED: 1906 2 <sup>ND</sup> DEPOT OPENED: 8/3/1906, RENOVATED: c. 2001. AGENCY CLOSED: ?
SCHENECTADY AVE. (BROOKLYN)	ATLANTIC R.T.	RAPID TRANSIT STOP PER ETT #11, EFF. 11/4/1878
SEA CLIFF	OYSTER BAY	OPENED: 5/16/1867

		2 <sup>ND</sup> DEPOT OPENED: 5/1888. AGENCY CLOSED: ? PORTION OF EASTWARD STATION FACILITIES W. OF SEA CLIFF AVE. OUT OF SVC. AND REMOVED: 12/16/83.
SEAFORD	MONTAUK	OPENED: 5/26/1899, RAZED: 4/15/66 WITH GRADE CROSSING ELIMINATION. TEMPORARY STATION ACCOUNT GRADE CROSSING ELIMINATION IN SVC: 8/24/66. OUT OF SVC: 10/22/68 AND RAZED. ELEVATED STRUCTURE IN SVC: 10/22/68. TRACK LEVEL WAITING ROOMS, PLATFORMS REMOVED AND REPLACED: MAR./APR., 2008. AGENCY CLOSED: 8/19/2009.
SEASIDE (BEACH 103 <sup>RD</sup> ST.)	ROCK. BCH.	BUILT: 1880 AT BEACH 102 <sup>ND</sup> ST. 2 <sup>ND</sup> DEPOT BLDG. ACQUIRED AT BEACH 104 <sup>TH</sup> ST.: APR/1888, BURNED: 9/20/1892 3 <sup>RD</sup> DEPOT BUILT: 1892, BURNED: 8/29/1893 4 <sup>TH</sup> DEPOT BUILT: 1894, RENOVATED: APR-MAY/1899, RAZED: 1941 ELEVATED STRUCTURE OPENED: 1942. TRANSFERRED TO TA OWNERSHIP: 10/3/55
SETAUKET	PT. JEFFERSON	FREIGHT STATION BUILT: 2/1877 AND USED AS DEPOT. ACTUAL DEPOT BUILT: JAN-FEB/1883, AGENCY CLOSED: ? . RAZED: 10/3/60. 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 AGENCY. FLASHING YELLOW LIGHT MOUNTED ON SIG-

NAL MASTS TO INDICATED STOP TO BE MADE IN SVC: 3/21/88. OUT OF SERVICE: END OF BASEBALL SEASON: SEPTEMBER 29, 2008. SHEA STADIUM TORN DOWN AND REPLACED WITH NEW "CITI FIELD" STADIUM AND STATION STOP RENAMED "METS-WILLETS POINT."

