### LONG ISLAND RAIL ROAD
Alphabetical Station Listing and History

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

ETT = Employee Timetable  
TT or PTT = Public Timetable  
G.O.= General Order  
G.N.= General Notice  
C.R.4 = Car Record book (indicating stations, siding capacities and shippers)

<table>
<thead>
<tr>
<th>STATION:</th>
<th>BRANCH:</th>
<th>DATA:</th>
</tr>
</thead>
<tbody>
<tr>
<td>ADAMSVILLE</td>
<td>ATLANTIC</td>
<td>OPENED: 6/1872 WEST OF ELDERT'S LANE. CLOSED: 1876</td>
</tr>
<tr>
<td>ALBANY AVENUE</td>
<td>ATLANTIC RT</td>
<td>RAPID TRANSIT STOP PER ETT #11, EFF. 11/4/1878</td>
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(BROOKLYN)
ALBERTSON (ALBERTSONS) OYSTER BAY

BUILT: 1913, NO AGENCY AS OF 01/01/1924. RAZED: 1954
SHELTER SHED BUILT: c. 1954
AGENCY ESTABLISHED AND TICKET OFFICE ADDED TO ONE END OF SHELTER SHED: ___? MONDAY-ONLY AGENCY INDICATED IN "LONG ISLAND RAIL ROAD TICKET OFFICE HOURS" LISTING OF 9/18/67. 1ST OF THE MONTH ADDED TO AGENCY HOURS. AGENCY CLOSED: _?_. REPLACED WITH NEW SHELTER SHED: 19?

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

AMAGANSETT MONTAUK

BUILT: 1895, BURNED: 8/15/10

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

**FREIGHT STATION BUILT: 1895 STILL STANDING: 2003

AMERICAN GRASS TWINE WORKS MONTAUK

EAST OF GLENADE. APPEARS IN 1903 CR-4 BOOK AND 5/1904 ETT SPECIAL INSTRUCTIONS.
LOW LEVEL PLATFORM ONLY FOR EMPLOYEES OF THE PLANT. BECAME PRAIRIE GRASS FURNITURE CO. WORKS IN 11/1904 ETT SPECIAL INSTRUCTIONS (SEE: "PRAIRIE GRASS FURNITURE CO. WORKS")


2ND TEMPORARY STA. BUILDING ACCOUNT GRADE CROSSING ELIMINATION IN SVC: 10/25/68. OUT OF SVC: 8/7/73 AND RAZED.

ELEVATED STRUCTURE IN SVC: 8/7/73. AGENCY SCHEDULED TO CLOSE (?).

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

AQUEDUCT ROCK. BCH

PER G.O. #1221C, WESTWARD STATION FACILITIES RELOCATED TO ELEVATION NORTH OF FORMER LOCATION AND CONVERTED FROM ISLAND LOW LEVEL PLATFORM TO OUTSIDE HIGH LEVEL PLATFORM IN SVC: 5/20/40.

PER SAME G.O. EASTWARD STATION FACILITIES RELOCATED TO TEMPORARY LOCATION ON ELEVATION NORTH OF FORMER LOCATION AND CONVERTED FROM ISLAND TO OUTSIDE PLATFORM IN SVC: 5/21/40

PER G. O. #1402B, 1403C, EASTWARD STATION FACILITIES RELOCATED 26' SOUTH OF FORMER LOCATION AND CONVERTED FROM LOW LEVEL TO HIGH LEVEL IN SVC: 9/24/40. NEW STATION EXTENDED FROM N. CONDUIT BLVD. NORTH (RAILROAD WEST) ALL THE WAY TO THE RACETRACK, CONSOLIDATING BOTH FORMER LOCATIONS. AGENCY CLOSED BY 01/01/55. OUT OF SVC: 10/3/55 PER G.O. #216.

ARVERNE FAR ROCK.
(BASTON AVE.)
BUILT: 1888 AT GASTON AVE.
(BEACH 66TH ST.) WITH DEVELOP-
MENT OF THE AREA BY REMINGTON VERNAM ("R. VERN")
GASTON AVE. DEPOT REBUILT 1911-12 ON NEW SITE BETWEEN BEACH 67TH AND BEACH 69TH STREETS. IN SVC: MAY/ 1912. AGENCY OPEN AS OF 01/01/1924. RAZED 1940-41 DURING GRADE ELIMINATION PROJECT.
ELEVATED STRUCTURE OPENED: 4/10/42. AGENCY CLOSED WITH TRANSFER TO TA OWNERSHIP: 10/3/55

<table>
<thead>
<tr>
<th>ARVERNE</th>
<th>FAR ROCK.</th>
<th>IN SERVICE: 6/27/1892 AT BEACH 60TH ST. AS A RESULT OF QUARREL BETWEEN DEVELOPER AND R.R (SEE &quot;ARVERNE, GASTON AVE.&quot; ABOVE) RAZED 1940-41 DURING GRADE ELIMINATION PROJECT. ELEVATED STRUCTURE OPENED: 4/10/42. AGENCY CLOSED AS OF 06/46. TRANSFERRED TO TA OWNERSHIP: 10/3/55</th>
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<tbody>
<tr>
<td>ATLANTIC AVENUE</td>
<td>LONG BEACH</td>
<td>OPENED: 1898 AS A SIGNAL STATION. CLOSED AT SAME TIME AS OLD EAST ROCKAWAY STATION: 12/11/51. NEW STATION COMBINING BOTH STOPS RELOCATED FURTHER SOUTH ACROSS MILL RIVER AND RENAMED &quot;EAST ROCKAWAY.” (SEE: “EAST ROCKAWAY”)</td>
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<tr>
<td>ATLANTIC PARK</td>
<td>S.S.R.R. ROCK. BCH.</td>
<td>OPENED: 5/1875 (SOUTHERN DIVISION) (IN 07/15/1878 BOOK OF RULES). POSSIBLY LOCATED AT A POINT MID-</td>
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WAY BETWEEN FAR ROCKAWAY AND EDGEMERE STATIONS (Vincent Seyfried data)


ATLANTICVILLE  SAG HARBOR  BUILT JUNE/JULY, 1875 AT LEWIS ROAD (per Vincent Seyfried). STATION APPEARS IN THE SEPTEMBER TIMETABLE. STATION INDICATED AS TELEGRAPH OFFICE AND POST OFFICE. STATION STOP APPEARS IN AVAILABLE PUBLIC TIMETABLES THRU 1881. AN 03/18/1882 ARTICLE IN "THE SIGNAL," A BABYLON WEEKLY THAT PUBLISHED A SATURDAY COLUMN CALLED "GOSSIP ON THE RAILS," STATED THE LIRR IS TO ABANDON THE STATION ALONG WITH THAT OF WATER MILLS DUE TO INSUFFICIENT BUSINESS. STATION NOT LISTED IN TIMETABLE OF 1883. POST OFFICE RENAMED "EAST QUOGUE" IN APRIL, 1891 (per Art Huneke)

ATLAS  MONTAUK  EAST OF GLENALE. LOW LEVEL PLATFORM FOR EMPLOYEES OF THE PLANT PER 9/1923 ETT SPECIAL INSTRUCTIONS (SEE: "AMERICAN GRASS TWINE WORKS," "PRAIRIE GRASS FURNITURE CO. WORKS," "PRAIRIE GRASS WORKS") BECAME "DRY HARBOR ROAD" IN 10/1926 ETT SPECIAL INSTRUCTIONS.

AUBURNDALE  PORT WASH.  BUILT: 5/1901, CLOSED: 1929 ACCOUNT GRADE CROSSING ELIMINATION, SOLD AND MOVED TO PRIVATE LOCATION FOR USE AS A
CHURCH: 1930. (CHURCH CLOSED: 1973.)
TEMPORARY TRACKS RELOCATED ON SHOO-FLY 42’ NORTH OF ORIGINAL LOCATION: 6/18/29 DUE TO GRADE CROSSING ELMINITATION.
HIGH LEVEL PLATFORM IN SVC:
12/5/29 AND WESTBOUND STATION FACILITIES RELOCATED ON ELEVATION 42’ SOUTH OF FORMER LOCATION AND CONVERTED FROM OUTSIDE LOW LEVEL PLATFORM TO ISLAND HIGH LEVEL PLATFORM.
AGENCY STILL LISTED IN "L.I.R.R. TICKET OFFICES OPEN FOR SALE OF TICKETS" OF 9/12/55. AGENCY CLOSED: ?

AUTUMN AVE. AT ATLANTIC

AVIATION FIELD NO. 2 AT CENTRAL EAST SIDE OF THE FORMER CAMP BLACK (CAMP MILLS), EAST OF GARDEN CITY, DURING WWI. RENAMED "MITCHEL FIELD" 7/16/1918. NAME CHANGE OFFICIALLY APPROVED: APRIL/1919.)


BABYLON AT MAIN LINE MAY HAVE BEEN AT OR NEAR THE LATTER-DAY SITE OF WYANDANCHE STATION OR POSSIBLY AT EAST NECK ROAD. (per Art Huneke) ON TT OF 12/27/1841. DROPPED FROM TT WITH OPENING OF
DEER PARK STATION IN 1842.

BABYLON
S. S. R. R.
(MONTAUK)
S. SIDE R.R. BEGAN SVC: 10/28/67
DEPOT OPENED.
COVERED STATION PLATFORM ADDED TO W. SIDE OF EXP HSE SOME-TIME AFTER 1907 (photographic evidence).
STRUCTURE WAS RAZED ALONG WITH THE 1881 DEPOT IN 1963 WITH GRADE CROSSING ELIMINATION PROJECT.
TEMPORARY STATION FACILITIES RELOCATED TO SHOE-FLY SOUTH OF FORMER LOCATION PER G.O. #931, EFF: 04/06/63.
3RD AND ELEVATED DEPOT AND TRACKS RELOCATED ON ELEVATION ACCOUNT COMPLETION OF GRADE CROSSING ELIMINATION PROJECT PER G.O. #1112, EFF: 09/09/64. TEMPORARY DEPOT RAZED.

BAITING HOLLOW
MAIN LINE
SEE: "CALVERTON"

BALDWIN
S. S. R. R.
(MONTAUK)
2ND DEPOT OPENED: 12/28/1917. RAZED WITH GRADE ELIMINATION SHORTLY AFTER 3RD AND ELEVATED STRUCTURE OPENED. (photo provenance)
TEMPORARY STATION FACILITIES AND TRACK RELOCATED TO SHOE-FLY 60' S. OF FORMER LOCATION ACCOUNT.
GRADE CROSSING ELIMINATION PROJECT PER G.O. #306 EFF: 08/14/56.
THE TEMPORARY TRACKS RAN THROUGH THE PARKING LOT AT THE REAR OF THE OLD DEPOT WHILE THE OLD DEPOT REMAINED IN SVC.
3RD AND ELEVATED DEPOT AND TRACKS RELOCATED 60' NORTH OF TEMPORARY LOCATION. CONVERTED FROM SIDE PLATFORMS TO ISLAND PLATFORM AND PLACED IN SERVICE ON 10/2/57 PER G.O. #407

Baldwins  Montauk  (SEE: "Baldwin")
Baldwinsville  S. S. R. R.  S. SIDE R. R. (SEE: "Baldwin")
Barnum Island  Long Beach  IN SERVICE c. 1897. RENAMED Jekyll Island: Jan, 1901. AGAIN RENAMED ISLAND PARK: 10/1921 SERVED AS TEMPORARY STATION FOR ISLAND PARK FROM 10/1921 TO 7/1922 WHEN IT WAS PLACED OUT OF SERVICE WHEN "THE DYKES" WAS RENAMED ISLAND PARK AND BECAME THE STATION STOP FOR THAT COMMUNITY.

Bartlett  Main Line  STATION STOP 2 ½ MILES EAST OF MEDFORD. FORMERLY "Bellport." RENAMED "Bartlett" ON THE WINTER TIMETABLE OF 1881-1882 WITH THE OPENING OF BELLPORT STATION ON THE SOUTH SHORE. PER "Babylon Signal" NEWSPAPER ARTICLE OF 03/23/1882, BARTLETT AND WAVERLY STATIONS WERE TO BE ABANDONED (Art Huneke data). AS THIS STATION WAS ORIGINALLY OPENED TO PROVIDE STAGECOACH SERVICE TO BELLPORT ON THE SOUTH SHORE, IT PROBABLY NO LONGER SERVED ANY PURPOSE AFTER 1881-82 AND THEREFORE WAS SLATED FOR ABANDONMENT.
BARTLETT (FANNY BARTLETT) MONTAUK

BASE BALL GROUNDS NY & M.B. RR (EVERGREEN)
GRAUER'S RIDGEWOOD PARK (BETWEEN SCHAEFFER & HALSEY STS. RIDGEWOOD, QUEENS -1885-1886 PERIOD. DISCONTINUED AS STATION STOP IN 1886 WHEN SHUTTLE SERVICE TO GREENPOINT ENDED. USED BY TERRY AND McMICHAEL COAL CO. BY 1922. (1922 photo provenance, Art Huneke data and: http://www.covehurst.net/ddyte/brooklyn/ridgewood.html ).

BAYPORT S. S. R. R. (MONTAUK)
2ND DEPOT OPENED: 08/10/1903 FURTHER WEST ON WEST SIDE OF SNEDECOR AVE. AGENCY STILL OPEN AS OF 01/01/55 AND CLOSED SOMETIME AFTER. RAZED: 05/64. REPLACED WITH METAL SHELTER SHED. DISCONTINUED AS STATION STOP PER G.O. #207, EFF: 9/6/80.

BAY RIDGE BAY RIDGE
TERMINAL OPENED: 1870s. 1ST DEPOT BUILT: 6/1877. RAZED BY FIRE: 12/14/1882. 2ND DEPOT BUILT: 1883. CLOSED WITH END OF PSGR. SVC: 1904
<table>
<thead>
<tr>
<th>Location</th>
<th>Type</th>
<th>Date/Details</th>
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<tbody>
<tr>
<td>(PENATAQUIT)</td>
<td>(MONTAUK)</td>
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<tr>
<td>BAYSIDE</td>
<td>FLUSHING R.R. (ORIG. &quot;BAY SIDE&quot;)</td>
<td>BUILT: c. 1866 with opening of station stop on 10/27/1866 2ND DEPOT BUILT: 1886, RAZED: 1924 3RD DEPOT BUILT: 1924. Temporary tracks relocated to Shoo-FLY South of original location: 6/18/29 due to grade crossing elimination. Tracks depressed and high level platforms in svc: 9/25/29 (Westbound) and 12/5/29 (Eastbound) at 1924 depot building.</td>
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<tr>
<td>(PORT WASH.)</td>
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<tr>
<td>BAYVILLE</td>
<td>OYSTER BAY</td>
<td>Appears on timetable eff: 10/1/1889. Per town of Oyster Bay historian John Hammond, station stop was a boxcar placed at the crossing of Kain-Tuck lane on W. side of Shu Swamp. Also the site of 500' siding for placement of work trains and equipment while extension was being built to Oyster Bay. Per Robert Emery's map, depot was a wooden frame bldg with low platform. Bayville 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 &quot;Brooklyn Daily Eagle&quot; and John Hammond). &quot;Bayville siding&quot; remained in place and was in use at Mill Neck for many years after (Per Art Huneke).</td>
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<tr>
<td>BEAVER STREET</td>
<td>PRESENT DAY SEE &quot;JAMAICA&quot;</td>
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<tr>
<td>ATLANTIC BR.</td>
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<tr>
<td>BEACH CHANNEL</td>
<td>ROCK. BCH. OPENED: ? N. OF BEACH CHANNEL ROCK. BCH. OUT OF SVC: 5/31/1905</td>
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<tr>
<td>BEDFORD</td>
<td>ORIG MAIN LINE BETW. BKLYN AND JAMAICA (ATLANTIC RT) ONE OF THE ORIGINAL STOPS ON THE LIRR (c. 1836-1861) ALSO USED AS RAPID TRANSIT STOP PER ETT #11, EFF. 11/4/1878. DISCONTINUED AS STATION STOP: 11/1905 WHEN FULL ELECTRIC SERVICE WENT INTO EFFECT FROM FLATBUSH AVE.</td>
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<tr>
<td>BEECHHURST</td>
<td>WHITESTONE SEE: &quot;WHITESTONE LANDING.&quot;</td>
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<td>BELLAIRE</td>
<td>MAIN LINE ORIGINALLY NAMED &quot;BRUSHVILLE.&quot; OPENED: 3/20/1900 AS &quot;INTERSTATE PARK.&quot; RENAMED &quot;BELLAIRE&quot; IN 1907. 2ND DEPOT OPENED: 9/20/1924 (per official dedication invitation). AGENCY LAST NOTED IN &quot;LIRR TICKET OFFICE HOURS&quot; LISTING OF 6/3/68. GONE BY LISTING OF 5/26/69 (Brad Phillips data). DISCONTINUED AS STATION STOP: 06/26/1972, DUE TO LOW RIDERSHIP (per N.Y. Times article of 06/18/72). RAZED: 19 ?</td>
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**BELLMORE**

S. S. R. R. (MONTAUK)

S. SIDE R.R. DEPOT BUILT: 10/1869

2ND DEPOT BUILT: 1886 *Robt. Emery map data* OR ORIGINAL DEPOT REMODELED (?). DEPOT AGAIN REMODELED POST-1925 *photo provenance* WITH STUCCO REPLACING CLAPBOARD SIDING, SPANISH TILE ROOF ADDED AND AN ADDITION TO THE WEST END OF THE STRUCTURE. DEPOT BURNED: 2/18/1968 AND TRAILER TICKET OFFICE PLACED IN SERVICE. DEPOT SUBSEQUENTLY RAZED.

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

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

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

**BELPORT**

MAIN LINE

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

STATION STOP 2 ½ MILES EAST OF MEDFORD STATION TO MEET STAGE COACH SERVICE TO BELLPORT VILLAGE ON SOUTH SHORE.

NOT LISTED IN TIMETABLE OF 05/01/1848. LISTED IN TIMETABLE OF 12/08/1851. DEPOT BUILT: ? REMAINED IN SERVICE UNTIL LIRR EXTENDED FORMER SOUTH SIDE R.R. TRACKAGE BETWEEN PATCHOGUE AND THEIR SAG HARBOR BRANCH AT THE NEWLY-CREATED EASTPORT JCT IN 1881. STATION STOP CREATED FOR THE COMMUNITY OF BELLPORT ON THAT EXTENSION IN 1881 AND BELLPORT
<table>
<thead>
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<tr>
<td>STATION ON MAIN LINE RENAMED &quot;BARTLETT&quot; PER WINTER TIMETABLE OF 1881-1882. STATION STOP DISCONTINUED BY TIMETABLE OF 1894, MOST PROBABLY EARLIER, AS THE STATION STOP NO LONGER SERVED A PURPOSE.</td>
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**BELLPORT**

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

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

**BELMONT**

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

**BELMONT JCT.**

CRR OF LI CROSSING OF S.S.R.R. W. OF BABYLON NEAR GREAT EAST NECK ROAD. NAMED AFTER THE NEARBY BELMONT STUD FARM OWNED BY AUGUST BELMONT. THE CENTRAL RAILROAD OF LI CROSSED THE SOUTH SIDE RAIL.
Road of LI at this point. When both roads were acquired by the LIRR, the CRR of LI became the LIRR’s central branch extension. The crossing was removed, a junction was created and tracks south of the junction were removed. Passenger station and telegraph office appears on timetables of 1873 – 1880. In 1877, 1878 and 1880, some trains made regular stops. “Long Island and Where to Go” from 1877 shows a depot and telegraph office with five daily trains each way. By 1880 some made “F” stops. Telegraph office only per ETT #22, eff: 6/18/1885 (no trains stopped. Switchman or opr. had telegraph). Per Seyfried, interlocking installed 9/10/1886. Per “Railroad Gazette” of 2/10/1888, interlocking was “to be installed.” No data if it ever was. Station gone from timetables by 1896. (per Art Huneke).

Junction of central branch with Montauk (Babylon) branch elevated with Babylon grade crossing elimination project: 1964. Junction still in operation.

BELMONT PARK  SPUR OFF MAIN LINE  OPENED: 1905 to service the race track (station and agency open during racing season only) razed: 1957 when tracks were cut back to N. of Hempstead Tpke.

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

**BERLIN** ATLANIC  

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

**BETHPAGE** CRR OF LI (CENTRAL)  

**BETHPAGE** MAIN LINE  
BUILT: 1884 AS “CENTRAL PARK”, (SEE: “CENTRAL PARK” FOR EARLIER HISTORY) RENAMED BETHPAGE: 10/1/36. RAZED WITH OPENING OF NEW DEPOT. GROUND-BREAKING BEGAN 07/02/1957 (Per LIRR P.R. Dept. bulletin.)

2ND DEPOT GROUNDBREAKING: 07/03/57. DEDICATED: 10/12/57 (per "NY Daily News" article of 10/06/57, "Centre Island News" article of 09/20/57, LIRR P.R. Dept. bulletin and "L.I. Railroader" employee magazine)

HIGH-LEVEL PLATFORMS INSTALLED c. 1986-87 DURING RONKONKOMA ELECTRIFICATION PROJECT.

AGENCY CLOSED: 8/19/2009.

DEPOT BUILDING USED FOR
STORAGE (Dave Morrison data regarding groundbreaking, dedication, closing of agency and storage usage)

BETHPAGE JCT.  CRR OF LI (CENTRAL EXT.)  CENTRAL RAILROAD OF L.I. DEPOT
FIRST APPEARS ON TIMETABLE OF 6/1873. APPEARS ON 1876 FREIGHT REPORT. LOCATED AT WEST SIDE OF JUNCTION. USED BY BOTH CRR AND LIRR TRAINS TO AFFORD CONNECTIONS TO RIDERS (Per Art Huneke). ABANDONED: 10/1/1877 (Per Vincent Seyfried). STILL APPEARS ON 1897 TIMETABLES WITH MINIMAL SERVICE. (???) CENTRAL EXTENSION TRACKS SEVERED FROM JUNCTION WITH REFURBISHING OF THE LIRR'S CENTRAL BRANCH IN 1925.


BOLAND'S LANDING  ATLANTIC  EMPLOYEE-ONLY STOP AT MORRIS PARK SHOPS IN SVC: EARLY-MID 1980s (?). REPLACED THE UN-NAMED,
FORMER SHORT, STEEL, HIGH-LEVEL PLATFORM ON N. SIDE OF ATLANTIC BRANCH TRACKS WITH TWO (2) 1-1/2 CAR-LENGTH, STAGGERED, HIGH-LEVEL PLATFORMS, ONE ON EACH SIDE OF ATLANTIC BRANCH TRACKS AND A PEDESTRIAN CROSSOVER AT THE WEST END. NAMED FOR ALFRED BOLAND, SR., ENGINEER AND LATER ROAD FOREMAN OF ENGINES IN THE STEAM ERA.

**BRANCH**

**MAIN LINE**

(HEMPSTEAD BRANCH)

APPEARS ON TIMETABLE OF MARCH, 1837 AS "HEMPSTEAD." THIS WAS THE STAGE CONNECTION TO HEMPSTEAD. STATION DOES NOT APPEAR ON TIMETABLES OF 1838. DEPOT PROBABLY OPENED IN JULY 1839 WITH OPENING OF LIRR BRANCH TO HEMPSTEAD. DEPOT NAMED "BRANCH" AS A RESULT. LATER NAMED "HEMPSTEAD BRANCH." RE-NAMED “MINEOLA” ON TT OF JUNE 4, 1862. (SEE: “MINEOLA” FOR LATER DATA.)

**BRENTWOOD**

**MAIN LINE**

BUILT: 1869-70, BURNED: 4/1903

2ND DEPOT OPENED: 11/10/1903, 

AGENCY CLOSED: ?  DEPOT CLOSED: 1987. REMODELED WITH ADDITIONS ADDED IN PLACE OF THE FORMER COVERED PLATFORMS FOR ON-SITE PRIVATE USE: 


3RD 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 WELLMWOOD AVE. OPENED IN COMPETITION WITH THE SOUTH SIDE RAILROAD’S BRESLAU STATION STOP (SEE BELOW). LAST LISTED ON TIMETABLE OF MARCH/1875.
BRESLAU S. S. R. R. (MONTAUK)  
SSRR SVC BEGAN ON 10/28/1867 AS WELLWOOD. ORIGINAL 2-STOREY, WOODEN DEPOT WITH FRONT VERANDAH-STYLE COVERED PLATFORM AND PORTE COCHERE AT REAR. ALSO HOUSED THE POST OFFICE. RELIGIOUS MEETINGS HELD EVERY SUNDAY AFTERNOON AND SUNDAY SCHOOL CLASSES SUNDAY MORNINGS.  
(South Side Signal of 12-17-1870)  
BUILT ON SOUTH SIDE OF TRACKS AND EAST OF WELLWOOD AVE. RENAMED "BRESLAU": 1869.  
2ND DEPOT PRIVATELY BUILT 25' NORTH OF ORIGINAL DEPOT SITE (ACROSS TRACKS ON NORTH SIDE OF TRACKS.) 2-STOREY, WOODEN DEPOT HAD AGENT'S LIVING QUARTERS UPSTAIRS. OPENED IN TIME FOR JUNE 6TH, 1870 FESTIVITIES FOR LAND SALE AND DEVELOPMENT OF BRESLAU. SSRR GAVE A TERRIBLE PERFORMANCE AT THE FESTIVITIES AND RECEIVED SUCH SCATHING REVIEWS FROM THE BROOKLYN DAILY EAGLE THAT IT'S BELIEVED THE OFFER TO GIVE THE SSRR THE DEPOT WAS CANCELLED AND MOVED OFF-SITE WITHIN A FEW MONTHS TO BECOME A MUCH-NEEDED SCHOOL WHICH OPENED ON 12/12/1870, BUT WAS FOUND TO BE TOO SMALL AND "WOULD BE REPLACED SOON" (Bayles, 1874). 
THIS 2ND STRUCTURE BECAME FIRE HOUSE. ORIGINAL 1867 DEPOT REMAINED IN SERVICE ON ITS ORIGINAL SITE. STATION NAME CHANGED TO "LINDENHURST": 7/14/1891. (SEE: "LINDENHURST")
BRIDGEHAMPTON

OPENED: 6/1870, BURNED: 7/6/1884

BRIDGEPORT S.S.R.R.'s AT FRANKLIN AVENUE, VALLEY STREAM.
HEMPSTEAD BRANCH NO DEPOT BUILDING CONSTRUCTED. (Vincent Seyfried data)

BRIDGE STREET FLUSHING R.R. SEE: "FLUSHING BRIDGE STREET"
NY & FLUSHING
FLUSHING & N. SIDE (WHITESTONE)

BRIGHTON BEACH HOTEL MARINE RY NY&MB RR SEE: "MANHATTAN BEACH HOTEL."

BROAD CHANNEL ROCK. BCH. DEPOT OPENED: 1900 ON A SMALL ISLAND IN JAMAICA BAY, SERVING AS A FISHERMAN'S STOP. WOODEN SHELTER SHEDS BUILT: 1921, 1923. PER TIMETABLE EFF. 05/23/1923, BAGGAGE TO AND FROM THIS STATION WAS ONLY HANDLED DURING THE SUMMER SEASON (SUMMER-ONLY AGENCY). AGENCY CLOSED: _/__. STATION OUT OF SVC: 5/23/50 PER G.0. #1728 WITH ABANDONMENT OF JAMAICA BAY TRESTLE AFTER FIRE OF 1950.

BROADWAY (FLUSHING) FLUSHING R.R.
NY & FLUSHING
<table>
<thead>
<tr>
<th>Location</th>
<th>Address</th>
<th>Details</th>
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<tbody>
<tr>
<td><strong>BROOKDALE</strong></td>
<td>FLUSHING &amp; N. SIDE</td>
<td>SEE: &quot;GREAT NECK&quot;</td>
</tr>
<tr>
<td><strong>BROOKLYN</strong></td>
<td>ATLANTIC</td>
<td>ORIGINAL NAME FOR FLATBUSH AVE. (1852 TIMETABLE)</td>
</tr>
<tr>
<td><strong>BROOKLYN AVENUE</strong></td>
<td>ATLANTIC RT</td>
<td>RAPID TRANSIT STOP EAST OF NOS-TRAND AVE., BKLYN. PER ETT #11 EFF. 11/4/1878</td>
</tr>
<tr>
<td><strong>BROOKLYN HILLS</strong></td>
<td>ROCK. BCH.</td>
<td>OPENED: 1888 AT MYRTLE AVE., FOREST PARK. LITTLE USED. CLOSED: MAY, 1910 WHEN NEW STATION STOP OPENED AT JAMAICA AVE. ETT #58 AND #59 FROM SEPTEMBER AND NOVEMBER, 1910 LIST THE NEW STATION AT THE NEW LOCATION AS BROOKLYN HILLS. NAME CHANGED TO BROOKLYN MANOR: 1/9/11</td>
</tr>
<tr>
<td><strong>BROOKLYN MANOR</strong></td>
<td>ROCK. BCH.</td>
<td>OPENED: MAY, 1910 AT JAMAICA AVE. LISTED ON ETT #58 AND #59, SEPTEMBER AND NOVEMBER, 1910 AS THE RELOCATED BROOKLYN HILLS STATION. NAME CHANGED TO BROOKLYN MANOR: 1/9/11. PART TIME AGENCY STILL LISTED IN &quot;L.I.R.R. TICKET OFFICES OPEN FOR SALE OF TICKETS&quot; OF 9/12/55. AGENCY CLOSED: ___? HIGH LEVEL PLAT-</td>
</tr>
</tbody>
</table>
FORMS OUT OF SVC: 10/29/58.
LOW PLATFORM IN SVC: 10/29/58.

**BRUSHVILLE (QUEENS)**

MAIN LINE

DEPOT BUILT: 1837 WITH OPENING OF LIRR TO HICKSVILLE.
FOUR MILES EAST OF JAMAICA AND W. OF HEMPSTEAD TPKE.
FORMERLY "DeLANCY AVE." PER 1837 TT. RENAMED "BRUSHVILLE"
ON TIMETABLE OF 11/27/1837.
RENAMED "QUEENS". DISCONTINUED 10/19/1871 WITH OPENING OF "INGLEWOOD" STATION ONE MILE EAST AT CREED AVE.-SPRINGFIELD AVE. PER ETT #3, EFF: 6/1897, CERTAIN TRAINS CONTINUED TO MAKE A STOP HERE. IN 1900, A NEW FRAME DEPOT CONSTRUCTED AT THIS SITE AT ENTRANCE OF, AND FOR THE USE OF VISITORS TO, THE INTERSTATE PARK ASSOCIATION'S GROUNDS (*Per Brooklyn Eagle of 2/1/1900*). IN SERVICE: 3/20/1900. LATTER-DAY SITE OF BELLAIRE.

**BUSHWICK AVE. (BUSHWICK)**

BUSHWICK MANH'T'N BCH

S.S.R.R. DEPOT OPENED: 7/14/1877
ACQUIRED BY LIRR. PSGR. SERVICE ENDED: 5/13/24

**BUSHWICK JCT.**

S. S. R. R. (SEE: “FRESH POND”)

**CALVARY CEMETERY**

NY & FLUSHING

WEST OF WINFIELD. APPEARS ON 1863, 1866 AND 1867 TIMETABLES. (*Art Huneke data*)

**CALVERTON**

MAIN LINE

DEPOT BUILT: 1880 AS “BAITING HOLLOW”, CLOSED AND MOVED TO PRIVATE LOCATION: 1922
2ND DEPOT BUILT FURTHER EAST: 1922. AGENCY CLOSED: 1958 AND MOVED TO PRIVATE LOCATION IN MORICHES, SOMETIME AFTER 08/26/63 (*Photographic...*
<table>
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<tr>
<th>Location</th>
<th>Notes</th>
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<tbody>
<tr>
<td><strong>CAMP BLACK</strong> CENTRAL EXT.</td>
<td>2 ½ MILES EAST OF GARDEN CITY. IN SERVICE: 5/3/1898 FOR THE SPANISH-AMERICAN WAR. WOODEN SHELTER CONSTRUCTED. RENAMED &quot;CAMP MILLS&quot; DURING WWI. (SEE: &quot;CAMP MILLS&quot;).</td>
</tr>
<tr>
<td><strong>CAMP MILLS</strong> CENTRAL EXT.</td>
<td>2 ½ MILES EAST OF GARDEN CITY. IN SERVICE: 5/3/1898 AS &quot;CAMP BLACK.&quot; RENAMED &quot;CAMP MILLS&quot; DURING WWI. CLINTON ROAD STATION SERVICED TICKET SALES FOR THE CAMP. THE EASTERN SIDE OF THE CAMP WAS KNOWN AS &quot;AVIATION FIELD NO. 2&quot;. ALL RENAMED &quot;MITCHEL FIELD&quot; 7/16/1918. NAME CHANGE OFFICIALLY APPROVED: APRIL/1919.)</td>
</tr>
<tr>
<td><strong>CAMP UPTON</strong> MAIN LINE</td>
<td>IN SERVICE: 1917, EAST OF YAPHANK AT UPTON JCT. REPLACED BY NEW STATION APPROX. 2 MILES WEST NAMED &quot;UPTON ROAD&quot; EFF. 05/28/18 PER G.N. .87</td>
</tr>
<tr>
<td><strong>CAMP UPTON</strong> UPTON SPUR (CAMP UPTON TERMINAL) OFF MAIN LINE</td>
<td>OPENED ON THE CAMP GROUNDS: 1917. SMALL, SQUARE TICKET OFFICE BUILT ON CENTER ISLAND PLATFORM. REPLACED TOWARDS THE END OF 1917 BY A LONG, TAR-PAPERED DEPOT BUILT TRACK-SIDE, DIAGONALLY ACROSS FROM, AND REPLACING, THE FORMER DEPOT. TERMINAL STATION KNOWN AS &quot;CAMP UPTON&quot; EFF. 05/28/18 PER G.N. #87. CLOSED WITH END OF LIRR SVC. TO THE CAMP: 4/1922 (Thos. R. Bayles data)</td>
</tr>
<tr>
<td>Location</td>
<td>Notes</td>
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<td>----------------------------------------------------------------------</td>
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<tr>
<td>CAMP WYKOFF (CAMP WIKOFF)</td>
<td>MONTAUK OPENED AT MONTAUK STATION: 1898. AS AN ARRIVAL AND QUARANTINE SITE OF SOLDIERS RETURNING HOME FROM THE SPANISH-AMERICAN WAR. LARGE FREIGHT YARD CONSTRUCTED. CAMP CLOSED THE SAME YEAR AND MAJORITY OF YARD TRACKS REMOVED.</td>
</tr>
<tr>
<td>CANAL STREET (E. OF JAMAICA)</td>
<td>ATLANTIC ORIGINALLY ON TIMETABLE OF 1853, .43 MILES WEST OF ROCKAWAY JCT. REMOVED: ?. REOPENED AS RAPID TRANSIT STOP PER TT, EFF. 6/24/1890. STILL APPEARS ON ETT #10, SUPPLEMENT #1, EFF: 6/28/1899. OUT OF SVC: ?. GONE BY 1905.</td>
</tr>
<tr>
<td>CANOE PLACE</td>
<td>MONTAUK LOW CINDER PLATFORM ON S.E. SIDE OF SHINNECOCK CANAL BRIDGE. IN SERVICE: 1935 –1953 FOR “FISHERMAN’S SPECIAL” TRAINS</td>
</tr>
<tr>
<td>CARLE PLACE (CARLL PLACE) (MINEOLA PARK)</td>
<td>MAIN LINE DEPOT BUILT: 1837 WITH OPENING OF LIRR TO HICKSVILLE. APPEARS ON TT OF 6/17/1837. REMOVED AS STATION STOP FROM TIMETABLE OF 1859. 2ND STATION OPENED WITH ONLY WOODEN SHELTER SHEDS ON WESTBOUND AND EASTBOUND PLATFORMS. (NO AGENCY). PLATFORMS EXTENDED OVER 1890 CHERRY LANE BRIDGE. IN SVC. BETWEEN MAY AND OCT./1923 PER ETT #99, EFF. 10/9/1923. REMOVED: LATE</td>
</tr>
</tbody>
</table>
1952.

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

CARMAN’S RIVER    MAIN LINE

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

(OCEAN POINT)    L.I.R.R.    DEPOT OPENED AS "OCEAN POINT."
(FAR ROCK.)    (FAR ROCK.)    RIVAL NY & ROCKAWAY RR. CO.

LEASED TO L.I.R.R. IN 1871 AND
BUILT THEIR DEPOT NEARBY: 7/1872.

AFTER MERGER OF 2 ROADS, S.S.R.R.
AND L.I.R.R. DEPOTS ABANDONED:
6/1876. L.I.R.R. DEPOT MOVED TO
FAR ROCKAWAY: 8/1881. FORMER
S.S.R.R. DEPOT AT OCEAN POINT
REOPENED: 6/1887, GREATLY RE-
MODELED: 5/1888. RENAMED
"CEDARHURST" __?__

2ND DEPOT BUILT: 1913 WITH SMALLER
DEPOT BUILT ACROSS THE TRACKS.
PORTE COCHERE AT REAR OF BOTH
STRUCTURES. REMOVED FROM
SMALLER STRUCTURE: 19 __?__

PRE-1957, TICKET OFFICE LOCATED
IN DEPOT ON GEOGRAPHIC WEST
SIDE OF TRACKS. POST-1957, TICKET
OFFICE RELOCATED TO SMALLER DE-
POT ON GEOGRAPHIC EAST SIDE OF
TRACKS. AGENCY CLOSED: 8/19/2009.
CEDAR GROVE S.S.R.R. (FAR ROCK.)

CEDAR MANOR S.S.R.R. (ATLANTIC)
OPENED: 1906 AS "POWER PLACE."
RENAMED: 19 ?. NO AGENCY AS OF 01/01/1924. OUT OF SVC: 1/28/59.
DISCONTINUED AS STATION STOP.
RAZED: 2/59 WITH GRADE ELIMINATION.

CENTER AVENUE LONG BEACH
FIRST BRICK Depot BUILT: __?
PART-TIME AGENCY AS OF 01/01/55.
AGENCY CLOSED PER "L.I.R.R. TICKET OFFICES OPEN FOR SALE OF TICKETS" OF 9/12/55. BRICK DEPOT SOLD TO PRIVATE PARTY: ___?
AND LEFT IN POSITION TRACKSIDE. STILL STANDING: 2016.
TRAILER TICKET OFFICE INSTALLED AND MONDAY-ONLY AGENCY REOPENED PER "LONG ISLAND RAIL ROAD TICKET OFFICE HOURS" OF 9/18/67. MONDAY-ONLY AGENCY CLOSED AND TRAILER REMOVED: ____?
PLATFORM SHELTERS IN SVC: ___?