SHEEPSHEAD BAY	MANH'T'N BCH.	OPENED: 1877 2 <sup>ND</sup> DEPOT BUILT: JULY-AUG/1884, RAZED: 1909 WITH GRADE ELIMINATION 3 <sup>RD</sup> DEPOT OPENED: 1909, CLOSED: 1924 WITH BRANCH ABANDONMENT
SHINNECOCK HILLS	MONTAUK	BUILT: APR-MAY/1887, CLOSED: 9/32, USED AS U.S. POST OFFICE. NOW PRIVATE RESIDENCE. STILL STANDING: 2003
SHINNECOCK HILLS: 2	MONTAUK	FORMER SITE OF "SOUTHAMPTON COLLEGE" STATION. 528' WEST OF MP86. SITE TEMPORARILY RE- USED AS STATION STOP FOR U. S. OPEN: 6/2004. LISTED ON SPECIAL TIMETABLES AS "SHINNE- COCK HILLS." TEMPORARY HIGH- LEVEL PLATFORM 2 CARS IN LENGTH ERECTED. ALTHOUGH PEDESTRIANS HAD TO WALK OVER THE TUCKAHOE RD. CROSSING, A PEDESTRIAN CROSS- OVER WAS INSTALLED OVER THE HIGHWAY. ALL STRUCTURES REMOVED AND STATION STOP DISCONTINUED AFTER THE GOLF TOURNAMENT ENDED.
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 APPROXIMATE- LY 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	<p>BUILT: 1895 AS "WARDENCLYFFE." ON WEST SIDE OF NORTH COUNTRY ROAD CROSSING.</p> <p>2<sup>ND</sup> DEPOT BUILT: 1902, ON EAST SIDE OF NORTH COUNTRY ROAD CROSSING, .2 MILES EAST OF FORMER LOCATION. RENAMED "SHOREHAM": 1906. AGENCY CLOSED: 1935. DEPOT CLOSED WITH LAST REVENUE TRAIN: 10/9/38. OUT OF SVC: 3/29/39 WITH BRANCH ABANDONMENT. <i>(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.)</i></p>
SMITHTOWN	PT. JEFFERSON	<p>BUILT: NOV-DEC/1872, CLOSED: 11/6/36, WITH GRADE CROSSING ELIMINATION OF ROUTES 25 AND 25A. MOVED TO PRIVATE LOCATION: EARLY IN 1937.</p> <p>2<sup>ND</sup>, ELEVATED DEPOT IN SVC: 2/18/37. REMODELED: 1987 WITH HI-LEVEL PLATFORM INSTALLATION. AGENCY CLOSED: <u>?</u></p>
SOUTHAMPTON	MONTAUK	<p>OPENED: 2/1871, RAZED: 1902</p> <p>2<sup>ND</sup> DEPOT BUILT: 1902. FULL-TIME AGENCY CLOSED: <u>?</u>. SUNDAY AGENCY ONLY: 2005.</p>
S'HAMPTON COLLEGE (S'HAMPTON CAMPUS- LIU)	MONTAUK	<p>OPENED: 5/24/76 AT OLD "GOLF GROUNDS" STATION SITE, 528' WEST OF MP86. DISCONTINUED AS STATION STOP AND REMOVED: 3/16/98. TEMPORARILY RE-USED AS STATION STOP FOR U. S. OPEN:</p>

6/2004. LISTED ON SPECIAL TIMETABLES AS "SHINNECOCK HILLS." TEMPORARY HIGH-LEVEL PLATFORM 2 CARS IN LENGTH ERECTED. ALTHOUGH PEDESTRIANS HAD TO WALK OVER THE TUCKAHOE RD. CROSSING, A PEDESTRIAN CROSSOVER WAS INSTALLED OVER THE HIGHWAY. ALL STRUCTURES REMOVED AND STATION STOP DISCONTINUED AFTER THE GOLF TOURNAMENT ENDED.

SOUTHOLD	MAIN LINE	1 <sup>ST</sup> DEPOT APPEARS ON TIMETABLE OF 6/14/1845. 2 <sup>ND</sup> DEPOT OPENED: 1/1870, AGENCY CLOSED: 1958, RAZED: 6/62 3 <sup>RD</sup> DEPOT WITH HI-LEVEL PLATFORMS BUILT: 2000-01
SOUTH 8 <sup>TH</sup> STREET	S. S. R. R.	S. SIDE R. R. DEPOT: WILLIAMSBURG, BROOKLYN. 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: <u>?</u> .
SO. FARMINGDALE	CENTRAL EXT.	STATION STOP IN SERVICE AND SHELTER SHED BUILT: 6/1936. RAZED AND DISCONTINUED AS STATION STOP: 1974
SOUTH GREENFIELD	MANH'T'N BCH.	OPENED: 1877, RAZED: 1909 DUE TO GRADE ELIMINATION. 2 <sup>ND</sup> DEPOT OPENED: 1909, CLOSED: 1924 WITH BRANCH ABANDON-