CENTRE MORICHES MONTAUK MONTAUK
BUILT: 1881. WAS ORIGINALLY A TERMINAL AND WAS REPLACED AS SUCH WHEN A YARD WAS CONSTRUCTED AT SPEONK IN 1906. (Art Huneke data) MORICHES CHAMBER OF COMMERCE PETITIONED THE LIRR IN FEBRUARY, 1943, TO CHANGE THE SPELLING OF THE STATION STOP TO "CENTER" IN LIEU OF "CENTRE." (Derek Stadler data). AGENCY STILL LISTED IN "L.I.R.R. TICKET OFFICES OPEN FOR SALE OF TICKETS" OF 9/12/55. RAZED: 5/64. REPLACED WITH METAL SHELTER SHED.
<table>
<thead>
<tr>
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<tbody>
<tr>
<td>CENTERPORT PT. JEFFERSON</td>
<td>BUILT: 1868 (SEE &quot;GREENLAWN&quot;)</td>
</tr>
<tr>
<td>CENTRAL AVENUE S.S.R.R. (ATLANTIC)</td>
<td>EAST OF HIGBIE AVE., LAURELTON AND WEST OF SPRINGFIELD JCT. (APPEARS ON ETT #38 SUPPLEMENT #1, EFF: 5/17/1906)</td>
</tr>
<tr>
<td>CENTRAL ISLIP MAIN LINE</td>
<td>OPENED: 11/4/1873 AT CARLETON AVE. TO REPLACE &quot;SUFFOLK&quot; STATION FURTHER WEST AT ISLIP AVE. REMODELED c. 1916 ADDING BAY WINDOW TO TICKET OFFICE. RAZED: 8/58. 2ND DEPOT BUILT: 1958. AGENCY CLOSED: ? DEPOT CLOSED: 1987. 3RD DEPOT RELOCATED 1,700' EAST OF FORMER LOCATION ON SOUTH SIDE OF MAIN TRACK WITH HIGH LEVEL PLATFORMS IN SVC: 11/16/87. FACILITIES ON NORTH SIDE OF PASSING SIDING IN SVC: 12/14/87</td>
</tr>
<tr>
<td>CENTRAL JUNCTION CRR of LI (CREEDMOOR)</td>
<td>OPENED: 7/1873, ABANDONED: 4/30/1879</td>
</tr>
<tr>
<td>CENTRAL PARK CRR of LI (CENTRAL EXT.)</td>
<td>STATION FIRST LISTED ON TT OF 05/1873. LOCATED AT E. SIDE OF STEWART AVE. IN TODAY'S PLAINEDGE. ¼ MILE GEOGRAPHICALLY SOUTH OF LIRR'S JERUSALEM/</td>
</tr>
</tbody>
</table>
CENTRAL PARK STATION. NO DEPOT AS OF 02/1874. THE AGENT USED A ROOM IN HIS HOUSE AS A PUBLIC WAITING ROOM. LAST LISTED AS A STOP IN TT OF 10/1876. ETT #13 EFF: 1879 INDICATES EASTBOUND TRAIN #19 WILL MAKE STATION STOP ALTHOUGH STATION IS NO LONGER INDICATED IN THE TIMETABLE’S LISTING OF STOPS. *(Combined data Per Art Huneke and Vincent F. Seyfried)*

**CENTRAL PARK (BETHPAGE) **

MAIN LINE

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

MAP OF 1873 = JERUSALEM
TT OF 1877 = CENTRAL PARK
TT OF 4/1878 = CENTRAL PARK
ETT AND TT OF 11/1878 = JERUSALEM
TT OF 3/1879 = JERUSALEM.
ETT OF 9/1879 = JERUSALEM

YET PHOTOGRAPH TAKEN OF DEPOT BY GEORGE BRAINARD IN SEPTEMBER, 1879 SHOWS “CENTRAL PARK” STATION SIGN ON DEPOT.

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

POSSIBLE FINAL CHANGE OF NAME ON LIRR TIMETABLES IN 9/1879.
2ND DEPOT BUILT: 1884, RENAMED "BETHPAGE": 10/1/36. (SEE: "BETHPAGE")

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<tr>
<th>Location</th>
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</tr>
</thead>
<tbody>
<tr>
<td>Chester Park</td>
<td>Atlantic</td>
<td>Near 104th St., East of Woodhaven. Out of svc. __(?).</td>
</tr>
<tr>
<td>Clarenceville</td>
<td>S.S.R.R. (Montauk)</td>
<td>S. Side R. R. (See: &quot;Richmond Hill&quot;)</td>
</tr>
<tr>
<td>Clarenceville</td>
<td>Atlantic</td>
<td>Built: 1874 as a rapid transit stop. Tracks electrified and high level platforms in place in 1905. Out of svc: 11/1/39 per G.O. #1204 and razed with Atlantic Avenue improvement project: 1939-40</td>
</tr>
<tr>
<td>Clear Stream Rd.</td>
<td>Montauk</td>
<td>West of Valley Stream. In svc: 5/1906 for the Royal Land Co. Appeared in special instructions of ETTS of 1908 and 1915 as signal stop only.</td>
</tr>
</tbody>
</table>
PLATFORMS STILL INDICATED ON 1916 VALUATION PLAN. OUT OF SVC: ?

**CLINTON ROAD**  
(GARDEN CITY)  
CENTRAL EXT.  
BUILT: __?__, LISTED IN SVC. AS OF 03/01/1913 C.R.4 (CAR RECORD BOOK). USED AS TICKET OFFICE FOR CAMP MILLS IN WW I. AGENCY CLOSED: BY 01/01/1924. STATION CLOSED: 05/15/53. DISCONTINUED AS STATION STOP. BECAME FIRE STATION No.3.

**CLINTON STREET**  
ATLANTIC  
FOR RACE TRAINS ONLY. ON LINE TO SOUTH FERRY. OUT OF SVC. (_(?)_)

**CLOWSVILLE**  
(CLOWESVILLE)  
MAIN LINE  
ESTABLISHED 03/1837. APPEARS ON TT OF 4/10/1837. AT HerrICKS ROAD (OLD COURTHOUSE LANE) JUST EAST OF THE PRESENT-DAY MERILLON AVENUE STATION. SERVED AS THE STATION FOR HEMPSTEAD RIDERS FROM 03/1837 TO 07/1839 WHEN HEMPSTEAD TRAIN SERVICE BEGAN. CONSISTED OF A "PASSENGER HOUSE" AND AN AGENT (per an 11/06/1837 commuter’s letter of complaint to the "Long Island Star."). AFTER THAT DATE, WAS THE STATION FOR THE CONVENIENCE OF THOSE ATTENDING THE COURTHOUSE. STOPS MADE ONLY WHILE COURT WAS IN SESSION OR BOARD OF SUPERVISORS MET. LAST LISTED ON TT OF JUNE, 1845. PER ETT #3, EFF: 6/1897, CERTAIN TRAINS CONTINUED TO MAKE A STATION STOP. (Art Huneke date)

**CLUB HOUSE**  
S. S. R. R.  
S. SIDE R.R. DEPOT. WEST OF OAKDALE. BUILT: 1869 TO SERVICE SOUTH SIDE SPORTSMEN'S ASSN. (LOCATED BETWEEN TODAY'S PRESENT M.P.45 AND M.P.46 AT BAYARD CUTTING AR-
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<tr>
<td>BORETUM, CLOSED: 7/17/1884</td>
<td>(Closing date per Geo. L. Weeks, Jr. in his book <em>Isle of Shells</em>)</td>
</tr>
<tr>
<td>CLUB HOUSE</td>
<td>LONG BEACH APPEARS AS SIGNAL STOP IN TIMETABLE OF APRIL, 1898. BUILT ON BEACH JUST WEST OF 1880-ERA LONG BEACH STATION. SERVICED PATRONS OF THE CLUB HOUSE BUILT NEAR THE WATER. STATION ELIMINATED WHEN LONG BEACH BRANCH AND STATION WAS CUT BACK AND RELOCATED IN 1909.</td>
</tr>
<tr>
<td>COLD SPRING</td>
<td>PT. JEFFERSON BUILT: 12/1875 AS “WOODBURY” WITH WATER TANK ALONGSIDE (George Brainerd 1878 photo provenance) RENAMED “COLD SPRING” ON 10/15/1880 PER G. O. #90. MOVED ½ MILE EAST ACROSS COUNTY LINE TO PRESENT STATION LOCATION: POST-03/28/1903 (per Scott Schultz Reference Librarian Cold Spring Harbor Library and photo provenance D. Keller archive). RENAMED “COLD SPRING HARBOR” PER ETT #60 EFF: 05/14/1911 TO MATCH THE TOWN’S ACTUAL NAME, WHICH WAS CHANGED IN 1826 TO AVOID POSTAL CONFUSION AS THERE ALREADY WAS A &quot;COLD SPRING&quot; IN UPSTATE N.Y. DEPOT RAZED: 1948. 2ND DEPOT BUILT: 1948. AGENCY CLOSED: 12/10/96.</td>
</tr>
<tr>
<td>COLLEGE POINT</td>
<td>FLUSHING R.R. OPENED: 8/14/1869, CLOSED: 2/19/32 WITH LINE ABANDONMENT, RAZED: 9/19/34</td>
</tr>
<tr>
<td>FLUSHING &amp; N. SIDE (WHITESTONE)</td>
<td></td>
</tr>
<tr>
<td>CONEY ISLAND</td>
<td>PROSPECT PARK &amp; CONEY ISLAND R.R. ON LIRR CR 4 OF 1903</td>
</tr>
<tr>
<td>CONNECTICUT AVE.</td>
<td>ORIG MAIN LINE BETW. BKLYN AND JAMAICA LISTED ON TT OF 7/31/1837 AND 9/8/1837. POSSIBLY BECAME TROTTING COURSE LANE AND</td>
</tr>
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</table>
Cooper Avenue  Evergreen

**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

**Copiague Montauk**


Corona (Fashion Race Course)  Flushing R.R. NY & Flushing Flushing & N. Side (Port Wash.)

**Corona (Fashion Race Course) Flushing R.R. NY & Flushing Flushing & N. Side (Port Wash.)**

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


CUTCHOUGE MAIN LINE APPEARS ON TIMETABLE OF 6/14/1845. 2ND DEPOT BUILT: 8/1875 3RD DEPOT BUILT: 1887, REMOD-
ELED: 1944, AGENCY CLOSED: 1958, RAZED 6/62. REPLACED WITH METAL SHELTER SHED. DISCONTINUED AS STATION STOP: 02/02/85 (Jim Gillin Data). STILL LISTED IN STATION LISTINGS IN ETT #4, EFF: 5/85 BUT NO LONGER LISTED IN TIMETABLE PORTION.


CYPRESS AVENUE ATLANTIC RT RAPID TRANSIT STOP EAST OF EAST NEW YORK, BKLYN. PER ETT #11, EFF. 11/4/1878

CYPRESS HILLS ATLANTIC R.T. WEST OF RAILROAD AVE. (AUTUMN AVE.) OUT OF SVC. ___(?)

DEER PARK MAIN LINE 1ST DEPOT OPENED: 03/12/1842 WITH OPENING OF LIRR TO THAT POINT. STAGECOACH SERVICE TO BABYLON. 2ND DEPOT BUILT: APR-MAY/1884, CLOSED: 08/25/36 DUE TO GRADE CROSSING ELIMINATION OF DEER PARK AVE. COVERED PLATFORMS REMOVED, DEPOT JACKED UP AND RELOCATED TO TEMPORARY SHOO-FLY TRACK. MOVED TO PRIVATE LOCATION ON HALF HOLLOW ROAD S. OF THE TRACKS (move is Robt. Emery data). 3RD, ELEVATED DEPOT OPENED: 12/17/36. AGENCY CLOSED: ? DEPOT CLOSED: 1987 4TH DEPOT WITH HI-LEVEL PLATFORMS RELOCATED 1.8 MILES FURTHER EAST, WHERE L. I. AVE. DOG-LEGS
FROM N. TO S. SIDE OF TRACKS NEAR THE FORMER EDGEWOOD STATION SITE. IN SVC: 09/14/87


DeLANCY AVENUE (QUEENS) MAIN LINE APPEARS ON TT OF 4/10/1837, FOUR MILES EAST OF JAMAICA. ORIGINALLY INTENDED TO BE NAMED "FLUSHING AVE." BUT WAS NAMED DeLANCY AVE. ON TIMETABLES WHEN PLACED IN SERVICE. LATER BECAME BRUSHVILLE ON TT OF 10/23/1838. (SEE: BRUSHVILLE)


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

2nd, Relocated Depot in SVC: By April, 1914. Out of SVC: 11/1/39 Per G.O. #1204 and razed with Atlantic Avenue Improvement Project: 1939-40

EAST FLUSHING NY & FLUSHING Station opened 10/27/1866. Located S. of Broadway and N. of tracks. Renamed "BROADWAY" by timetable of May/1872 (See: "BROADWAY")


EAST HINSDALE MAIN LINE See: “FLORAL PARK”

EAST MEADOW BROOK CENTRAL EXT. Station stop east of new bridge road. Station in service: ?. No indication of depot bldg. constructed. ETT #13, eff: 1879, indicates eastbound train #19 will make station stop although station is not indicated in timetable listing of stops. Discontinued as stop: ?.

EAST MORICHES MONTAUK Built: 1897, agency closed: 1932 (Robt. Emery data), or 1934 (Local newspaper article of 9/24/36) Burned: September 19, 1936. Temporary station opened in surviving freight house (per local newspaper article of 9/24/36 discussing the fire’s destruction.) 2nd smaller, brick depot built: 1936 (Robt. Emery data). Depot

EAST NEW YORK (ATLANTIC R.T.)


STATION STOP RELOCATED TO JCT. OF MANHATTAN BEACH BRANCH AT ATLANTIC AND VAN SINDERIN AVES. EFF: 1/1/1884 WHERE THE NY & MB RY’S NEW HOTEL/DEPOT HAD BEEN BUILT THE YEAR PREVIOUS TO REPLACE AN OLDER HOTEL/DEPOT STRUCTURE IN USE. KNOWN AS “MANHATTAN CROSSING” AND “MANHATTAN BEACH CROSSING,” DEPOT WAS USED JOINTLY BY BOTH RAILROADS AND ALL STOPS AT HOWARD HOUSE CEASED. RENAMED “EAST NEW YORK” IN 11/1905 WITH INAUGURATION OF FULL ELECTRIC SERVICE. DEPOT REPLACED IN 1906 (SEE: “3RD DEPOT” MENTIONED BELOW). OLD HOTEL/DEPOT BLDG. RAZED: 01/1913 (per Brooklyn Times Union) DUE TO BAY RIDGE/MANHATTAN BEACH BRANCH GRADE ELIMINATION PROJECT AND CONSTRUCTION OF EAST NEW YORK TUNNELS.

3RD DEPOT BUILDING BUILT IN 1906 ON A DIAGONAL IN SW QUADRANT OF THE TWO BRANCHES CROSSING, AND PARALLELING CURVED TRACKS ACCESSING THE MANHATTAN BEACH/BAY RIDGE BRANCH TRACKS AT GRADE. (Robt. Emery data). CONNECTION REMOVED DUE TO START OF MANHATTAN BEACH/BAY RIDGE GRADE ELIMINATION PROJECT. DEPOT BUILDING ENLARGED SOMETIME IN
1920s (?) High-level platforms installed: 04/30/1920 (George Chiasson data). Razed: 1941 with Atlantic Ave. Grade Elimination Project (1941-1943).


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

Metropolitan Hotel at Atlantic and Van Sinderin Aves. Served as original depot of the NY & MB Ry. Eff: June/1877. Despite multiple renovations and additions the structure could not meet the needs of the railroad.

2nd combination hotel/depot erected on site in 1883. Opened for joint service with the LIRR: 1/1/1884. Renamed “EAST NEW YORK” in 11/1905 with inauguration of full electric service along Atlantic Branch. Depot Bldg. razed: 01/1913 (per Brooklyn Times Union) due to Bay Ridge/Manhattan Beach branch grade elimination project and construction of East New York tunnels.

3rd station located at south portal of East New York Tunnel under East New York Ave. Built: 1914-15. Station platform inside and outside of new tunnel. Serviced by agency at East New York Station on Atlantic Branch. Station closed: 1924 with abandonment of Manhattan Beach branch and stairs accessing platform removed. Heavily vandalized and graf-fitted platform still standing:
<table>
<thead>
<tr>
<th>Location</th>
<th>Notes</th>
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<tbody>
<tr>
<td>EASTPORT</td>
<td>Montauk</td>
</tr>
<tr>
<td></td>
<td>Built: 3/1870 as “Moriches”</td>
</tr>
<tr>
<td>EAST ROCKAWAY</td>
<td>Long Beach</td>
</tr>
<tr>
<td>EAST WILLISTON</td>
<td>Oyster Bay</td>
</tr>
</tbody>
</table>
EDGEMERE FAR ROCK. OPENED: 06/21/1895 TO ACCOMMODATE THE NEW EDGEMERE HOTEL WHICH OPENED FOR BUSINESS THE NEXT DAY. OUT OF SVC: 8/9/40 ACCOUNT GRADE CROSSING ELIMINATION AND RAZED. WESTWARD STATION FACILITIES RELOCATED 600' EAST OF FORMER LOCATION: 8/9/40. EASTWARD STATION FACILITIES: 8/23/40. ELEVATED STRUCTURE OPENED: 4/10/42. AGENCY WITH TRANSFER TO TA OWNERSHIP: 10/3/55


ELMHURST (NEWTOWN) FLUSHING R.R. NY & FLUSHING FLUSHING & N. SIDE (PORT WASH.) OPENED: 1855, AS "NEWTOWN." RAZED: 1888. 2ND DEPOT OPENED: DEC/1888, NAME CHANGED TO ELMHURST:
ELMONT MAIN LINE


FANNY BARTLETT MONTAUK

SEE: “BARTLETT”

FARMINGDALE CRR OF LI (CENTRAL)

CRR OF LI (SEE: “SOUTH FARMINGDALE”)

FARMINGDALE MAIN LINE

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

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

<table>
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<tr>
<th>Location</th>
<th>Description</th>
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<tbody>
<tr>
<td>FAR ROCKAWAY S. S. R. R. (MOTT AVENUE) (FAR ROCK.)</td>
<td>S. SIDE R. R. DEPOT OPENED: 7/1869. CONVERTED TO FREIGHT HOUSE FOR 2ND DEPOT: 1881. 2ND DEPOT MOVED TO SITE FROM OCEAN POINT (CEDARHURST), REMODELED AND OPENED: 10/1/1881 [Vincent Seyfried data. Brand new depot constructed per LIRR 1881 annual report, Art Hunke data], SOLD AND MOVED TO PRIVATE LOCATION: 10/1890. 3RD DEPOT OPENED: 7/15/1890. DEPOT BLDG AT GRADE CONTINUED TO BE USED IN CONJUNCTION WITH NEW ELEVATED PLATFORMS AND TRACKS PUT IN SVC: 4/10/42. LIRR THRU-SERVICE TERMINATED HERE: 10/3/55 WHEN TRACKAGE WEST OF MOTT AVE. TO ROCKAWAY PARK TRANSFERRED TO TA OWNERSHIP. BECAME TERMINUS OF FAR ROCKAWAY BRANCH. DISCONTINUED AS STATION STOP: 2/21/58 WHEN SERVICE WAS CUT BACK TO NAMEOEKE AVE. ELEVATED TRACKS PLATFORMS AND OLD DEPOT RAZED SHORTLY THEREAFTER.</td>
</tr>
<tr>
<td>FAR ROCKAWAY FAR ROCK. (NAMEOEKE AVE.)</td>
<td>IN SERVICE: 2/21/58. AGENCY CLOSED: 11/7/96. DEPOT RAZED: ON OR ABOUT 09/13/2020.</td>
</tr>
<tr>
<td>Location</td>
<td>Station Name</td>
</tr>
<tr>
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</tr>
<tr>
<td>FASHION RACE</td>
<td>FLUSHING R.R. NY &amp;</td>
</tr>
<tr>
<td>COURSE</td>
<td>FLUSHING &amp; N. SIDE</td>
</tr>
<tr>
<td>FENHURST</td>
<td>S.S.R.R. (FAR ROCK.)</td>
</tr>
<tr>
<td>FIFTH AVENUE</td>
<td>EVERGREEN</td>
</tr>
</tbody>
</table>
STREET LEVEL TERMINAL BLDG.
3RD DEPOT OPENED: 1/5/2010. OFFICIALLY RENAMED “ATLANTIC TERMINAL” IN ETT #1, PER G.O.