## MENT

SOUTH OYSTER BAY (MASSAPEQUA)	S. S. R. R. (MONTAUK)	S. SIDE R. R. SVC. BEGAN: 10/28/1867. DEPOT BUILT. DIS- CONTINUED AS STATION STOP AND ABANDONED: c. 1890
SOUTH SIDE R.R. CROSSING	EVERGREEN	OPENED: 5/15/1878 AT THE CROSS- SING OF THE BUSHWICK BRANCH. CLOSED: 5/25/1881. REOPENED: 6/1886 WHEN SERVICE STARTED OUT OF BUSHWICK TERMINAL AS A SUBSTITUTE FOR THE GREEN- POINT ABANDONMENT. CLOSED: AT END OF 1890 SEASON.
SOUTH SIDE R.R. CROSSING	S. S. R. R. (ATLANTIC)	S. SIDE R. R. DEPOT. APPEARS ON TIMETABLES OF 1867 AS "VAN WYCK AVENUE." RENAMED "SOUTH SIDE R. R. CROSSING": 10/1870. LAST LISTED: 11/1874. REAPPEARED ON TIMETABLES OF 7/1877 AS "BERLIN SWITCH." ( <i>One and the same as "BERLIN"(??) D.K.</i> )
SOUTH STREET (JAMAICA)	ATLANTIC	OPENED: 11/15/17, DISCONTINUED AS STATION STOP: 6/1922 AND RAZED
SPEONK	MONTAUK	BUILT: 2/1870, BURNED: 6/22/1901 2 <sup>ND</sup> DEPOT OPENED: 12/1901, AGENCY AND DEPOT CLOSED: 1958. IN USE AS SNACK BAR. STILL STANDING: 2003 3 <sup>RD</sup> , RELOCATED DEPOT WITH HI- LEVEL PLATFORMS BUILT: 2000-01
SPRINGFIELD	S. S. R. R. (ATLANTIC)	S. SIDE R. R. SVC. BEGAN: 10/28/67. DEPOT BUILT: AUGUST SEPT/1871 ( <i>4-year gap??</i> ). MOVED TO LAURELTON: 8/1876. RAZED: 1906.
SPRINGFIELD (SPRINGFIELD GDNS.)	MONTAUK (SPRINGFIELD)	BUILT: 1889 AS SPRINGFIELD. LIST- ED AS SPRINGFIELD GARDENS IN ETT OF 10/1927. RAZED: 1935

WITH GRADE ELIMINATION.  
 TEMPORARY STRUCTURE IN SVC:  
 5/1/35.  
 ELEV. STRUCTURE IN SVC: 7/24/36  
 DISCONTINUED AS STATION STOP:  
 10/30/79.

ST. ALBANS	MONTAUK (SPRINGFIELD)	OPENED: 7/1/1898, RAZED: 1935 WITH GRADE ELIMINATION ELEV. STRUCTURE IN SVC: 10/22- 10/23/35. AGENCY CLOSED: <u>?</u>
ST. JAMES	PT. JEFFERSON	OPENED: 10/1873, RESTORED: 1964, AGAIN RESTORED: 1997. AGENCY CLOSED: <u>?</u>
ST. GEORGE'S MANOR	MAIN LINE	SEE: "MANOR" AND "MANORVILLE"
ST. JOHNSLAND	PT. JEFFERSON	SEE "KINGS PARK"
STEEPLECHASE	ROCK. BCH.	OPENED: APR/1903, RENAMED "PLAYLAND": 5/15/33, RAZED: 1941 WITH GRADE ELIMINATION
STEWART AVE.	N.Y. BAY EXT	GARDEN CITY, NORTH OF HEMP- STEAD 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 STREAM AND MINEOLA AND BRANCH RENAMED "WEST HEMP- STEAD"
STEWART JCT.	MAIN LINE	SEE: "FLORAL PARK"
STEWART MANOR	HEMPSTEAD	BUILT: 1909. AGENCY CLOSED: <u>?</u> . REMODELED: 2006
STONY BROOK	PT. JEFFERSON	BUILT: 1873, GREATLY REMODELED: 1917. AGENCY CLOSED: <u>?</u>
STRAITON AVE. (ARVERNE)	FAR ROCK.	ELEVATED STRUCTURE OPENED: 4/10/42. TRANSFERRED TO TA OWNERSHIP: 10/3/55

SUFFOLK STA.	MAIN LINE	OPENED: 7/14/1842 AT ISLIP AVE., CLOSED: 1873 WHEN NEW STA- TION OPENED FURTHER EAST AT CENTRAL ISLIP.
SUFFOLK DOWNS	MONTAUK	BUILT: 1907, CLOSED: 1921. PUR- CHASED BY LIRR BLOCK OPR. JAMES V. OSBORNE AND MOVED TO PRIVATE LOCATION ON PEC- ONIC BAY: 2/6/23. DISCONTIN- UED AS STATION STOP: 1927.
SYOSSET	PT. JEFFERSON	BUILT: 1872 AT LOCKWOOD'S GROVE, FAR ROCKAWAY, MOVED: 9/1877, GREATLY REMODELED: 1944, RAZED: 1948 2 <sup>ND</sup> DEPOT BUILT: 1948
THOMPSON'S STA. (THOMPSONS)	MAIN LINE	PRIVATE HOME WHERE SAGTIKOS PKY NOW INTERSECTS THE LIRR. SERVED AS DEPOT, INN AND GEN- ERAL STORE: OPENED: 6/24/1842 WITH OPENING OF LIRR. CLOSED: 12/1869 AND STATION STOP RELO- CATED TO BRENTWOOD
TROY AVENUE. (BROOKLYN)	ATLANTIC R.T.	RAPID TRANSIT STOP PER TT, EFF. 6/24/1890
UNION COURSE	ATLANTIC	LISTED ON TT OF 3/1837. RAPID TRANSIT STATION OPENED: 4/28/1905, PLATFORMS WIDENED: 1911. OUT OF SVC: 11/1/39 AND RAZED WHEN TRACKS PUT UNDERGROUND: 1939-40
UNION HALL ST.	MAIN LINE	BUILT: 1913. BELOW GRADE. ACCESS TO PLATFORM VIA STAIRS FROM IRON BRIDGE.HIGH LEVEL PLATFORM OUT OF SVC: 11/16/29 ACCOUNT "JAMAICA IMPROVE- MENT EAST." TEMPORARY, LOW LEVEL PLAT- FORM NORTH OF TRACK 1, BE-

TWEEN 165<sup>TH</sup> ST. AND NEW YORK AVE. IN SVC: 11/16/29. OUT OF SVC: 12/8/29.  
TEMPORARY HIGH LEVEL PLATFORM SOUTH OF TRACK 1 IN SVC: 12/8/29.  
TEMPORARY EASTWARD HIGH LEVEL PLATFORM BETWEEN TRACKS 2 AND 3 OUT OF SVC: 6/21/30.  
TEMPORARY EASTWARD HIGH LEVEL PLATFORM S. OF TRACK 6 IN SVC: 6/21/30.  
PERMANENT EASTWARD HIGH LEVEL PLATFORM BETWEEN TRACKS 3 AND 5 IN SVC. AS WESTWARD AND EASTWARD PLATFORM: 6/21/30.  
TEMPORARY EASTWARD HIGH LEVEL PLATFORM OUT OF SVC: 2/26/31.  
PERMANENT WESTWARD HIGH LEVEL PLATFORM IN SVC: 2/26/31.  
AGENCY CLOSED: ?. DISCONTINUED AS STATION STOP: 1976.  
RAZED: c. 2001

UNITED NATIONS PORT WASH.  
(FLUSHING MEADOWS)

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

UNQUA MONTAUK

BETWEEN S. OYSTER BAY (LATER MASSAPEQUA) AND AMITYVILLE STATIONS, EITHER NEAR UNQUA ROAD OR NEAR UNQUA CREEK NEAR THE BROOKLYN WATER SUPPLY PUMPING STATION. LISTED AS STOP IN MAY 30, 1880 EMPLOYEE TIMETABLE AND AS FLAG STOP IN JUNE 19, 1880 EMPLOYEE TIMETABLE. AGAIN LISTED AS FLAG-STOP IN JULY 28, 1881 EMPLOYEE TIMETABLE (*Per Art Huneke*) NO LONGER LISTED ON WINTER/1881-1882 PUBLIC TIMETABLE. NAME APPEARS ON FREIGHT REPORT SHEETS: 1881 AND AS LATE AS MARCH, 1893. (*Also per Art Huneke*)