FLATLANDS MANH’T’N BCH (BAY RIDGE) SEE: "VANDERVEER PARK"

2ND, RELOCATED DEPOT OPENED: 7/1909, RAZED: 10/20/60
TEMPORARY WESTBOUND STATION FACILITIES RELOCATED TO SHOOFLY S. OF FORMER LOCATION: 12/15/60.
ELEVATED WESTBOUND PLATFORM IN SVC: 6/28/62.

FLOWERFIELD WADING RIVER OPENED: 1909-10. LISTED IN ETT #108 EFF: 05/23/28 AS OPEN 7 DAYS A WEEK. TICKET OFFICES NOT LISTED IN SUBSEQUENT ETTs. SO UNABLE TO VERIFY WHEN AGENCY CLOSED. PER ROBT. EMERY, AGENCY CLOSED 1928 AND FLAG STOP SIGNAL REMOVED. DISCONTINUED AS STATION STOP: 1958. RAZED: 7/59

FLUSHING (BRIDGE ST.) FLUSHING R.R. NY & FLUSHING FLUSHING & N. SIDE (WHitestone) APPEARS ON TT 1863.
DEPOT BUILT: OCT-NOV/1870, RAZED: 1893
2ND DEPOT BUILT: 1893, CLOSED: 2/19/32 WITH BRANCH ABANDONMENT.
FLUSHING (BROADWAY) PORT WASH. SEE: “BROADWAY”

FLUSHING (MAIN STREET) PORT WASH. BUILT: 12/1853. BURNED: 10/13/1864
2ND DEPOT BUILT: JAN-FEB/1865, RAZED: 1870
3RD DEPOT BUILT: OCT-NOV/1870, ABANDONED: 11/11/1912
STREET LEVEL TICKET OFFICE OPENED AND DEDICATED: MARCH, 1963 (per L. I. Railroader employee magazine).
TICKET OFFICE REBUILT BETWEEN JAN 21ST AND MAR 21ST, 2005.
NEW FACILITIES CONSTRUCTED: 2018. OPENED AND DEDICATED: 10/19/2018 (Per MTA’s website).
AGENCY SCHEDULED TO CLOSE: (?)

FORD’S CORNERS MANH’T’N BCH. SEE: “RUGBY”
(BAY RIDGE)

FORGE MONTAUK SEE: “MASTIC”

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

FORT POND MONTAUK WOODEN PLATFORM CONSTRUCTED c. 1899 JUST WEST OF MONTAUK STATION AT THE FISHING PIER WITH ELEVATED WOODEN WALKWAY CONNECTING STATION PLATFORM WITH THE PIER. UNOFFICIAL STATION STOP FOR FISHERMEN. NOT LISTED IN TIMETABLES AS A SCHEDULED STOP. REMOVED WITH RELOCATION OF MONTAUK STATION FACILITIES IN 1942. (Photographic provenance of station platform and connecting walkway. Name of station stop
FOSTER'S MEADOW  S. S. R. R.  (ATLANTIC)
SEE: “ROSEDALE”

FRANK AVE.  FAR ROCK.
AT BEACH 44TH ST. (ORIGINALLY FRANK AVENUE THEN GLEASON AVENUE.) AT FIRST A TROLLEY STOP OF THE OCEAN ELECTRIC RAILWAY WHICH USED THE LIRR TRACKS. BECAME A LIRR STATION STOP: 1922. NO AGENCY AS OF 01/01/1924. RAZED 1940 DURING GRADE ELIMINATION PROJECT.
WESTWARD STATION FACILITIES RELOCATED 785' EAST OF FORMER LOCATION: 8/2/40. EASTWARD STATION FACILITIES: 8/23/40 ACCOUNT GRADE CROSSING ELIMINATION.
ELEVATED STRUCTURE STRETCHING FROM BEACH 44TH ST. TO BEACH 47TH ST. OPENED: 4/10/42. TRANSFERRED TO TA OWNERSHIP: 10/3/55

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

FRANKLINVILLE  MAIN LINE  (SEE “LAUREL”)

FREEPORT  S. S. R. R.  (MONTAUK)
S. SIDE R. R. SVC. BEGAN:
09/23/1867 AMIDST GREAT FESTIVITIES (per Bklyn. Daily Eagle article of 09/24/1867.) DEPOT ON N. SIDE OF TRACKS. MOVED: 1899 TO HENRY ST. AND JOINED TO THE FREIGHT HOUSE.
2ND DEPOT OPENED: 04/03/1899 S. SIDE OF TRACKS AND W. OF FORMER LOCATION. OUT OF SVC: 05/05/59 AND RAZED ACCOUNT GRADE CROSSING ELIMINATION PROJECT.
3RD TEMPORARY STATION EASTWARD FACILITIES RELOCATED TO SHOO-
<table>
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<tr>
<th>Location</th>
<th>Details</th>
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<tbody>
<tr>
<td>FULTON STREET</td>
<td>BUILT: ? ½ MILE (+/-) NORTH OF EAST NEW YORK ATLANTIC BRANCH STATION WITH LOW LEVEL, WOODEN PLATFORM EXTENDING NORTH ALL THE WAY TO FULTON STREET. PROBABLY DISCONTINUED WITH CONSTRUCTION OF EAST NEW YORK TUNNEL: 1912-1914.</td>
</tr>
<tr>
<td>GARDEN CITY PARK</td>
<td>OPENED AT PRESENT-DAY SITE OF MERILLON AVE. STATION: 2 OUT OF SERVICE: 2. PER ETT #3, EFF: 6/1897, CERTAIN TRAINS CONTINUED TO MAKE A STOP HERE.</td>
</tr>
</tbody>
</table>
GASTON AVENUE (ARVERNE)  
FAR ROCK.  OPENED: _?_. AGENCY OPEN AS OF 01/01/1924. ELEVATED STRUCTURE OPENED: 04/10/42. AGENCY OPEN UNTIL END OF LIRR SERVICE WHEN PROPERTY WAS TRANSFERRED TO TA OWNERSHIP: 10/3/55

GENERAL BRONZE  

GIbson  
FAR ROCK.  OPENED: 5/29/1929 IN VALLEY STREAM. BUILT BY LAND DEVELOPER WM. R. GIBSON IN AN AGREEMENT WITH THE L.I.R.R. TO HAVE TRAINS STOP AT HIS NEWLY-ESTABLISHED COMMUNITY. (Data per Howard F. Ruehl's History of Valley Stream). AGENCY CLOSED: 9/7/96.

GLEN COVE (GLEN STREET)  

GLEN COVE (NASSAU)  
OYSTER BAY  BUILT: JULY-AUG/1895. SERVICED NEARBY NASSAU COUNTRY CLUB BEGINNING IN 1898 WHEN NASSAU COUNTY WAS FORMED. PART TIME AGENCY ONLY PER "L.I.R.R. TICKET OFFICES OPEN FOR SALE OF TICKETS" OF 9/12/55. AGENCY
CLOSED: 11/7/96.
NEW HI-LEVEL PLATFORMS BUILT: 1999 TO ACCOMMODATE NEWLY-ARRIVED C3 BI-LEVEL CARS WHICH WERE PLACED IN SERVICE JULY, 1999. (Robert L. Myers 1999 data)


GLENDALE  ROCK BCH.  IN SERVICE EFF: 9/15/27 PER GENERAL NOTICE #118. RENAMED "PARKSIDE." (SEE: "PARKSIDE")

GLENDALE WELLS  MONTAUK  EAST OF GLENDALE. PROBABLY AT GLENDALE JCT. WHERE MONTAUK WATER CO. HAD WELLS AND SOME BUILDINGS. LOW LEVEL PLATFORM ONLY FOR EMPLOYEES OF PLANT PER 10/1926 ETT SPECIAL INSTRUCTIONS. NOT LISTED ON ANY TIMETABLES.

AND WAS RAZED. 
3RD DEPOT IN SERVICE: 4/61. AGENCY CLOSED: 9/7/96. 
NEW STATION SHELTER WITH HI-LEVEL PLATFORMS BUILT: 1999 TO ACCOMODATE NEWLY-ARRIVED C3 BI-LEVEL CARS WHICH WERE PLACED IN SERVICE JULY, 1999. (Robert L. Myers 1999 data)

Golf Grounds Montauk 
OPENED: 04/1907 ON W. SIDE OF TUCKAHOE RD. FOR THE NATIONAL GOLF LINKS AT SHINNECOCK HILLS. AGENCY CLOSED BY 01/01/1924 (no longer listed in LIRR Rules and Rates of Pay). LAST LISTED ON TT OF 09/19/37 WITH NO TRAINS SCHEDULED. DISCONTINUED AS STATION STOP AND NOT LISTED ON TT OF 06/19/38. MOVED TO PRIVATE LOCATION: c. 1940 (?).

Good Ground Montauk 
SEE: “HAMPTON BAYS”

Goose Creek Rock BCH. 
FIRST APPEARS ON TIMETABLES OF JULY, 1888. LOCATED ON A SMALL ISLAND IN JAMAICA BAY, IT SERVED AS A STOP FOR FISHERMEN. SUMMER ONLY AGENCY AS OF 01/01/1924. AGENCY CLOSED ?_. STATION CLOSED: 9/35

Grand Central Madison (East Side Access) 
CONSTRUCTION OF TUNNELS BEGAN 1969 WITH DECADES OF DELAYS. TRACKS & PLATFORMS LOCATED 14 STORIES UNDER MADISON AVE., NY, NY, SLIGHTLY NW OF METRO NORTH’S GRAND CENTRAL TERMINAL, FROM 45TH TO 48TH STREETS. A MEZZANINE LEVEL WALKWAY CONNECTS TO GRAND CENTRAL TERMINAL. FIRST NON REVENUE TRAINS RAN 01/11/2023. REVENUE TRAINS RAN FROM JAMAICA TO THE TERMINAL ON OPENING DAY, 01/25/2023.
GRAND STREET S. S. R. R. (EVERGREEN) S. SIDE R.R. DEPOT OPENED: 1868 BETWEEN METROPOLITAN AVE. AND GRAND STREET AT EAST RIVER FERRY.

GRAND STREET MAIN LINE & (E. OF WOODSIDE) ROCK BCH. ON ETT #69, EFF: 5/25/13, BUT NO TRAINS SCHEDULED TO STOP THERE. SHELTER SHED ONLY WITH PLATFORMS IN POSITION TO EVENTUALLY SERVE BOTH MAIN LINE AND ROCK. BEACH BRANCH. BECAME A ROCK. BCH. STOP PER ETT #70, EFF. 7/1/13 WHEN MAIN LINE AND ROCK. BCH. TRAINS HAD SCHEDULED STOPS. SHELTER SHED REMOVED 1922. ETT #102, EFF. 5/25/25 LISTS STATION BUT INDICATES NO TRAINS STOPPING THERE. DISCONTINUED AS STATION STOP BETWEEN 5/25/25 AND ISSUANCE OF ETT #103, EFF. 10/21/25 WHICH DOES NOT LIST THE STATION.

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

GREAT NECK: NY & FLUSHING R.R. BUILT: 1866. ON NY & FLUSHING TT OF 12/31/1866 AS "GREAT NECK" AND ON FLUSHING & N. SIDE TT OF 05/06/1872 AS "BROOKDALE (GRT. NECK)." RAZED: 1883
2ND DEPOT OPENED: 10/1883, REMODELED: 1893, RAZED: 1924
3RD DEPOT IN SVC: 2/26/25. TEMPORARY STA. FACILITIES RELOCATED S. OF FORMER LOCATION: 6/8/34 ACCOUNT GRADE CROSSING ELIMINATION. STATION FACILITIES RELOCATED IN CUT 120' W. OF FORMER LOCATION AND CONVERTED FROM LOW
<table>
<thead>
<tr>
<th>Location</th>
<th>Date of Construction</th>
<th>Notes</th>
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<tbody>
<tr>
<td>MONTAUK</td>
<td></td>
<td>LEVEL TO HIGH LEVEL PLATFORMS: 01/19/35 (1925 DEPOT BUILDING REMAINED AT GRADE).</td>
</tr>
<tr>
<td>(ALSO SEE: &quot;YOUNGSPORT&quot;)</td>
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<tr>
<td>PT. JEFFERSON</td>
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<td></td>
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<tr>
<td>GREENPOINT</td>
<td>1844</td>
<td>1ST DEPOT IN SVC: 7/29/1844 AS TERMINUS OF LIRR. DEPOT BURNED IN TOWN FESTIVITIES: 7/4/1870 2ND DEPOT OPENED A DISTANCE WEST OF THE RAIL DOCK AND SEA WALL:</td>
</tr>
<tr>
<td>MAIN LINE</td>
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<tr>
<td>GREENPORT</td>
<td>1851</td>
<td>(GREEN PORT ON TT OF 12/08/1851)</td>
</tr>
<tr>
<td>(GREENPORT ON TT OF 12/08/1851)</td>
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</table>
AND LARGER DEPOT BUILT CLOSER TO THE RAIL DOCK AND SEA WALL: 1892 (Sanborn Map location), WITH DISTINCTIVE, TICKET OFFICE BAY WINDOW THAT EXTENDED ABOVE THE ROOF, FRONT DORMER WINDOW ON W. SIDE OF BAY WINDOW AND DECORATIVE WROUGHT-IRON ROOF TREE ALONG RIDGE. BAY WINDOW REMOVED IN THE TEENS (Photographic provenance) AND REPLACED WITH DOUBLE FRONT DORMER WINDOWS. BY 1925, DORMERS AND ROOF TREE WERE GONE (Photographic provenance). AGENCY CLOSED: 10/1/67 PER OFFICIAL LIRR NOTICE. REOPENED: 1968 FOR ONE SUMMER'S USE, SUNDAYS ONLY THEN PERMANENTLY CLOSED. DEPOT BUILDING NOW HOUSES THE EAST END SEAPORT & MARITIME FOUNDATION MUSEUM.

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

**FREIGHT STATION BUILT: 1892. GARAGE DOOR INSTALLED ON WEST SIDE AND BECAME GARAGE FACILITY FOR LIRR ROAD-n'-RAIL BUS. EVENTUALLY BECAME PROPERTY OF RAILROAD MUSEUM OF LONG ISLAND (RMLI) HOUSING ARTIFACTS.

**4-STALL ENGINE HOUSE DEMOLISHED: c. 1921 (Robt. Emery data)

GREENVALE OYSTER BAY
(WEEK'S STATION)

FREIGHT STATION IN USE AS EARLY AS 1866. ON TIMETABLE IN 1875 ONLY. BACK ON TIMETABLE DURING 1880s AND 1890s. STOP PRIMARILY FOR MILK TRAINS. SHELTER SHED BUILT: ?, NO AGENCY. MAY, 1891 NEWSPAPER AC-
COUNT DESCRIBES THE SHED WHICH SHORTLY AFTER WAS DEMOLISHED BY 4-4-0 LOCOMOTIVE #112 WHEN IT DERAILED ON 5/17/1891 AFTER HITTING A HORSE WHOSE FOOT GOT STUCK IN THE SWITCH POINTS. THE ENGINE MADE IT OVER THE SWITCH BUT THE CARS DERAILED CAUSING THE LOCO TO ROLL OVER, DEMOLISHING THE SHED AND TRAPPING THE ENGINE CREW UNDERNEATH THE ENGINE KILLING BOTH MEN. (Per Vincent F. SeyFried, historian and John Hammond, Town of Oyster Bay Historian)

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


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

GRINNELL FLUSHING R.R. THE FLUSHING & WOODSIDE RAILROAD WAS A SPUR LINE THAT CONNECTED WITH THE LIRR STATION AT WOODSIDE EXTENDING TO FLUSHING WITH A BRANCH TO WHISTEONE. BECAME PART OF THE FLUSHING & NORTH SIDE RAILROAD. STATION OPENED:
04/27/1874, POSSIBLY AT JUNCTION BLVD. & 35TH AVE. APPEARS ON LIRR TIMETABLE OF 05/14/1877. CLOSED WITH BRANCH ABANDONMENT: 10/1877. BRANCH TO WHITESTONE BECAME THE LIRR'S WHITESTONE BRANCH AFTER THE CONSOLIDATION OF THE FRR., F&NSRR, FNS&CRR, SSRR & LIRR. (Art Huneke data)

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

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

HAGERMAN (EAST PATCHOGUE) MONTAUK BUILT: 10/1890. BY LAND DEVELOPER FREDERICK W. DUNTON, NEPHEW OF LIRR PRES. AUSTIN CORBIN AND THE
DEVELOPER OF HOLLIS AND DUNTON, QUEENS. SMALL, ENCLOSED SHELTER. NO AGENCY ESTABLISHED. ALTHOUGH CONSIDERED EAST PATCH-OGUE, IT WAS NEVER LISTED IN TIMETABLES AS SUCH. PUBLIC TIMETABLES FROM SEPTEMBER, 1894 THROUGH JUNE, 1900 DO NOT LIST THE STATION STOP WHICH HAD BEEN REDUCED TO SIGNAL STATUS DUE TO LACK OF RIVERSHIP. (UNABLE TO VERIFY 1901 AND 1902 AS I'VE NO ACCESS TO THOSE TIMETABLES.) IT APPEARS IN ETT #26, EFF. 05/27/1903 AND IS IN THE OCTOBER PUBLIC TT OF THAT YEAR. IT LAST APPEARS ON PUBLIC TIMETABLES OF 10/17/1928 AND IS GONE FROM ETT #110 EFF. 06/16/29, ALTHOUGH STILL LISTED IN THE TIMETABLE'S LIST OF STATIONS SHOWING MILEAGE AND BLOCK STATIONS.

HAMILTON BEACH ROCK. BCH. FIRST APPEARS IN ETT #90 EFF: 10/16/1919. AGENCY CLOSED BY 01/01/55. DISCONTINUED AS STATION STOP: 6/27/55 WHEN BRANCH ABANDONED SOUTH OF OZONE PARK.

HAMMELS (HAMMEL) ROCK. BCH. BUILT: JUNE/1880, RAZED: 1941 FOR GRADE ELIMINATION 2ND DEPOT BUILT: SPRING/1888, CLOSED: 1941

STATION STOP MOVED 2,000' WEST: 12/26/74.
(Robert L. Myers 1999 data)

HC TOWER STATION N.Y. BAY EXT.
HEMPSTEAD CROSSING - GARDEN CITY.
SMALL SHED AT THE CROSSING OF THE CENTRAL BRANCH EXTENSION AND THE N.Y. BAY EXTENSION. OUT OF SERVICE WITH OPENING OF NEARBY COUNTRY LIFE PRESS STATION IN 1913.

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

HEMPSTEAD CRR OF LI (HEMPSTEAD)
2ND TERMINAL BUILDING OPENED: 2/1913. TEMPORARY STATION IN SVC: 1,265' WEST OF FORMER LOCATION: 12/30/41 WHILE TRACKS WERE CUT BACK TO COLUMBIA ST. MOVED TO COLUMBIA ST. UPON COMPLETION OF TRACK WORK AND PLACED IN SVC: BY 6/17/1943 (Photo provenance with official valuation photo and date) GUTTED BY FIRE: 12/31/62 AND REMODELED. RAZED: 1998
3rd TERMINAL BUILDING BUILT: 1999-2000
<table>
<thead>
<tr>
<th>Location</th>
<th>Line</th>
<th>Description</th>
</tr>
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<tbody>
<tr>
<td>HEMPSTEAD L. I. R. R. (HEMPSTEAD)</td>
<td>1ST DEPOT BUILT: 07/1839 AS TERMINUS OF LIRR WHICH WAS EXTENDED FROM “HEMPSTEAD BRANCH” (MINEOLA) TO MAIN ST., HEMPSTEAD. STATION FACILITIES RAZED: 1878 AND NEWLY ACQUIRED EX-CENTRAL R.R.’S HEMPSTEAD DEPOT AT FULTON AVE. USED AS NEW TERMINUS.</td>
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</tr>
<tr>
<td>HEMPSTEAD</td>
<td>S.S.R.R.’s HEMPSTEAD BRANCH</td>
<td>W. SIDE OF GREENWICH ST. BETWEEN FRONT ST. &amp; PENINSULA BLVD. BUILT: <strong>?</strong>. ABANDONED 05/1879. CONVERTED INTO SKATING RINK AND BURNED TO THE GROUND IN JULY, 1888. (Vincent Seyfried data)</td>
</tr>
<tr>
<td>“HEMPSTEAD BRANCH”</td>
<td>MAIN LINE</td>
<td>SEE: “BRANCH”</td>
</tr>
<tr>
<td>HEMPSTEAD CROSSING</td>
<td>MINEOLA-HEMP.</td>
<td>1st STATION STOP NORTH OF STEWART AVE. PRIOR TO 1923. 2nd STATION STOP SOUTH OF STEWART AVE. AFTER 1923 FOR LIRR’S BATTERY CAR SHUTTLE SERVICE ONLY.</td>
</tr>
<tr>
<td>HEMPSTEAD GARDENS</td>
<td>W. HEMPST’D</td>
<td>BUILT: 19__, SHORT, COVERED PLATFORM SHELTER AND TINY DEPOT BUILDING. NO AGENCY ESTABLISHED. RAZED: 19__ REPLACED WITH METAL SHELTER SHED.</td>
</tr>
<tr>
<td>HENRY STREET</td>
<td>ATLANTIC</td>
<td>WEST OF FLATBUSH AVE. ON WAY TO SOUTH FERRY. OUT OF SVC.__(?)</td>
</tr>
<tr>
<td>HERMANVILLE</td>
<td>MAIN LINE</td>
<td>APPEARS ON MAP OF 1857 FOR THE DEVELOPMENT OF A NEW COMMUNITY SOUTH OF THE TRACKS AND EAST OF LAKE STATION. NO TIMETABLE EVIDENCE AS YET. (Info courtesy of Art Huneke)</td>
</tr>
<tr>
<td>HERMITAGE</td>
<td>MAIN LINE</td>
<td>APPEARS ON TIMETABLE OF 5/1/1848. RENAMED “PECONIC”. (SEE: “PECONIC.”)</td>
</tr>
</tbody>
</table>


PROJECT AND DISCONTINUED AS STATION STOP.

HILLSIDE CRR OF LI OPENED: 4/1874, ABANDONED: 4/30/1879
(CREEDMOOR)

HILLSIDE MAIN LINE BUILT: ?, APPEARS IN PUBLIC TIME-
(MAINT. FACILITY) TABLE OF NOV/1909. CLOSED:
1911.

2ND DEPOT IN SVC: 5/15/1911. LOW PLATFORMS OUT OF SVC:
10/1/30 ACCOUNT “JAMAICA IMPROVE-
MENT EAST” PROJECT.

EASTWARD HIGH LEVEL PLATFORM SOUTH OF TRACK 1, IN SVC:
10/1/30 FOR EASTWARD AND WESTWARD TRAINS. AGENCY
STILL LISTED IN "L.I.R.R. TICKET OFFICES OPEN FOR SALE OF TICK-
ETS" OF 9/12/55 AS PART-TIME. AGENCY CLOSED: 2ND DEPOT
USED AS PRIVATE BUSINESS. DIS-
CONTINUED AS STATION STOP: 7/1/66.

HILLSIDE MAIN LINE LIRR EMPLOYEE-ONLY STOP AT HILL-
(MAINT. FACILITY) SIDE MAINTENANCE FACILITY,
M.P. 11 IN SVC: 11/26/84 PER G.O. #305 FOR EMPLOYEES WHOSE
OFFICES WERE IN THE FORMER GERTZ WAREHOUSE. THE HUGE
COMPLEX AND MULTI-BAY SHOP WERE OFFICIALLY OPENED

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”

HITHER HILLS MONTAUK SIDING ONLY. APPEARS WITH STA-
(FLUSHING) TION DESIGNATION OF S115 IN
1913 CR4. GONE FROM 1924 CR4
(Art Huneke data).
HOLBROOK  
(OLD HOLBROOK)  
MAIN LINE  
STATION STOP OPENED: __?__.  
STOP APPEARS ON TIMETABLES 
OF 06/06/1861 AND 11/01/1862.  
IT'S POSSIBLE THE STOP CONSISTED 
OF A LOW PLATFORM ONLY 
UNTIL JUNE-JULY, 1875 WHEN A 
COMBINATION CIGAR FACTORY 
AND DEPOT WAS BUILT BY A LARGE 
LANDOWNER NAMED McCOTTER. 
THE BLDG WAS 40' x 40', TWO 
STORIES, WITH CUPOLA ATOP.  
HALF THE GROUND FLOOR WAS 
USED AS A TICKET OFFICE, EX- 
PRESS OFFICE AND WAITING ROOM 
AND THE OTHER HALF USED AS A 
SHIPPING ROOM BY THE FACTORY 
WHICH OCCUPIED THE 2ND FLOOR 
(Vincent Seyfried data). PER "Babylon 
Signal" NEWSPAPER ARTICLE OF 
03/25/1882, THIS STATION ALONG 
WITH LAKELAND WAS TO BE CON- 
SOLIDATED AND REPLACED WITH A 
NEW STATION NAMED "RONKONKO- 
MA" (Art Huneke data). NO INFO AS 
TO THE FATE OF THE FORMER DE-
POT/CIGAR FACTORY.  
BECAME STATION STOP ONCE AGAIN 
(1907). TINY WOODEN DEPOT CON- 
STRUCTED NORTH OF THE TRACKS 
ON THE WEST SIDE OF COATES 
AVE. RELOCATED TO THE SOUTH 
RAZED: 6/62. REPLACED WITH 
METAL SHELTER SHED. DROPPED 
AS STATION STOP FROM ETT #3, 
EFF: 5/20/68.

HOLLAND (HOLLANDS)  
(S.S.R.R.)  
ROCK. BCH.  
FIRST LISTED ON TT OF 7/1872 AT BEACH 
92ND ST. LIRR DEPOT BUILT: MAY- 
JUNE/1880. REMODELED: APR-MAY/ 
1899, REMODELED: 1914, CLOSED: 
1941.  
ELEVATED STRUCTURE OPENED: 
1942. AGENCY CLOSED WITH TRANS- 
FER TO TA OWNERSHIP: 10/3/55.

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

HOPEDALE MAIN LINE DEPOT BUILT OCT-NOV/1875 AT UNION TURNPIKE. DUE TO PLANNED 2ND TRACK ADDITION AND PROXIMITY TO MAPLE GROVE, DEPOT CLOSED AND RELOCATED AS PRIVATE RESIDENCE BY 8/28/1884. (Newtown Register 8/28/1884)

HOPKINSON AVE. ATLANTIC R.T. EAST OF SARATOGA AVE., BKLYN. OUT OF SVC. ___(?)

HOWARD ROCK. BCH. 0.1 MILES SOUTH OF "WD" TOWER (WEST END OF TRESTLE) ON ETT #37 EFF.: 11/05/1905. OUT OF SVC: 04/1913 (?)

HOWARD BEACH ROCK. BCH. OPENED: 04/1913, AS “RAMBLERSVILLE” REPLACING ORIGINAL STOP 0.2 MILES SOUTH. RENAMED: 04/1916. SUMMER AGENCY ONLY AS OF 01/01/1924. AGENCY CLOSED: ___. DEPOT REPLACED WITH SHELTER SHED ON OPPOSITE SIDE OF TRACKS SOME-TIME IN THE MID-1930s. STATION
STOP OUT OF SVC: 06/27/55. ACQUIRED BY NYCTA, RAZED: SUMMER, 1956.

<table>
<thead>
<tr>
<th>Location</th>
<th>Street or Line</th>
<th>Opened/Closed/Other Details</th>
</tr>
</thead>
<tbody>
<tr>
<td>HOWARD HOUSE ATLANTIC</td>
<td>(ALABAMA AVE., EAST NEW YORK) TRACKSIDE HOTEL WITH PLATFORM OUT FRONT. USED AS DEPOT FOR A TOTAL OF THREE RAILROADS FROM 1853 – 1902. SEE: “EAST NEW YORK” AND “MANHATTAN CROSSING.” DEMOLISHED: 11/1925 (per Brooklyn Daily Eagle)</td>
<td></td>
</tr>
<tr>
<td>HULSE TURNOUT MA LINE</td>
<td>4 MILES EAST OF MANOR (TIMETABLE OF 12/08/1851)</td>
<td></td>
</tr>
<tr>
<td>HUMBOLDT STREET EVERGREEN (BROOKLYN)</td>
<td>OPENED: 05/15/1878 BETWEEN HUMBOLDT AND GRAHAM STREETS. CLOSED: 09/28/1885.</td>
<td></td>
</tr>
<tr>
<td>HUNTINGTON PT. JEFFERSON</td>
<td>BUILT: 1868 (?) ON THE NW SIDE OF N.Y. AVENUE. CLOSED: 10/1909 WITH OPENING OF NEW DEPOT FURTHER EAST AND RAZED SOME-TIME AFTER. 2ND DEPOT OPENED: 10/1909 ON THE NE SIDE OF N.Y. AVENUE.</td>
<td></td>
</tr>
<tr>
<td>HYDE PARK MAIN LINE</td>
<td>1ST DEPOT BUILT: c. 1837 WITH OPENING OF LIRR TO HICKSVILLE. RENAMED “NEW HYDE PARK.” (SEE: “NEW HYDE PARK”)</td>
<td></td>
</tr>
<tr>
<td>INGLEWOOD (QUEENS) MAIN LINE</td>
<td>AT CREED AVE.-SPRINGFIELD AVE. EAST OF HEMPSTEAD TPKE. (PRESENT DAY QUEENS VILLAGE) STATION</td>
<td></td>
</tr>
<tr>
<td>Location</td>
<td>Previous Name</td>
<td>Description</td>
</tr>
<tr>
<td>---------------------</td>
<td>---------------</td>
<td>-------------</td>
</tr>
<tr>
<td>Inner Beach</td>
<td>Long Beach</td>
<td>DEDICATED 10/19/1871 (<em>Brooklyn Eagle</em>) RENAMED &quot;Queens&quot;: 10/1881. (SEE: &quot;Queens&quot;)</td>
</tr>
<tr>
<td>Interstate Park</td>
<td>Main Line</td>
<td>FORMERLY &quot;Brushville.&quot; NEW FRAME DEPOT OPENED: 3/20/1900, E. OF HEMPSTEAD TPKE., W. OF QUEENS TO SERVICE VISITORS TO THE INTERSTATE PARK ASSOCIATION'S GROUNDS. RENAMED &quot;Bellaire&quot; IN 1907.</td>
</tr>
<tr>
<td>Inwood</td>
<td>Far Rock</td>
<td>SHELTER SHED OPENED: 12/3/11, NO AGENCY ESTABLISHED. RAZED: 1956. REPLACED WITH METAL SHELTER SHED.</td>
</tr>
<tr>
<td>Island Park</td>
<td>Long Beach</td>
<td>APPEARS AS SIGNAL STOP IN APRIL, 1898 TIMETABLE AS &quot;The Dykes.&quot; RENAMED &quot;Island Park&quot;: 7/1922 WHEN IT REPLACED THE ISLAND PARK STATION THAT WAS FORMERLY BARNUM ISLAND (JEKYL ISLAND). (ALSO SEE: &quot;Barnum Island&quot;). AGENCY CLOSED AS OF 06/46, BUT OPEN AGAIN AS OF 09/12/55. AGENCY FINALLY CLOSED: ?</td>
</tr>
<tr>
<td>Island Trees (Island Tree)</td>
<td>CRR of LI (Central Ext.)</td>
<td>STATION STOP FIRST LISTED IN TT OF 05/1873. NO DEPOT BUILDING ERECTED LOCATED AT JERUSALEM AVE. IN TODAY'S LEVITTOWN. DISCONTINUED AS STATION STOP: 05/01/1876. LATER SITE OF MANURE SIDING (25.40 MILES FROM L.I. CITY). SIDING LISTED IN C.R.4s AS &quot;Island Tree.&quot; EFF. 03/01/1913, 09/01/1919 AND 07/01/1924. OUT OF SVC: <strong>?</strong> 2ND STATION CONSISTING OF A 1,000 FOOT LONG, LOW, CINDER PLATFORM OPENED: 1916 AT HICKSVILLE RD. CROSSING OF CENTRAL EXTENSION AT WHAT IS TODAY'S</td>
</tr>
<tr>
<td>LOCATION</td>
<td>DEPOT TYPE</td>
<td>OPENED DATE</td>
</tr>
<tr>
<td>---------------</td>
<td>--------------------------------</td>
<td>-------------------</td>
</tr>
<tr>
<td>LEVITTOWN</td>
<td>REAL ESTATE DEVELOPER</td>
<td>CLOSED 19_?</td>
</tr>
<tr>
<td>ISLIP CENTRE</td>
<td>S. S. R. R.</td>
<td>12/1/1868</td>
</tr>
<tr>
<td>(BEAVER STREET)</td>
<td>(ATLANTIC)</td>
<td>(“OLD SOUTH-)ERN ROAD”)</td>
</tr>
</tbody>
</table>
TO THE WEST SIDE OF THE MAIN LINE STATION IN 1877, ALTHOUGH THE LIRR UTILIZED THE FORMER SSRR STOP, NOW RENAMED "JAMAICA SOUTHERN" IN TIMETABLE EFF. 6/17/1877 ONLY, FOR LIRR TRAINS ON WHAT WAS THEN TERMED THE "OLD SOUTHERN ROAD" TO ELIMINATE THE NEED FOR A REVERSE MOVE TO STOP AT THE MAIN LINE STATION. WHILE TRAINS CONTINUED TO STOP AT THIS LOCATION AS LATE AS 1913, THERE WAS NO INDICATION OF A NEW DEPOT STRUCTURE UNTIL POSSIBLY 1905, WHEN ELECTRIFICATION MAY HAVE MOVED THE STATION STOP SLIGHTLY EAST OF THE ORIGINAL LOCATION. (Art Huneke data).

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

JAMAICA MAIN LINE
("OLD JAMAICA") 1ST DEPOT BUILT: c. 1836 AS TERMINUS OF LIRR. REMODELED: 1869 AND 1872.

2ND DEPOT PLACED IN SERVICE AFTER LIRR ACQUIRED SSRR. THE SSRR DEPOT WAS MOVED
TO THE WEST SIDE OF THE MAIN LINE STATION IN 1877, ALTHOUGH
THE LIRR UTILIZED THE FORMER SSRR STOP, NOW RENAMED "JAMAICA SOUTHERN" IN TIMETABLE EFF.
6/17/1877 ONLY, FOR LIRR TRAINS ON WHAT WAS THEN
TERMED THE "OLD SOUTHERN ROAD" TO ELIMINATE THE NEED
FOR A REVERSE MOVE TO STOP AT THE MAIN LINE STATION.
WHILE TRAINS CONTINUED TO
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TION OF A NEW DEPOT STRUCT-
URE UNTIL POSSIBLY 1905, WHEN
ELECTRIFICATION MAY HAVE
MOVED THE STATION STOP
SLIGHTLY EAST OF THE ORIGINAL
LOCATION. (Art Huneke data).
SSRR DEPOT IN USE CONCUR-
RENTLY WITH ORIGINAL LIRR
DEPOT FOR AN UNKNOWN PERIOD
OF TIME, ALSO HOUSED A LUNCH
ROOM AND BAR. ORIGINAL
DEPOT WAS MUCH SMALLER
THAN THE SSRR STRUCTURE,
SO IT WAS EVENTUALLY EITHER
REBUILT INTO AN EXPRESS HOUSE
OR WAS REPLACED BY ONE (Photo
evidence). TWO-STOREY GENERAL
OFFICES BLDG ADDED ADJACENT
to DEPOT IN 1880 ALONG WITH
INSTALLATION OF COVERED PLAT-
FORMS. GENERAL OFFICES NOT
PLEASING TO LIRR PRES. AUSTIN
CORBIN AND ORDERED TORN
DOWN SHORTLY THEREAFTER.
DEPOT RAZED: 1912-1913 WITH
GRADE ELIMINATION AND STATION
RELOCATION PROJECT.

JAMAICA MAIN LINE
RELOCATED, ELEVATED STATION
AND GENERAL OFFICES BLDG.
AT SUTPHIN BLVD. MAJOR RE-
WORKING OF TRACK AND TERM-

JAMAICA (SOUTH ST.) ATLANTIC SEE: "SOUTH STREET."

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

JAMAICA RACETRACK ATLANTIC SEE: "LOCUST MANOR"

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

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

SHELTER SHED RELOCATED WITH ONE CAR LENGTH PLATFORM NORTH OF TRACKS AND WEST OF ORIGINAL STATION SITE, IN SVC: SOMETIME IN OR AFTER OCTOBER, 1963 (Photo provenance). SHELTER SHED REMOVED AND DISCONTINUED AS STATION STOP: 02/02/85 (Jim Gillin Data).

JEKYLL ISLAND LONG BEACH OPENED: c. 1897 AS “BARNUM ISLAND” RENAMED “JEKYLL ISLAND”: JAN, 1901. RENAMED “ISLAND PARK”: 10/1921, CLOSED: 7/1922

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

MAP OF 1873 = JERUSALEM
TT OF 1877 = CENTRAL PARK
TT OF 4/1878 = CENTRAL PARK
TT AND TT OF 11/1878 = JERUSALEM
TT OF 3/1879 = JERUSALEM.
TT 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

(TH info. courtesy of Art Huneke)

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


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

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

2ND DEPOT BUILT: 1948. REMODELED:

KINGSTON AVE. (BROOKLYN)  ATLANTIC R.T.  EAST OF BROOKLYN AVE. OUT OF SVC. ___(?)