UPTON ROAD	MAIN LINE	<p>EAST OF YAPHANK AND 2 MILES W. OF UPTON JCT. OPENED 5/24/18 WHEN CAMP UPTON WAS IN USE. WHEN CAMP CLOSED: 1922, TWO STORIES OF DISPOSITIONS GIVEN:</p> <ol style="list-style-type: none"> <li>1. DEPOT CLOSED AND MOVED TO YAPHANK FOR USE AS AGENT'S RESIDENCE UNTIL 1948. <i>(per Bob Emery's map notes. DK)</i></li> <li>2. DEPOT PURCHASED BY LIRR CONDR. FRANK ERTHAL AND MOVED TO PRIVATE LOCATION FOR USE AS HIS CLUBHOUSE. <i>(per LIRR conductor Jeff Skinner at a testimonial to Frank Erthal at Mr. Erthal's retirement dinner.)</i></li> </ol>
UTICA AVENUE (BROOKLYN)	ATLANTIC R.T.	RAPID TRANSIT STOP PER TT, EFF. 6/24/1890
VALLEY STREAM	S. S. R. R. (MONTAUK)	<p>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.</p> <p>2<sup>nd</sup> DEPOT BUILT AT SAME LOCATION OR ORIGINAL DEPOT REMODELED: c. 1881 OUT OF SVC: 8/10/32 ACCOUNT GRADE CROSSING ELIMINATION PROJECT. RAZED: 1933.</p> <p>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</p> <p>3<sup>RD</sup>, ELEVATED, CENTER-ISLAND STRUCTURE NORTH OF FORMER LOCATION IN SVC: 6/27/33.</p>

		ELEVATED JCT. OF W. HEMPSTEAD BRANCH IN SVC: 9/10/33
VANDERBILT AVENUE (BROOKLYN)	ATLANTIC R.T.	RAPID TRANSIT STOP PER ETT #11, EFF. 11/4/1878
VANDERVEER PARK	BAY RIDGE	BUILT: 1878, RAZED: 1906 WITH GRADE ELIMINATION. 2 <sup>ND</sup> DEPOT BUILT: 1906, BECAME FREIGHT STATION WITH TER- MINATION OF PSGR SVC: 1924
VAN WICKLENS	ATLANTIC	EAST OF EAST NEW YORK. ALSO USED AS A RAPID TRANSIT STOP PER ETT #11, EFF. 11/4/1878
VAN WYCK AVENUE	S. S. R. R. (ATLANTIC)	SEE: "SOUTH SIDE R. R. CROSSING"
WADING RIVER	WADING RIVER EXTENSION	BUILT: 1895, REMODELED TO TWO STOREY: 1906. AGENCY CLOSED: c. 1933. STATION FACILITIES RE- LOCATED 1 MILE WEST OF FORM- ER LOCATION TO RANDALL ROAD: 1/18/38 (MILLER FAMILY RE- CLAIMED THEIR PROPERTY FROM RIVERHEAD TOWN LINE EAST TO END OF TRACK). WOODEN DEPOT RAZED SOMETIME AFTER AND LUMBER USED TO BUILD STORE NORTH OF STATION SITE. LAST REVENUE TRAIN: 10/9/38. RE- LOCATED STATION OUT OF SVC: 3/29/39 WITH BRANCH ABAND- ONMENT AND TRACK CUT-BACK.
WAINSCOTT	MONTAUK	BUILT: 1898 2 <sup>ND</sup> DEPOT BUILT: 1915 WITH ONLY SEGREGATED WAITING ROOM ON THE L.I.R.R. CLOSED AND DIS- CONTINUED AS STATION STOP: c.1936, MOVED TO PRIVATE SITE AS BEACH HOUSE. STILL STAND- ING: 2005
WAMPMISSICK	MAIN LINE	4 MILES EAST OF YAPHANK AND 2

MILES WEST OF MANOR. AP-  
PEARS ON 1852-53 TIMETABLE  
ONLY. ALSO USED AS A MEET-  
ING / PASSING LOCATION. AP-  
PEARS ON AN 1855 MAP. A SID-  
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	S. S. R. R. (MONTAUK)	S. SIDE R. R. SVC. BEGAN: 10/28/67. DEPOT BUILT: 1875 AS "RIDGEWOOD" (8-year gap??) RE- NAMED "WANTAGH": ? CLOSED AND MOVED: 1966 WITH GRADE CROSSING ELIMINATION, RE- STORED AS MUSEUM: 1969 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.
WARDENCLYFFE	WADING RIVER EXTENSION	BUILT: 1895. REPLACED BY NEWER BUILDING: 1902, .2 MILES EAST OF ORIGINAL LOCATION. RE- NAMED "SHOREHAM": 1906 (SEE: "SHOREHAM")
WARWICK ST. (BKLYN.)	ATLANTIC	ELEVATED STRUCTURE OPENED: 8/29/1905 WITH ELECTRIFICA- TION FROM FLATBUSH AVE. OUT OF SVC: 11/1/39 AND RAZED DURING ATLANTIC AVENUE IM- PROVEMENT PROJECT: 1939-40
WASHINGTON AVE. (BROOKLYN)	ATLANTIC RT	RAPID TRANSIT STOP PER ETT #11, EFF. 11/4/1878
WASHINGTON ST.	CENTRAL EXT.	GARDEN CITY. LOW PLATFORM IN SERVICE FOR LIRR'S SHUTTLE

SERVICE WITH BATTERY CARS.