KOUWENHOVEN  MANH'TN BCH  BUILT: 8/1877, CLOSED: 1924 WITH LINE ABANDONMENT. SHELTER SHED RAZED: 1935

LAKE ROAD (LAKE STATION)  MAIN LINE  OPENED AS “LAKE STATION” WITH ARRIVAL OF LIRR IN 1843. LOCATED 90’ EAST OF THE THEN POND ROAD. AND 1,250’ EAST OF OCEAN AVE. APPEARS AS “LAKE ROAD” ON 1845 AND 1848 TIMETABLES. CALLED “LAKE STATION” ON 1857 MAP.
LAKE STATION  MAIN LINE  SEE: “LAKE ROAD”

LAKEVIEW  W. HEMPST’D  BUILT: 192, SMALL ENCLOSED SHELTER WITH WOODEN COVERED PLATFORM. NO AGENCY AS OF 01/01/1924. ENCLOSED PORTION GONE BY 1960 (photo provenance) LEAVING WOODEN COVERED PLATFORM WITH AN ADDED BACK WALL TO BLOCK THE WEATHER. RAZED: MID-1960s ? REPLACED WITH METAL SHELTER SHED. REMOVED c. 1968 (?) NEWER SHELTER AND HI-LEVEL PLATFORMS IN PLACE c. 1968 (?) NEWER SHELTER, HI-LEVEL PLATFORMS AND DECORATIVE RAILINGS IN PLACE c. 1999 (?)

LAKE RONKONKOMA  MAIN LINE  SEE: “RONKONKOMA”

LANDIA  PT. JEFFERSON  LOW PLATFORMS ONLY. IN SVC: 12/15/52 BOTH SIDES OF TRACK TO SERVICE EMPLOYEES OF CIRCLE WIRE (LATER CERRO WIRE). NO DEPOT OR SHELTERS CONSTRUCTED. NO AGENCY ESTABLISHED. INSUFFICIENT RIDERSHIP TO INSTALL HIGH-LEVEL PLATFORMS FOR M1 ELECTRIC SERVICE AND CLOSED: 10/3/73.

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

LAUREL  MAIN LINE  STATION STOP FIRST APPEARS AS “FRANKLINVILLE” ON TT OF 4/1891 AS A SIGNAL STOP ONLY. REAPPEARS ON TT OF 09/27/1892 AND OFF ONCE AGAIN UNTIL TT OF 09/10/1894. NO DEPOT BUILDING INDICATED. PROB-
ABLY JUST A PLATFORM. DOES NOT APPEAR ON TT OF 10/1894. LISTED AS FRANKLINVILLE AS LATE AS ETT #3, EFF: 6/1897 AND ON PUBLIC TT OF 10/14/1897. TOWN IS RENAMED “LAUREL” IN 1898. STATION APPEARS AS “LAUREL” ON TT OF 09/17/1899 AND TT’s THEREAFTER.


LAUREL HILL MONTAUK

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

LAURELTON ATLANTIC


ELEVATED STRUCTURE OPENED
WESTBOUND: 10/31/50, EASTBOUND: 11/27/50. PART-TIME AGENCY AS OF 01/01/55. AGENCY CLOSED: 12/10/1996.

**LAWRENCE**

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


**LEFFERTS AVENUE**

ATLANTIC

118TH ST. APPEARS ON TIMETABLES OF 1867. LAST LISTED IN 6/1870.

**LINDENHURST**

S. S. R. R. (MONTAUK)

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

2ND DEPOT PRIVATELY BUILT 25' NORTH OF ORIGINAL DEPOT SITE (ACROSS TRACKS ON NORTH SIDE OF TRACKS.) 2-STOREY, WOODEN DEPOT HAD AGENT'S LIVING QUARTERS UPSTAIRS. OPENED IN TIME FOR JUNE 6TH, 1870 FESTIVITIES FOR LAND SALE AND DEVELOPMENT OF BRESLAU. SSRR GAVE A TERRIBLE PERFORMANCE AT THE FESTIVITIES AND RECEIVED SUCH SCATHING REVIEWS FROM *THE BROOKLYN DAILY EAGLE* THAT IT'S BELIEVED THE OFFER TO GIVE THE SSRR THE DEPOT WAS CAN-
CELLED AND MOVED OFF-SITE WITHIN A FEW MONTHS TO BECOME A MUCH-NEEDED SCHOOL WHICH OPENED ON 12/12/1870, BUT WAS FOUND TO BE TOO SMALL AND "WOULD BE REPLACED SOON" (R. M. Bayles, 1874). THIS 2ND STRUCTURE BECAME A FIRE HOUSE. ORIGINAL 1867 DEPOT REMAINED IN SERVICE ON ITS ORIGINAL SITE. CHURCH SERVICES WERE HELD THERE ON SUNDAYS ("South Side Signal" of 12/7/1870 - Courtesy of Art Hunke). STATION NAME CHANGED TO "LINDENHURST": 1891. TICKET BAY EXTENDED TO FULL WIDTH OF VERANDAH-STYLE PLATFORM. DEPOT DESTROYED BY FIRE ON 1/22/1901. TEMPORARY QUARTERS ESTABLISHED IN PEARSEALL’S BARBER SHOP AND THE FREIGHT HOUSE FOR SEVERAL DAYS UNTIL A COMBINE CAR WAS PLACED ON SIDING SERVING AS TICKET OFFICE AND WAITING ROOM.

3RD DEPOT BUILT ON SOUTH SIDE OF TRACKS, SLIGHTLY EAST OF THE FORMER DEPOT AND PLACED IN SVC: 3/26/1901. TICKET BAY WINDOW ENLARGED. DEPOT AND SHELTER SHED ACROSS FROM DEPOT MOVED FURTHER EAST: c. 1926 (Bob Emery) TO BE JOINED WITH FREIGHT/EXPRESS HOUSE WHICH HAD BEEN SHORTENED BY 1/2 ITS ORIGINAL LENGTH. DEPOT REMODELED AND TICKET BAY WINDOW REMOVED. DONATED TO THE LINDENHURST HISTORICAL SOCIETY BY THE LIRR IN 1967, BUT REMAINED IN USE UNTIL 10/25/1968 WHEN DEPOT WAS CLOSED DUE TO GRADE ELIMINATION PROJECT AND MOVED TO NEARBY IRMISCH PARK.
FREIGHT HOUSE SEPARATED FROM DEPOT AND BOTH STRUCTURES RESTORED TO TWO, SEPARATE STRUCTURES, ALTHOUGH NOT OF THE ORIGINAL CONFIGURATION AND SIZE. ORIGINAL SIZED BAY WINDOW RESTORED, BEGINNING 1971. SITE IS A VILLAGE OF LINDENHURST MUSEUM. TEMPORARY STATION IN SVC: 10/25/68 ACCOUNT GRADE CROSSING ELIMINATION PROJECT. ELEVATED STRUCTURE IN SVC: 8/7/73. AGENCY CLOSED: 8/19/2009

LINWOOD STREET
(BROOKLYN) ATlANTIC R.T. RAPID TRANSIT STOP PER TT, EFF. 6/24/1890

L.I.R.R. SHOPS MONTAUK SEE: “SHOPS” (MORRIS PARK)


FLUSHING & N. SIDE (PORT WASHINGTON)

LOCKWOOD'S GROVE NY & ROCK R.R. (SEE: "FAR ROCKAWAY")

<table>
<thead>
<tr>
<th>Location</th>
<th>Details</th>
</tr>
</thead>
<tbody>
<tr>
<td>Long Beach</td>
<td>Wooden frame structure with clock tower built: 1880 on the beach sand with wooden water tank and concession stand between the depot and the ocean</td>
</tr>
</tbody>
</table>
AND WOODEN BOARDWALK TO THE WATER'S EDGE. CLOSED: 1909.  

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

LYNGBROOK  S. S. R. R.  (LONG BCH./MTK. BR.)  
2ND DEPOT BUILT: 1881. RENAMED "LYNGBROOK": 1893. REMODELED: c. 1920. RAZED: 1938 WITH GRADE ELIMINATION PROJECT. ELEVATED STRUCTURE, 1,113’ WEST OF FORMER LOCATION, IN SVC: 10/18/38. AGENCY SCHEDULED TO CLOSE: (?)
<table>
<thead>
<tr>
<th>Location</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>MALBA WHITESTONE</td>
<td>BUILT: 1909 TO SERVICE PRIVATE LAND DEVELOPMENT IN WHITESTONE. CLOSED: 2/19/1932 WITH BRANCH ABANDONMENT.</td>
</tr>
<tr>
<td>MALVERNE WEST HEMP.</td>
<td>OPENED: c. 1892 AS NORWOOD. RENAMED &quot;MALVERNE&quot;: 2/1913. COVERED PLATFORMS ON EITHER SIDE OF DEPOT. THOSE ON W. SIDE OF DEPOT REMOVED SOME TIME AFTER 1954. THOSE ON E. SIDE OF DEPOT REMOVED AND REBUILT TO INCORPORATE INTO THE DEPOT ROOF. AGENCY IN EFFECT AS OF 01/01/1924. AGENCY OPEN MONDAYS ONLY PER &quot;L.I.R.R. TICKET OFFICES OPEN FOR SALE OF TICKETS&quot; EFF. 9/12/55. PART-TIME AGENCY OPEN PER &quot;LONG ISLAND RAIL ROAD TICKET OFFICE HOURS&quot; OF 9/18/67. AGENCY CLOSED: ?</td>
</tr>
<tr>
<td>MANHATTAN BEACH HOTEL MARINE RY. NY&amp;MB RR</td>
<td>A NARROW GAUGE LINE AND DEPOT BUILDING WAS BUILT IN 1877 ON THE SOUTH SIDE OF THE MANHATTAN BEACH HOTEL, ON THE BEACH, AND OPERATED BETWEEN THE MANHATTAN BEACH AND BRIGHTON BEACH HOTELS, A DISTANCE OF UN-</td>
</tr>
</tbody>
</table>
DER ½ MILE IN LENGTH. THE TRACK WAS ON THE SOUTH SIDE OF THE ORNAMENTAL DEPOT BUILDING. AFTER BEING BEATEN UP BY THE STORM OF NOV. 25, 1888, THE TRACK WAS RELOCATED TO THE NORTH SIDE OF THE HOTEL AND CONNECTED WITH THE NY & MANHATTAN BEACH RAILROAD (ALSO NARROW GAUGE) BUT THE ARCHITECTURAL BEAUTY OF THIS TINY DEPOT WAS NEVER DUPLICATED.

| MANHATTAN JCT. | MANH'T'N BCH | JUNCTION OF MANHATTAN BEACH AND BAY RIDGE BRANCHES. APPEARS IN TT OF 7/1877. AFTER 1878, DISAPPEARS FROM TT FOR REGULAR SEASONAL TRAINS BUT APPEARS IN OFF-SEASON TABLES AND IN THOSE FOR RACETRACK SPECIALS. IN 1893 APPEARS AS "OCEAN AVENUE" BUT REVERTS TO ORIGINAL NAME IN 1895. REGULARLY LISTED AGAIN BEGINNING IN 1898. LASTED UNTIL END OF PASSENGER SERVICE ON BRANCH IN 1924. |
| MANHATTAN CROSSING | ATLANTIC & ATLANTIC R.T. | NY & MANHATTAN BEACH R.R. CROSSING OF LIRR ATLANTIC BRANCH - EAST NEW YORK, BKLYN. ALSO USED AS RAPID TRANSIT STOP PER ETT #11, EFF. 11/4/1878. RENAMED "EAST NEW YORK": 11/1905 WITH INAUGURATION OF FULL ELECTRIC SVC. FROM FLATBUSH AVENUE. (SEE: "EAST NEW YORK.") |
| MANOR | MAIN LINE | SEE: "MANORVILLE" |
| MANORVILLE | MAIN LINE | APPEARS ON TIMETABLE OF 6/14/1845 AS "ST. GEORGE'S MANOR" AND IN 1852, SHORTENED TO "MANOR." RAZED: 9/1869 (Per local history, the first station agent, Seth Raynor, a patriot of the Amer- |
ican Revolution, painted out the “St. George’s,” leaving “Manor.”)
THE TOWN NAME CHANGED TO MANORVILLE WITH OPENING OF THE POST OFFICE, BUT TIME-TABLES AND LIRR DOCUMENTS RETAINED THE NAME “MANOR” UNTIL c. 1907-1908. PHOTO OF DEPOT TAKEN IN 9/1906 SHOWS “MANOR” STATION SIGN ON SIDE OF BLDG. JUNCTION TO EAST-PORT WITH NEW BRANCH TERMINATING AT SAG HARBOR CONSTRUCTED: EARLY 1870.
2ND DEPOT BUILT: 5/1871. AGENCY CLOSED: _?_. RAZED: 06/41.
STILL LISTED AS STATION STOP IN ETT #1, EFF: 5/79. NO LONGER LISTED IN ETT #2, EFF. 5/12/80.

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

MASPETH FLUSHING R.R. OPENED: 1855. ABANDONED: 1858 NY & FLUSHING FLUSHING & N. SIDE

MASPETH MONTAUK OPENED: 2/1895, CLOSED: 10/1903, REOPENED: ?, AND AGAIN CLOSED: 1924, BLDG. REMOVED:
MASSAPEQUA (SO. OYSTER BAY) | MONTAUK (S.S.R.R.) | ORIGINALLY OPENED AS SOUTH OYSTER BAY BY THE SSRR c. 1867. LOCATED WEST OF THE HICKSVILLE RD. CROSSING. RENAMED "MASSAPEQUA" IN MAY, 1889. *(Art Huneke data)*

2ND, RELOCATED DEPOT BUILT: MAY-JUNE/1891, EAST OF HICKSVILLE ROAD CROSSING. RAZED: 1/53 WITH GRADE ELIMINATION.

TEMPORARY STATION RELOCATED WEST OF FORMER LOCATION IN SVC: 1/12/53.

ELEVATED STRUCTURE IN SVC: 12/14-18/53. AGENCY SCHEDULED TO CLOSE (?)

MASSAPEQUA PARK | MONTAUK | ORIGINALLY EASTBOUND AND WESTBOUND PLATFORMS ONLY. IN SVC: 12/3/33 (G.O. 121-2)

SHELTER SHED ON EACH PLATFORM ADDED: __. NO AGENCY AS OF 01/01/55. AGENCY OPENED SOMETIME AFTER 09/55. TICKET OFFICE INTEGRATED INTO CORNER OF WESTBOUND SHELTER SHED AT THAT TIME. TICKET OFFICE CLOSED AND TRANSFERRED TO TRAILER

TICKET OFC: 8/3/65 *(Brad Phillips data)* REPLACED BY TEMPORARY STATION DURING GRADE CROSSING ELIMINATION PROJECT: 12/21/77.

TEMPORARY STATION ACCOUNT GRADE CROSSING ELIMINATION IN SVC: 12/21/77. OUT OF SVC: 12/13/80 AND RAZED.

ELEVATED STRUCTURE IN SVC: 12/13/1980. AGENCY CLOSED: 8/19/2009

MASTIC | MONTAUK | BUILT: 1882 AS "FORGE", RENAMED: 1893. STATION STOP DISCONTINUED: 7/15/60. MOVED 7,010’ WEST TO MASTIC-SHIRLEY AND
NEW DEPOT CONSTRUCTED. OLD DEPOT RAZED: 8/60.

MASTIC-SHIRLEY  MONTAUK

IN SERVICE: 7/15/60. AGENCY CLOSED: 2

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

MATAWOK  ROCK BCH.

OPENED: JUNE (?), 1910 WITH OPENING OF GLENDALE CUT-OFF. ORIGINALLY LOCATED 500' SOUTH (RAILROAD EAST) OF TROTTING COURSE LANE CROSSING AND 740' NORTH (RAILROAD WEST) OF MYRTLE AVE. OVERGRADE CROSSING. LISTED ON ETT #58, EFF: 9/8/1910. NO INDICATION OF STATION BLDG. PLATFORMS ONLY. STATION POSSIBLY DESTROYED BY FIRE IN EARLY 1913. (Data and LIRR blueprint and photo provenance by Art Huneke)

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

MATAWOK  MAIN LINE

SHELTER SHED AND 400' PLATFORMS OPENED: 7/25/22 AT 66TH AVE. / MP 6 FOR SERVICE TO MATAWOK LAND CO.’S DEVELOPMENT AT FOREST HILLS WEST. STATION ACCESSED BY TWO STEEL PEDESTRIAN OVERPASS GIRDER SEC-
TIONS OVER THE MAIN LINE AND
BY SEVEN SPANS OVER THE ROCK-
AWAY BEACH BRANCH TRACKS.
(Vincent Seyfried data and photo pro-
venance) FIRST LISTED IN SUPPLE-
MENT NO. 2 TO ETT #96, EFF.
9/10/22, BUT NO TRAINS SCHED-
ULED TO MAKE STOPS. FIRST
SCHEDULED TRAINS APPEAR IN
ETT #99 EFF. 10/9/23 WHICH IN-
DICATES 3 TRAINS A DAY MAKING
AN “F” STOP. LAST LISTED WITH
TRAIN STOPS IN ETT #101, EFF.
10/21/24. LAST LISTED IN ETT
#102, EFF. 5/21/25 BUT NO TRAIN
SERVICE INDICATED. STATION OUT
OF SVC: 7/1925. NOT LISTED IN
ETT #103, EFF. 10/21/25 (Art
Huneke and Jeff Erlitz data)

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

MAYWOOD CRR OF LI
(CENTRAL EXT.) DEPOT APPEARS ON LATE 19TH 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 AS A MANURE TRACK. IT
IS DOUBTFUL THAT A FREIGHT
DEPOT WAS IN USE AS THE SIDING
IS INDICATED IN THE CR4 AS
BEING HANDLED BY THE AGENT
AT FARMINGDALE. THE SIDING WAS REMOVED WITH THE REFURBISHING OF THE R.O.W. IN 1925 AND THE GRADE CROSSING ELIMINATED.

| MEADOWBROOK       | CRR of LI                  | 1ST DEPOT LISTED IN TT OF 05/1873. LOCATED BETWEEN PRESENT MERICK AVE. AND THE MEADOWBROOK PARKWAY. DISCONTINUED AS A STATION STOP PER TT OF 05/01/1876. LATER LISTED IN SVC. PER C.R.4 EFF: 03/01/1913. CLOSED: 6/1917. BECAME SITE OF SALISBURY PLAINS STATION AFTER 2ND MEADOWBROOK STATION OPENED FURTHER WEST. |
| (1ST LOCATION)    | (CENTRAL EXT.)             |                                             |

| MEADOWBROOK       | CENTRAL EXT.               | LOW, CINDER PLATFORMS ON EITHER SIDE OF TRACKS OPENED FURTHER WEST OF ORIGINAL LOCATION SOME TIME AFTER 1924 (STATION DOES NOT APPEAR IN 1924 C.R.4 BOOK). CLOSED: c. 1939. |
| (2ND LOCATION)    |                            |                                             |

| MEADOWBROOK-      | CENTRAL EXT.               | LOW, CINDER PLATFORM RE-OPENED AS A CENTER-ISLAND STATION PLATFORM: 19_?_. IN USE FOR RACEWAY TRAINS. STOP DISCONTINUED: 1961 |
| ROOSEVELT RACEWAY |                            |                                             |

| MEDFORD           | MAIN LINE                  | 1ST DEPOT OPENED: 6/26/1844 WITH OPENING OF LIRR OUT TO TEMPORARY END-OF-TRACK AT CARMAN’S RIVER. BURNED ALONG WITH FREIGHT HOUSE: 08/20/1863 (Per Robt. Emery’s data, the house portion was the 1st building in Medford. Constructed in 1844 and the depot portion was added to the west side of the 1844 structure in 1889.) |
|                   |                            | 2ND (?) DEPOT BUILT: 1889 WITH ATTACHED AGENT’S QUARTERS (?). LOCATED ALONGSIDE OLD PATCHOGUE/PORT JEFFERSON ROAD. SOMETIME BETWEEN 1922 AND 1932 DEPOT WAS MOVED SLIGHTLY EAST |

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

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


METAL SHELTER SHED ERECTED ATOP LOWER STRUCTURE. SHELTER SHED VANDALIZED AND LIRR REMOVED FROM STATION SITE BY 1969. SHELTER SHED REPLACED SOMETIME
IN MID-LATE 1970s/EARLY 1980s (?) LOWER STRUCTURE AND CONCRETE STAIRS TO TRACK LEVEL GONE BY AUGUST, 1996 *(photo provenance).* FOUNDATION LEFT IN PLACE WITH GUARDRAIL INSTALLED AROUND PERIMETER AND FORMER EXPRESS RAMP USED TO ACCESS TRACK LEVEL. STATION STOP SCHEDULED TO BE DISCONTINUED ALONG WITH OTHERS IN 1998 BUT VOCAL OPPOSITION CAUSED LIRR TO ALTER THEIR DECISION *(David M. Morrison data).* DUE TO AN EXPECTED INCREASE IN RIDERSHIP, ABANDONMENT WAS RETHOUGHT.