WATER STATION	MAIN LINE	APPEARS ON 1857 MAP. STATION STOP INDICATED WEST OF LAKE STATION AND EAST OF NICOL'S ROAD ("FOOT'S CROSSING"). NO TIMETABLE EVIDENCE AS YET. ( <i>Info: Art Huneke</i> )
WATERMILL	MONTAUK	BUILT: AUG-SEPT/1875 2 <sup>ND</sup> DEPOT OPENED: 8/1903, AGENCY CLOSED: 1940s. LAST LISTED AS STATION STOP IN ETT #3, EFF: 6/24/56. STRUCTURE LEFT STANDING AND ABANDONED. COMPLETELY RENOVATED: 1968 FOR USE AS PRIVATE BUSINESS.
WAVECREST	FAR ROCK.	OPENED: 5/1928. WESTWARD STATION FACILITIES RELOCATED 800' EAST OF FORMER LOCATION: 8/5/40. EASTWARD STATION FACILITIES: 8/23/40. RAZED: 1941 WITH GRADE ELIMINATION. 2 <sup>ND</sup> AND ELEVATED STRUCTURE OPENED: 4/10/42. TRANSFERRED TO TA OWNERSHIP: 10/3/55
WAVERLY	MAIN LINE	OLD STORE SERVED AS ORIGINAL DEPOT UPON OPENING OF LINE IN 1843-44, RENAMED HOLTSVILLE: 1860 (SEE: "HOLTSVILLE")
WC-PASSING SIDING	MAIN LINE	FORMER UPTON JCT. EAST OF YAP-HANK STATION AND UPTON ROAD AND WEST OF WAMPMISSIC SIDING. APPEARS ON ETT #98 EFF. 5/23/1923 ( <i>per Richard Makse</i> )
WEEK'S STATION	OYSTER BAY	(SEE: "GREENVALE")
WELLWOOD	S. S. R. R. (MONTAUK)	(SEE: "LINDENHURST")

WESTBURY	MAIN LINE	1 <sup>ST</sup> DEPOT APPEARS ON TT OF 9/3/1838. 2 <sup>ND</sup> DEPOT BUILT: APR-JUNE/1883 3 <sup>RD</sup> DEPOT BUILT: 1914, GREATLY REMODELED: c. 1972. AGAIN GREATLY REMODELED: c. 2005
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 (HIGH BRIDGE)	MAIN LINE	SHELTER SHED OPENED: 6/28/16, WITH TICKET OFFICE AT STREET LEVEL. OUT OF SVC: 1/1/39. DISCONTINUED AS STATION STOP.
WEST DEER PARK	MAIN LINE	SEE: "WYANDANCH"
WEST FLUSHING	FLUSHING R.R. NY & FLUSHING FLUSHING & N. SIDE	OPENED: 1854. ABANDONED: ? AFTER ABANDONMENT, STATION NAME GIVEN TO "FASHION RACE COURSE" STATION.
WESTHAMPTON	MONTAUK	BUILT: FEB-MAR/1870, MOVED TO PRIVATE LOCATION. 2 <sup>ND</sup> DEPOT BUILT: 1905, BURNED: 1995, RENOVATED: ?. FULL-TIME AGENCY CLOSED: ? . SUN-DAY AGENCY ONLY: 2006
WEST HEMPSTEAD	W. HEMPST'D	OPENED: 1928, NORTH OF HEMPSTEAD AVE.(RAILROAD E.) AND S. OF TRACKS. MOVED SOUTH (RAILROAD W.) OF HEMPSTEAD AVE. AND N. OF TRACKS: 9/15/35. BURNED AND RAZED: 1959. 2 <sup>ND</sup> DEPOT BUILT: 1959. AGENCY CLOSED: ?
WESTWOOD	W. HEMPST'D	OPENED: 9/1929, INSIDES AND WALLS COMPLETELY GUTTED TO CREATE SHELTER SHED: 1955