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

**MELVILLE**

**MAIN LINE**

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

**MERILLON AVE. (GARDEN CITY PARK)**

**MAIN LINE**

BUILT: 1911 *(VALUATION PHOTO PROVENANCE).* NO AGENCY INDICATED AS OF 01/01/1924. RAZED: 1958.

MERRICK
(MONTAUK) S. S. R. R.
S. SIDE R. R. SVC. BEGAN:
10/28/1867. HOTEL BUILT: 1869
BY CHAS. FOX, PRES. OF SOUTH
SIDE RAILROAD, TO ALSO SERVE
AS STATION FOR HIS RAILROAD.
(2-year gap??) DEPOT REPAIRED
PER SSRR ANNUAL REPORT OF
10/15/1870 APPEARING IN
01/19/1871 ARTICLE IN THE
“LONG ISLAND FARMER.” S.S.R.R.
ACQUIRED BY LIRR.
2ND DEPOT BUILT: 1885
3RD DEPOT BUILT: 1902. WAS A TRAIN
ORDER OFFICE AT ONE TIME (Photographic provenance).
1ST TEMPORARY STATION BUILT: 1968
WEST OF FORMER STATION LOCA-
TION WITH HIGH LEVEL PLATFORMS
FOR ACCOMMODATION OF NEWLY
ARRIVING M1 ELECTRIC CARS.
1902 DEPOT BUILDING RAZED:
6/69 ACCOUNT GRADE ELIMINA-
TION PROJECT.
2ND TEMPORARY STATION AND TRACKS
RELOCATED TO SHOE-FLY 63’ SOUTH
OF FORMER LOCATION PER G.O. #619
EFF: 12/04/70 ACCOUNT GRADE
ELIMINATION PROJECT. ORIGINAL
TRACKS AND FIRST TEMPORARY STA-
TION FACILITIES REMOVED AFTER
6/72 (per photo evidence).
4TH STATION FACILITIES RELOCATED
ON ELEVATION 63’ NORTH OF FORM-
ER LOCATION AND CONVERTED
FROM TWO HIGH-LEVEL OUTSIDE
PLATFORMS TO A SINGLE HIGH LEV-
EL ISLAND PLATFORM, AND 2ND TEMP-
ORARY FACILITIES PLACED OUT OF
SVC: 6/28/75 (G. O. #216) AND RAZED.
NEWLY ELEVATED STRUCTURE IN SVC:
6/28/75. (G. O. #216)

METROPOLITAN AVE. BUSHWICK
BUILT: ? CLOSED WITH END OF
PSGR. SVC: 5/13/24 AND RE-
MOVED
<table>
<thead>
<tr>
<th>Location</th>
<th>Location</th>
<th>Information</th>
</tr>
</thead>
<tbody>
<tr>
<td>Millburn</td>
<td>Montauk</td>
<td>(See: &quot;Baldwin&quot;)</td>
</tr>
<tr>
<td>Miller’s Place (Millers Place)</td>
<td>Wading River Extension</td>
<td>Station stop with opening of branch: 06/27/1895. Appears on timetables with and without the apostrophe but never as &quot;Miller Place&quot; as the town later was named. Originally no depot building. Stop only. 1st depot built: 1898, destroyed by arson on 09/05/1903 (Derek Stadler data). 2nd nearly identical depot built: 1903. Agency closed 1928. Depot burned: 09/16/34 (Derek Stadler data). Thereafter low cinder platform only. Last revenue train: 10/9/38. Out of svc. per G.O. #1006C: 3/29/39 and branch abandoned.</td>
</tr>
<tr>
<td>Mill Neck</td>
<td>Oyster Bay</td>
<td>Original depot opened: 11/1892 on e. side of Shu Swamp to replace discontinued Bayville station ½ mile further west. (Per 11/3/1892 edition of “Brooklyn Daily Eagle” and John Hammond, Town of Oyster Bay official historian’s data). Small, one-story wooden structure also served as post ofc. Destroyed by fire 4/3/1911 (Per &quot;Brooklyn Daily Eagle&quot; article). 2nd depot constructed: 1912, similar in size and style to the first depot. Also destroyed by fire: 1918 and replaced by fancy</td>
</tr>
</tbody>
</table>
NEW STRUCTURE (John Hammond data).


MILLVILLE (MILLEVILLE) MAIN LINE

1st Depot appears on timetable of 6/14/1845 as "MILLEVILLE" probably replacing the temporary Carman's River/Fire Place station opened at or near the site in June, 1844 with temporary end of track. Renamed "YAPHANK": 1846. (See: "YAPHANK")

MINEOLA MAIN LINE

Appears on timetable of March, 1837 as "HEMPSTEAD." This was the stage connection to Hempstead. Station does not appear on timetables of 1838. Depot probably opened in July 1839 with opening of LIRR branch to Hempstead. Depot named "Branch" as a result. Later named "HEMPSTEAD BRANCH." Last listed as "HEMPSTEAD BRANCH" in TT of June 6, 1861. Listed as "MINEOLA" in TT of June 4, 1862. Renovated: June/1872.

2nd Depot built: May-June/1883, razed: 1923

3rd, relocated depot in svc:
9/22/1923. ORIGINAL HIGH-LEVEL PLATFORMS REMOVED FOR THIRD TRACK ADDITION: 09/2020. TEMPORARY PLATFORMS INSTALLED WEST OF THE DEPOT LOCATION.

### Mineola Park Main Line

**MINEOLA PARK**

MAIN LINE

SEE: "CARLE PLACE"

### Mitchel Field Central Ext.

**MITCHEL FIELD**

CENTRAL EXT.

ORIGINALLY "AVIATION FIELD NO. 2" ON THE EAST SIDE OF THE FORMER CAMP MILLS EAST OF GARDEN CITY. CAMP MILLS AND AVIATION FIELD NO. 2 RENAMED "MITCHEL FIELD" 7/16/1918. NAME CHANGE OFFICIALLY APPROVED: APRIL/1919.) WOODEN SHELTER SHED BUILT: 19_?_ NO AGENCY. DISCONTINUED AS STATION STOP: 5/15/53 WITH END OF SHUTTLE PSGR. SERVICE ON BRANCH.

### Montauk Montauk

**MONTAUK**

BUILT: 1895. REAR PORTION ADDED BY 1898 *(Photo provenance).* ENLARGED AND 2ND STORY ADDED: c. 1911 *(based on news article below. Photo postcard cancellation of 1908 shows no remodel as of yet).* LARGER STRUCTURE CONTAINED THE STATION FACILITIES, POST OFFICE, EXPRESS OFFICE, TOWN HALL, JAIL AND RESIDENCES OF THE POSTMASTER AND STATION AGENT *(per 1911 article in the Brooklyn Daily Eagle).* RAZED: 1927.

2ND DEPOT OPENED PERPENDICULAR TO END OF TRACK: 06/01/1927. AGENT AND FAMILY LIVED UPSTAIRS. BECAME A TERMINAL WITH OPENING OF NEW YARD ON THE SAME DAY, REPLACING TERMINAL AT AMAGANSETT. FACILITIES CLOSED: 2/1942 WITH TRANSFER OF RAILROAD PROPERTY TO U.S. NAVY FOR WARTIME USE. 1927 DEPOT LEFT STANDING AND COVERED PLATFORMS REMOVED. STRUCTURE STILL STANDING: 2022.

3RD DEPOT OPENED JUST SOUTH OF
HI-LEVEL PLATFORMS AND SHELTER INSTALLED: 1999 TO ACCOMMODATE NEWLY-ARRIVED C3 BI-LEVEL CARS WHICH WERE PLACED IN SERVICE JULY, 1999. (Robert L. Myers 1999 data)

<table>
<thead>
<tr>
<th>Location</th>
<th>LIRR Orig.</th>
<th>Note</th>
</tr>
</thead>
<tbody>
<tr>
<td>MORICHES</td>
<td>LIRR ORIG. SAG HARBOR</td>
<td>SEE: “EASTPORT”</td>
</tr>
<tr>
<td>MORRIS GROVE</td>
<td>ATLANTIC</td>
<td>EX-S.S.R.R. DEPOT AT BERLIN MOVED 2 BLOCKS WEST IN 1878 AND RENAMED “MORRIS GROVE.” LATER RENAMED “MORRIS PARK.” CLOSED: 1886</td>
</tr>
<tr>
<td>MORRIS PARK SHOPS</td>
<td>MONTAUK</td>
<td>SEE: “SHOPS”</td>
</tr>
<tr>
<td>MOTOR PARKWAY</td>
<td>CENTRAL</td>
<td>EAST OF MITCHEL FIELD AT GRAND-STAND. SPECIAL TRAINS RUN FOR VANDERBILT CUP RACES IN EARLY PART OF 20th CENTURY</td>
</tr>
<tr>
<td>MYRTLE AVENUE</td>
<td>EVERGREEN</td>
<td>OPENED: 5/15/1878. CLOSED: MAY/1882</td>
</tr>
</tbody>
</table>
MYRTLE AVENUE BAY RIDGE/ MAN. BEACH OPENED: 1893. RAZED: 1914 ACCOUNT GRADE CROSSING ELIMINATION.
2ND ELEVATED STATION (PLATFORM ONLY) IN SVC: 1914. DISCONTINUED: 1924 WITH END OF PASSENGER SERVICE. REMNANT OF PLATFORM STILL VISIBLE AS LATE AS 1985 (Photo provenance).


NASSAU OYSTER BAY (SEE: "GLEN COVE-NASSAU")


NAT'L RIFLE RANGE CRR of LI (CREEDMOOR) SEE: "CREEDMOOR"
NECK ROAD MANH'TN BCH. OPENED: 1893, RAZED: 1909 WITH GRADE ELIMINATION 2ND DEPOT OPENED: 1909, CLOSED: 1924 WITH BR. ABANDONMENT.

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

NEW BRIDGE ROAD CRR of LI (CENTRAL EXT.) STATION FIRST LISTED IN TT OF 04/1874 EAST OF CENTRAL PARK STATION (AT STEWART AVE.) NO INDICATION OF DEPOT BLDG. CONSTRUCTED. LAST LISTED IN TT OF 10/1876. ETT #13 EFF: 1879, INDICATES EASTBOUND TRAIN #19 WILL MAKE STATION STOP ALTHOUGH STATION IS NO LONGER INDICATED IN TIMETABLE LISTING OF STOPS. (Vincent Seyfried and Art Huneke data)

NEW BRIDGE ROAD CENTRAL EXT. MANURE SIDING WHERE NEW BRIDGE ROAD CROSSED THE CENTRAL EXT. (24.12 MILES FROM L.I. CITY.) IN SVC.: _?_. IS LISTED AS ACTIVE PER C.R.4s EFF: 03/01/1913, 09/01/1919 AND 07/01/1924. OUT OF SVC.: _?_

NEW BROOKLYN ATLANTIC EARLY STOP BETWEEN BEDFORD AND EAST NEW YORK. APPEARS ON 1852 TIMETABLE ONLY.

NEW CASSEL MAIN LINE W. SIDE OF URBAN ROAD, WESTBURY AND N. SIDE OF TRACKS (Robt. Emery data). APPEARS ON 1877 TIMETABLE AND 1877 "TICKETS SOLD" FORM. APPEARS ON 1877 "STATIONS" LIST AND 1882 "EXPRESS-FREIGHT" FORM. APPEARS ON 1898 STATION LIST. GONE FROM STATION LIST OF 1900. (Art Huneke data). FORMER DEPOT MOVED TO N. SIDE OF RAILROAD AVE. AND W. SIDE
<table>
<thead>
<tr>
<th>Location</th>
<th>Branch</th>
<th>Notes</th>
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<tbody>
<tr>
<td>NEW LOTS (NEW LOTS ROAD)</td>
<td>MANH’T’N BCH. (BAY RIDGE)</td>
<td>APPEARS IN TT OF 7/1877. AFTER 1878, LISTED FOR OFF-SEASON SERVICE ONLY. LAST APPEARS IN TT OF 5/1897.</td>
</tr>
<tr>
<td>NEWSDAY</td>
<td>CENTRAL EXT.</td>
<td>OPENED: 6/49 TO SERVICE NEWSDAY EMPLOYEES, CLOSED: 5/15/53 WITH END OF PSGR. SERVICE ON BRANCH.</td>
</tr>
<tr>
<td>NEWTOWN</td>
<td>NY &amp; FLUSHING</td>
<td>APPEARS ON TIMETABLES OF 1863 AND 1866 AS “NEWTOWN”</td>
</tr>
<tr>
<td>NEWTOWN</td>
<td>PORT WASH.</td>
<td>SEE: “ELMHURST”</td>
</tr>
<tr>
<td>NEWTOWN</td>
<td>MAIN LINE</td>
<td>APPEARS ON TIMETABLE OF JUNE 4, 1862. LOCATED 4-1/2 MILES EAST OF WINFIELD.</td>
</tr>
<tr>
<td>NEW YORK AVENUE (JAMAICA)</td>
<td>ATLANTIC R.T.</td>
<td>RAPID TRANSIT STOP PER TT, EFF. 6/24/1890. OUT OF SVC: GONE BY 1905.</td>
</tr>
<tr>
<td>NICHOLS ROAD</td>
<td>MAIN LINE</td>
<td>ON TIMETABLE OF 12/01/1852. LOCATED BETWEEN SUFFOLK STATION AND LAKELAND STATION (JUST EAST OF TODAY’S VETERANS MEMORIAL HWY OVERPASS AT A SPOT ONCE KNOWN AS &quot;FOOT’S CROSSING.&quot;) PROBABLY USED AS A MEETING / PASSING POINT FOR</td>
</tr>
</tbody>
</table>

OF RUSHMORE STREET (“Old Depot” noted here on 1906 street map).
THE ONE SCHEDULED EASTBOUND PSGR. TRAIN AND ONE SCHEDULED WESTBOUND FREIGHT TRAIN BOTH DUE AT THIS POINT AT THE SAME TIME. DROPPED FROM TT: __?__

NORTH ISLIP   MAIN LINE  SEE: "SUFFOLK" STATION

NORTHPORT   NORTHPORT  SEE: "OLD NORTHPORT")


**FREIGHT STATION MOVED HERE IN PIECES FROM CAMP UPTON WHEN LIRR ENDED OPERATIONS THERE AFTER 4/1922. TICKET AGENCY CLOSED: 08/19/2009. STATION "HISTORICALLY REMODELED:" 01/2019

NORTH ROSLYN   OYSTER BAY  (SEE: "WHEATLEY HILLS")

NORWOOD   S.S.R.R.'s HEMPSTEAD & CORNWELL AVES. OPENED: ___. NO DEPOT BUILDING. DISCONTINUED AS STATION STOP: ___.

NORWOOD   WEST HEMP. OPENED: c. 1892. RENAMED "MALVERNE": 2/1913


NOSTRAND AVE. (BROOKLYN)   ATLANTIC & ATLANTIC R.T. 1ST DEPOT BUILT: 18 __ (BRICK BLDG.) ALSO USED AS RAPID TRANSIT STOP PER ETT #11, EFF. 11/4/1878.
<table>
<thead>
<tr>
<th>Location</th>
<th>Service Category</th>
<th>Key Details</th>
</tr>
</thead>
<tbody>
<tr>
<td>ELEV. TRACKS IN SVC</td>
<td>11/21/1903</td>
<td>DEPOT AT STREET LEVEL IN USE. 2ND DEPOT (AT TRACK LEVEL) IN SVC: 8/29/1905. AGENCY CLOSED: 8/19/2009.</td>
</tr>
<tr>
<td>OCEAN AVE.</td>
<td>BAY RIDGE</td>
<td>OPENED: 1877, CLOSED: 1924 WITH ABANDONMENT OF MAN. BCH. BR.</td>
</tr>
</tbody>
</table>
| OCEAN POINT        | S. S. R. R.       | (SEE: “CEDARHURST”)
|                   | NY & ROCK R.R./L.I.R.R. |                                                                                             |
| OCEANSIDE          | LONG BEACH        | OPENED: 5/1/1915. NO AGENCY AS OF 01/01/1924. DAMAGED BY FIRE: 1951 AND WAS PARTIALLY BOARDED UP, LATER RAZED: 10/59 (Per “Long Island Railroader” |
|                   |                  |                                                                                             |
of 11/05/59)
2ND DEPOT BUILT: LATE 1959, RAZED: SUMMER/2002
AGENCY CLOSED: 8/19/2009.

OLD HOLBROOK MAIN LINE SEE "HOLBROOK."

OLD NORTHPORT (NORTHPORT) OLD NORTHPORT BUILT: JAN-MAR/1868. IN SVC:
04/25/1868 (Art. Huneke data)
ETT #10, EFF: 06/28/1899 INDICATES
LAST PSGR. SVC. (Art Huneke data)
ABANDONED: 10/17/1899. OLD
NORTHPORT BRANCH USED ONLY
FOR FREIGHT SERVICE THEREAFTER.
MANUAL SWITCH TO ACCESS OLD
NORTHPORT BRANCH OUT OF SVC:
07/18/80 PER G.N. #2-16, ETT #2
EFF. 05/12/80

ORIENTAL HOTEL MANH’T’N BCH. ORNATE DEPOT IN ORIENTAL STYLE
TO SERVICE PATRONS OF THE
BEACH FRONT ORIENTAL HOTEL
AT SHEEPSHEAD BAY, BKLYN.
FIRST APPEARS ON TIMETABLES
OF 1883. DISCONTINUED?

OYSTER BAY OYSTER BAY BUILT: 6/25/1889 WITH PORTE
COCHERE AT REAR, EXTENSIVE-
LY REMODELED: 1902, COVERED
PLATFORMS REMOVED: 1941,
AGENCY CLOSED: 11/7/96.
UNDER RENOVATION FOR REST-
ORATION TO 1902 REMODEL FOR
MUSEUM HISTORICAL SITE (2017)
**4-STALL ENGINE HOUSE DEMOL-
ISHED: 8/24/29 (David Morrison
data)
NEW STATION SHELTER WITH HI-LEV-
EL PLATFORMS BUILT: 1999 AT A
LOCATION WEST OF ORIGINAL
STATION STOP TO ACCOMMODATE
NEWLY-ARRIVED C3 BI-LEVEL CARS
WHICH WERE PLACED IN SERVICE
JULY, 1999. (Robert L. Myers 1999 data)
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.
2ND, ELEVATED STATION EASTWARD
FACILITIES RELOCATED NORTH
OF FORMER LOCATION AND
WESTWARD FACILITIES RELOCA-
TED SOUTH OF FORMER LOCA-
TION. IN SVC: 12/15/30. AGEN-
CY STILL OPEN PER "L.I.R.R. TICK-
ET OFFICES OPEN FOR SALE OF
TICKETS" LISTING OF 9/12/55.
CLOSED AND DISCONTINUED AS
STATION STOP: 6/8/62. BRANCH
ABANDONED: 6/9/62. STILL
STANDING: 2013.