WHEATLEY HILLS (NORTH ROSLYN)	OYSTER BAY	BUILT: 1898, CLOSED AND DISCONTINUED AS STATION STOP: 1924
WHITESTONE	FLUSHING R.R. NY & FLUSHING FLUSHING & N. SIDE (WHITESTONE)	TEMPORARY DEPOT BUILT: 10/1869 2 <sup>ND</sup> DEPOT OPENED: 1/30/1871, CLOSED: 2/15/32 WITH BRANCH ABANDONMENT.
WHITESTONE LDG.	WHITESTONE	BUILT: 8/9/1886, MOVED BACK FROM SHORELINE: 6/1892, CLOSED: 2/15/32 WITH BRANCH ABANDONMENT
WILLOW TREE	MAIN LINE	APPEARS ON TTs BETWEEN 10/1/1852 AND 4/20/1859. DISCONTINUED: ?
WINFIELD	NY & FLUSHING FLUSHING & N. SIDE (PORT WASHINGTON)	FLUSHING & N. SIDE DEPOT BUILT: JULY/1854, MOVED TO WINFIELD JCT: 8/1876 2 <sup>ND</sup> DEPOT BUILT: ?, RAZED: 1915 3 <sup>RD</sup> DEPOT BUILT: 1915, DISCONTINUED AS STATION STOP AND RAZED: 1929
WOODBURY	PT. JEFFERSON	SEE: "COLD SPRING HARBOR"
WOODHAVEN	ATLANTIC	OPENED: 4/28/1905 WITH ELECTRICIFICATION FROM FLATBUSH AVE. WAS ALSO ONE OF THE LIRR'S RAPID TRANSIT STOPS. PLATFORMS WIDENED: 1911. OUT OF SVC: 11/1/39 AND RAZED WHEN TRACKS PUT BENEATH ATLANTIC AVE.: 1939-40
WOODHAVEN JCT.	ATLANTIC	OPENED: 7/1895. WAS ALSO ONE OF THE LIRR'S RAPID TRANSIT STOPS. RAZED WHEN TRACKS PLACED BENEATH ATLANTIC AVE. WITH ATLANTIC AVE. IMPROVEMENT PROJECT OF 1939-40 2 <sup>ND</sup> DEPOT, LOCATED UNDERGROUND, OPENED: c. 1939-40. RENAMED "WOODHAVEN" TO RE-

PLACE THE RAPID TRANSIT STOP ORIGINALLY LOCATED FURTHER WEST AND WHICH WAS REMOVED BY THE ATLANTIC AVE. IMPROVEMENT PROJECT. THE "JUNCTION" PORTION OF THE STATION NAME WAS ELIMINATED AT THIS TIME ALTHOUGH THE JUNCTION REMAINED IN SERVICE. THE ACTUAL JUNCTION WAS TAKEN OUT OF SERVICE: 6/8/62 AND THE ROCKAWAY BEACH BRANCH ABANDONED: 6/9/62. DISCONTINUED AS STATION STOP: 1/10/77.

WOODHAVEN JCT.	ROCK BCH.	<p>ELEVATED STATION CROSSING OVER ATLANTIC BRANCH WHICH RAN AT GRADE ALONG ATLANTIC AVE. OPENED: ?.          RAZED: c. 1940-41.          2<sup>ND</sup> ELEVATED STATION OVER ATLANTIC AVE. OPENED: c. 1941. DISCONTINUED AS STATION STOP: 6/8/62. BRANCH ABANDONED: 6/9/62. STRUCTURE AND COVERED PLATFORMS STILL STANDING: 2003.</p>
WOODMERE	S. S. R. R. (FAR ROCK.)	<p>S. SIDE R. R. SVC. BEGAN: 7/1869. ON TIMETABLE AS "WOODSBURGH"          2<sup>ND</sup> DEPOT BUILT: 1902 WITH PORTE COCHERE AT REAR. PORTE COCHERE REMOVED BY 1939. EAVES IN FRONT OF DEPOT CUT BACK AND COVERED PLATFORMS REMOVED WITH INSTALLATION OF HI-LEVEL PLATFORMS: c. 1968. AGENCY CLOSED: 8/19/2009.</p>
WOODSBURGH	S. S. R. R. (FAR ROCK.)	(SEE: "WOODMERE")
WOODSIDE	MAIN LINE	FLUSHING & N. SIDE DEPOT OPENED: 11/15/1869, CLOSED: 1914 DUE

		TO GRADE ELIMINATION, RAZED: 11/17/15 ELEVATED STRUCTURE OPENED FURTHER EAST: 10/17/15
WORLD'S FAIR	PORT WASH.	TEMPORARY STATION IN SERVICE PER ETT #9, EFF. 6/19/38 DUR- ING CONSTRUCTION OF MAIN STATION AND FAIR COMPLEX. 2 <sup>ND</sup> STATION IN SVC: 1939-40, RAZED AFTER FAIR CLOSED IN OCT, 1940. 3 <sup>RD</sup> STATION IN SVC: 1/11/61. AFTER FAIR CLOSED, STATION RENAMED "SHEA STADIUM": 4/15/66
WRECK LEAD	LONG BEACH	LOW CINDER PLATFORM ON N.E. SIDE OF REYNOLDS CHANNEL. OPENED: ?, CLOSED: 12/31/27
WYANDANCH	MAIN LINE	BUILT: 5/1875 AS "WEST DEER PARK", RAZED: 2/58 2 <sup>ND</sup> , RELOCATED DEPOT OPENED: 6/58 3 <sup>RD</sup> , RELOCATED DEPOT BUILT: 1987 ON SITE OF 1 <sup>ST</sup> DEPOT. AGENCY CLOSED.
WYCKOFF'S LANE	ATLANTIC BR.	EAST OF PENNSYLVANIA AVE, EAST NEW YORK. ON TT OF 6/1837. DISCONTINUED AS STOP: ?__
YAPHANK	MAIN LINE	1 <sup>ST</sup> DEPOT APPEARS ON TIMETABLE OF 6/14/1845 AS "MILLEVILLE" PROBABLY REPLACING THE TEMPORARY CARMAN'S RIVER/ FIRE PLACE STATION OPENED AT OR NEAR THE SITE IN JUNE, 1844 WITH TEMPORARY END OF TRACK. RENAMED "YAPHANK": 1846. 2 <sup>ND</sup> DEPOT BUILT: 1875. AGENCY CLOSED: 1958, RAZED: 1961 3 <sup>RD</sup> DEPOT BUILT WITH HI-LEVEL PLATFORMS: 2000-01

YOUNGSPORT	S.S.R.R. (MONTAUK)	ORIGINAL NAME FOR GREAT RIVER. S. SIDE RAILROAD FREIGHT STATION ONLY UNTIL 1897 WHEN PSGR. DEPOT BUILDING CON- STRUCTED AND OPENED AS “GREAT RIVER.” APPEARS AS “YOUNGSPORT” ON LIRR FREIGHT REPORT FORM OF 1893 BUT DOES NOT APPEAR ON ANY TIME- TABLES (PUBLIC OR EMPLOYEE) OF THAT ERA.
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**GENERAL ORDER No. 90 } RECEIVER’S OFFICE**  
**LONG ISLAND CITY - OCT. 15<sup>TH</sup> 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 of the LIRR. D. Keller info.)*

**GENERAL ORDER #60, EFFECTIVE 5/24/09:**

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 #117-6C, EFFECTIVE 1/21/33:**

STEAM LOCOMOTIVES ARE RESTRICTED FROM USING WYE AT WADING RIVER.

**GENERAL ORDER #401BC, EFFECTIVE 9/15/35:**

BRANCH BETWEEN WEST HEMPSTEAD STATION AND “MT” (MINEOLA) REDESIGNATED SIDING.

**GENERAL ORDER #811C, EFFECTIVE 1/18/38:**

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

**GENERAL ORDER #1006C, EFFECTIVE 3/29/39:**

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 10/9/38. 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 5/3/39:**

SAG HARBOR BRANCH OUT OF SERVICE: 5/3/39

**GENERAL NOTICE #7-5, EFFECTIVE 8/19/60:**

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 10/1/73:**

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 #104 (ETT #1) EFFECTIVE 3/8/10:**

FLATBUSH AVENUE TERMINAL RENAMED ATLANTIC TERMINAL.