PARKSIDE  ROCK. BCH.  OPENED: 9/15/27 AS "GLENDALE"
PER G.N. #118 AND ETTs. RE-
NAMED "PARKSIDE": __?. AGENCY
CLOSED BY 01/01/55. OUT OF
SVC: 10/29/58. LOW PLATFORM
IN SVC: 10/29/58. DISCONTIN-

PARKVILLE  MANH’N BCH. (PARKVILLE JCT.)
(BAY RIDGE)  OPENED: 7/1877. CLOSED AFTER
THE SUMMER OF 1897. JCT. OF
PROSPECT PARK & CONEY ISLAND
RR WITH LONG ISLAND RAIL ROAD.

PARKVILLE  PROSPECT (MANH’N BCH.) (BAY RIDGE) (1903 CR4) (JUNCTION OF PROSPECT
PARK AND CONEY ISLAND RAIL
ROAD WITH THE LONG ISLAND
RAIL ROAD) (BUILT S. SIDE OF BAY
RIDGE BRANCH TRACKS AND WEST
SIDE OF B.R.T. TRACKS AT GRAVES-
END AVENUE)

PATCHOGUE  S. S. R. R. (MONTAUK)  S. SIDE R. R. NEW TERMINAL IN SVC:
4/1869. 220’ LONG, 2-STALL TRAIN
SHED / DEPOT OPENED: 8/1869. LOCATED BETWEEN TODAY’S RAILROAD AND WEST AVENUES. END OF TRACK OF SSRR LOCATED IN FRONT OF TODAY’S STATION FACILITIES. DEPOT REPAIRED PER SSRR ANNUAL REPORT OF 10/15/1870 APPEARING IN 01/19/1871 ARTICLE IN THE “LONG ISLAND FARMER.” SSRR ACQUIRED BY LIRR. DEPOT RAZED: 1888.

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

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

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

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

<table>
<thead>
<tr>
<th>Location</th>
<th>Railroad</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>PENATAQUIT</td>
<td>S.S.R.R.</td>
<td>SEE: &quot;BAY SHORE&quot;</td>
</tr>
</tbody>
</table>
PENNSYLVANIA AVE. ORIG MAIN LINE/EAST OF HOWARD HOUSE. ON TTs BETW. BKLYN & JAMAICA (LATER ATLANTIC BRANCH RAPID TRANSIT) OF 1837. LATER A RAPID TRANSIT STOP. OUT OF SVC. ___(?)


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

PENNY BRIDGE MONTAUK AT LAUREL HILL BLVD. SHELTER SHED BUILT: 1902. 2ND SHELTER SHED BUILT: 03/1921
(Robt. Emery data). NO AGENCY ESTABLISHED. SHELTER SHED DEMOLISHED BY CEMENT TRUCK SKIDDING ON ICE: c. 1986 (?). (Steve Melrose data) DISCONTINUED AS STATION STOP: 03/16/1998

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

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


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

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

PINELAWN CEMETERY MAIN LINE

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

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

PLAIN EDGE  CRR of LI (CENTRAL EXT.)  CENTRAL R.R. DEPOT APPEARS ON 1873 MAP OF PLAIN EDGE AT MASSAPEQUA RD. (LATER HICKSVILLE RD. RT. 107). NO INFORMA-
ATION REGARDING PASSENGER SVC.
DISCONTINUED AS STATION STOP _?_
BECAME END OF TRACK 4.8 MILES
EAST OF SALISBURY PLAINS STA-
TION (NEAR HICKSVILLE RD. RT. 107)
PER ETT #9, EFF. 6/19/38. WAS LOCA-
TION OF MANURE SIDING. LAST USED
IN 1939. TRACKS STILL IN PLACE PER
ETT #2 EFF: 06/21/42 ALTHOUGH
SEVERED BY CONSTRUCTION OF WAN-
TAGH STATE PKY. NO LONGER LISTED
ON ETT #3, EFF. 09/20/42.

PLAINFIELD                  MAIN LINE       EXISTS ON MAPS BETWEEN 1873
                                 AND 1878 EAST OF CARNATION
                                 AVE. AT PRESENT-DAY FLORAL
                                 PARK. DOES NOT APPEAR ON
                                 1874, 1877 OR 1878 LIRR TIME-
                                 TABLES.

PLANDOME                    PORT WASH.      BUILT: 1909, U.S. POST OFFICE
                                 IN TICKET OFFICE AT TRACK
                                 LEVEL. DEPOT BURNED BY VAN-
                                 REBUILT: 1988 IN DESIGN SIMILAR
                                 TO THE ORIGINAL DEPOT WITH
                                 U.S. POST OFC. ON GROUND
                                 FLOOR. (Per Kevin Fehn, LIRR
                                 District Manager, who was there
during the fire.) TICKET AGENCY
                                 CLOSED: _?

PLAYLAND                    ROCK. BCH.       FORMERLY “STEEPLECHASE.” RE-
                                 NAMED “PLAYLAND”: EFF:
                                 05/15/33 PER G. O. #118-4.
                                 RAZED: 1941 DUE TO GRADE
                                 CROSSING ELIMINATION PROJECT.
                                 ELEVATED STRUCTURE OPENED:
                                 1942. AGENCY CLOSED BY 01/01/55.
                                 OUT OF SVC: 10/3/55.

POINT LOOKOUT               LONG BEACH      OPENED AS TERMINUS OF LONG
MARINE RY                    BEACH MARINE RY. 05/20/1881
LONG BEACH                   TO SERVICE THE NEWLY OPENED
                                 HOTEL AND PAVILION AT THE
                                 POINT. NOT SURE IF ANY DEPOT
BUILDING WAS CONSTRUCTED. ACQUIRED BY LIRR AS PART OF THEIR LONG BEACH BRANCH. STATION OUT OF SERVICE WITH ABANDONMENT OF LINE: 1893. TRACKS TORN UP TO JUST EAST OF LINCOLN AVE. AND THE LONG BEACH STATION AND WYE LOCATION ON THE BEACH: 2/12-16/1894.

PORT JEFFERSON  PT. JEFFERSON OPENED: 1/13/1873, BURNED: 2/1/1874.
TEMPORARY STATION IN SVC: 12/1999 DURING RENOVATION OF OLD DEPOT. (Derek Stadler research) EXTERIOR RESTORED TO ORIGINAL ARCHITECTURE, INTERIOR REMODELED NON-HISTORICALLY. RENOVATION COMPLETED AND OLD DEPOT RE-OPENED: 7/10/2001. (Derek Stadler date) AGENCY SCHEDULED TO CLOSE (?)

PORT WASHINGTON  PORT WASH. OPENED: 06/23/1898 AS WOOD-FRAMED BLDG. WITH WOOD SIDING. REMODELED WITH BRICK FACING: 1930. BRICK FACING REMOVED AND DEPOT RESTORED TO CLOSE-TO-ORIGINAL CONDITION FOR 100TH ANNIVERSARY CELEBRATION: 1998
<table>
<thead>
<tr>
<th>Location</th>
<th>Location</th>
<th>Details</th>
</tr>
</thead>
<tbody>
<tr>
<td>POWER PLACE</td>
<td>S.S.R.R. (ATLANTIC)</td>
<td>SEE: “CEDAR MANOR”</td>
</tr>
<tr>
<td>PRAIRIE GRASS FURNITURE CO. WORKS</td>
<td>MONTAUK</td>
<td>EAST OF GLENDALE. LOW LEVEL PLATFORM FOR EMPLOYEES OF THE PLANT, PER 11/1904 ETT SPECIAL INSTRUCTIONS. FORMERLY &quot;AMERICAN GRASS TWINE WORKS.&quot; BECAME &quot;PRAIRIE GRASS WORKS&quot; PER 5/1923 ETT SPECIAL INSTRUCTIONS.</td>
</tr>
<tr>
<td>PRAIRIE GRASS WORKS</td>
<td>MONTAUK</td>
<td>EAST OF GLENDALE. LOW LEVEL PLATFORM FOR EMPLOYEES OF THE PLANT, PER 5/1923 ETT SPECIAL INSTRUCTIONS. FORMERLY &quot;AMERICAN GRASS TWINE WORKS,&quot; &quot;PRAIRIE GRASS FURNITURE CO. WORKS.&quot; BECAME ATLAS, PER 9/1923 ETT SPECIAL INSTRUCTIONS.</td>
</tr>
<tr>
<td>QUEENS</td>
<td>MAIN LINE</td>
<td>FORMERLY &quot;INGLEWOOD&quot; STATION. RENAMED: 10/1881 AS “QUEENS”, MOVED TO PRIVATE LOCATION: 1924 WITH GRADE ELIMINATION.</td>
</tr>
</tbody>
</table>
(SEE: "QUEENS VILLAGE")

**QUEENS**  MAIN LINE  SEE: "BRUSHVILLE."

**QUEENS VILLAGE**  MAIN LINE  OPENED: 10/1881 AS "QUEENS", MOVED TO PRIVATE LOCATION: 1924 WITH GRADE ELIMINATION. ELEVATED STRUCTURE OPENED: 9/20/1924 (per official dedication invitation) AS "QUEENS VILLAGE." AGENCY CLOSED: 12/10/1996.

**QUEENSWATER**  LONG BEACH  APPEARS AS SIGNAL STOP IN APRIL, 1898 TIMETABLE AS "INNER BEACH" COMBINATION LOW CINDER/LOW WOOD PLATFORM ONLY. NO DEPOT BUILDING. SOUTH OF WRECK LEAD (REYNOLD'S) CHANNEL AND EAST SIDE OF TRACKS WHERE THE FREIGHT YARD LEAD LEFT THE MAIN, 0.3 MILES NORTH (RAILROAD WEST) OF LONG BEACH. SERVED SEVERAL FISHING SHACKS AND A HOTEL ON THE ISLAND. NAME CHANGED TO "QUEENSWATER" IN TIMETABLE OF MAY, 1899. LIRR UNSUCCESSFULLY SOUGHT PERMISSION TO CLOSE STATION IN 1910 AND AGAIN IN 1915 WHEN IT NO LONGER SERVED A PURPOSE AFTER FISHING SHANTIES WERE REMOVED AND THE NEWER LONG BEACH STATION MOVED FURTHER NORTH GEOGRAPHICALLY, BEING VERY CLOSE TO THIS STATION STOP (1,584'). LAST LISTED IN PTT OF 11/1928. LAST LISTED IN ETT #4 EFF. 9/1935. FINALLY CLOSED: 6/1936

**QUOGUE**  MONTAUK  STATION STOP ESTABLISHED 12/20/1869. DEPOT SITE SELECTED 01/04/1870 ON NORTH SIDE OF TRACKS AT LEWIS ROAD. STATION CONSISTED OF A BARE, WOODEN PLATFORM ON POSTS. IN JULY, 1871 A DISPUTE BETWEEN
THEN LIRR PRES. OLIVER CHARLICK AND CITIZENS OF QUOGUE AS TO ERECTION OF A DEPOT CAUSED HIM TO REFUSE TO STOP TRAINS THERE. ATLANTICVILLE STATION OPENED AT THIS LOCATION IN 1875

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

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

—Boss Carpenter Joseph H. Cummin, of the Long Island Railroad, is as shrewd and sharp as they make 'em, and doesn't "get left" on moving depot buildings any more than he does on a Jumbo narrative. Recently he was instructed to remove the Quogue station a short distance east of the old site. Every preparation had been made by the people of Quogue to prevent the removal of their depot, and were in readiness to serve an injunction upon Mr. Cummin restraining him from proceeding with the work, should he select a weekday for the task. If, on the other hand, the labor should be prosecuted on a Sabbath, officials were to appear on hand with authority to arrest the "gang" on the charge of violating the Sunday laws. Mr. Cummin gave the matter consideration and quickly devised a means out of the difficulty. On Saturday evening a portion of the force was sent to Bay Shore, and early on Sunday morning a special train conveyed the men to Quogue, reinforcements joining the company at Patchogue. Engineer Colligan, pursuant to instructions, made the run in short order, entering the silent precincts of sleepy Quogue early and quietly, without sounding the whistle or bell. In a remarkably short time the depot was placed upon the flat and transported to the new site, and the freight house shared identical fate. The work was attended with so much quiet that the deed was accomplished before the Quogue people had fairly awoken from their peaceful slumbers. The circumstance is highly creditable to the sagacity of Mr. Cummin, and proves him equal to every emergency. The people of Quogue, however, will probably love him no more forever.
RELOCATED 1882 QUOGUE DEPOT OUT OF SVC: 1905 WITH CONSTRUCTION OF NEW DEPOT. OLD BUILDING REMAINED IN PLACE AT LEAST INTO MID-1920s. *(Photographic provenance, David Keller data)*

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

| RACE COURSE         | ATLANTIC | SEE: "UNION COURSE"
|---------------------|----------|---------------------|
| RACETRACK           | S.S.R.R. (ATLANTIC) | SEE: "LOCUST AVENUE"
| RACETRACK           | MANH'TN BCH | SEE: "SHEEPSHEAD BAY RACETRACK"
| RAILROAD AVENUE     | ATLANTIC | SEE: "AUTUMN AVENUE."
| (BROOKLYN)          |          | RAPID TRANSIT STOP PER ETT #11, EFF. 11/4/1878
| RALPH AVENUE        | ATLANTIC R.T. | RAPID TRANSIT STOP PER ETT #11, EFF. 11/4/1878
| (BROOKLYN)          |          | RAMBLERSVILLE            |
| ROCK. BCH.          |          | OPENED: ? AT 160th ST. CLOSED: 4/1913 WHEN STATION STOP RELOCATED NORTH 0.2 MILES. RENAMED "HOWARD BEACH": 4/1916. (SEE "HOWARD BEACH")
| REPUBLIC            | MAIN LINE | OPENED: 12/9/40 AS PLATFORM ONLY, TO SERVICE EMPLOYEES OF REPUBLIC AVIATION. WOODEN SHELTER SHEDS ERECTED 12/1941. NO AGENCY ESTABLISHED. OUT OF SVC: 10/27/86 DUE TO
RONKONKOMA ELECTRIFICATION PROJECT AND MINIMAL RIDERSHIP. DISCONTINUED AS STATION STOP: 10/27/86 AND RAZED THEREAFTER.


RIDGEWOOD MONTAUK OPENED: 6/2/1883, CLOSED: 1924

RIDGEWOOD EVERGREEN OPENED: 7/14/1878 AS DeKALB AVENUE. CHANGED TO RIDGEWOOD: 6/1882. CLOSED WITH END OF PSGR. SVC: 1894

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

2ND DEPOT OPENED: 3/1870


HI-LEVEL PLATFORMS AND SHELTER INSTALLED: 1999 TO ACCOMMODATE NEWLY-ARRIVED C3 BI-LEVEL CARS
<table>
<thead>
<tr>
<th>Location</th>
<th>Company</th>
<th>Type</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rochester Avenue (Brooklyn)</td>
<td>Atlantic R.T.</td>
<td>Rapid Transit stop</td>
<td>Per ETT #11, Eff. 11/4/1878</td>
</tr>
<tr>
<td>Rockaway Avenue (Brooklyn)</td>
<td>Atlantic R.T.</td>
<td>Rapid Transit stop</td>
<td>Per ETT #11, Eff. 11/4/1878</td>
</tr>
<tr>
<td>Rockaway Jct. (Hillside, Queens)</td>
<td>Main Line &amp; Atlantic R.T.</td>
<td>Built: 1872</td>
<td>Also used as Rapid Transit stop for Atlantic branch per TT, Eff: 6/24/1890. Razed: 1905-06 for construction of Holban YD.</td>
</tr>
<tr>
<td>Rocky Point</td>
<td>Wading River Extension</td>
<td>Station stop with opening of branch: 06/27/1895. No depot. Depot built: 1898. Large, Cov-</td>
<td></td>
</tr>
</tbody>
</table>

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

RONKONKOMA MAIN LINE
(LAKE RONKONKOMA) PER "Babylon Signal" NEWSPAPER ARTICLE OF 03/25/1882, ORIGINAL LAKELAND AND HOLBROOK STATIONS WERE TO BE CONSOLIDATED AND REPLACED WITH A NEW, RELOCATED STATION NAMED "RONKONKOMA."

NEW STATION PLACED IN SERVICE AS OF "Babylon Signal" NEWSPAPER ARTICLE OF 08/04/1883 WITH ONE MRS. MORRIS APPOINTED AS AGENT, AND REPLACED BY C. G. GROOT PER "Babylon Signal" NEWSPAPER ARTICLE OF 10/20/1883 (Art Huneke data). LIVING QUARTERS FOR AGENT AND FAMILY ON 2ND FLOOR.

BURNED: 1934

2ND BUILDING, FORMER RECTANGULAR ONE-STOREY BUNKHOUSE WITH GABLE ROOF CONVERTED TO A
DEPOT IN SVC: 1934-1937 (*Mid-Island Mail* article).


<table>
<thead>
<tr>
<th>Location</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>ROOSEVELT RACEWAY</td>
<td>CENT. EXT. SEE “MEADOWBROOK-ROOSEVELT RACEWAY”</td>
</tr>
<tr>
<td>ROOSEVELT ST.</td>
<td>S. S. R. R. WESTERN TERMINUS. BUILT: c. 1868-69. ACCESSED EAST RIVER FERRY.</td>
</tr>
</tbody>
</table>

ROSLYN  OYSTER BAY
OPENED: 1/23/1865, REMODELED AND MOVED: SUMMER/1885 TO ACCOMMODATE A NEW FREIGHT STATION
NEW STATION SHELTER WITH HI-LEVEL PLATFORMS UNDER CONSTRUCTION AROUND OLD DEPOT BLDG. BEGINNING 3/3/97. COMPLETED BY FALL OF THAT YEAR.
(David Morrison and Derek Stadler data)

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

SAG HARBOR  SAG HARBOR
TEMPORARY TICKET OFFICE OPENED IN FREIGHT HOUSE: 5/1870.
1ST DEPOT UNDER CONSTRUCTION AT END OF AND PERPENDICULAR TO THE TRACK: 12/21/1870. OPENED: 1/1871. DEPOT WAS FOUND TO ENCROACH ON THE STREET AND THE BLDG WAS MOVED BACK A SHORT DISTANCE IN 2/1871. BURNED:
11/1873 AND REPLACED. (The burning is suspect data from V. Seyfried, based on photographic evidence to the contrary unless original depot was replaced after a fire by an identical bldg. photographed by George Brainerd in 1878.)

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


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

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

SALISBURY PLAINS CENTRAL EXT. AT NW QUADRANT OF MERRICK AVE. XING. WOODEN SHELTER SHED IN SVC: 06/1917. FORMER SITE OF 1ST MEADOWBROOK STATION.
CLINTON ROAD STATION PROVIDED AGENCY DURING WW1. SHELTER USED TO STORE LUMBER DURING CONSTRUCTION OF 2ND DEPOT. RAZED: 1923 (?)

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

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

<table>
<thead>
<tr>
<th>Location</th>
<th>Agency</th>
<th>Notes</th>
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<tbody>
<tr>
<td>SARATOGA AVE.</td>
<td>ATLANTIC R.T.</td>
<td>EAST OF RALPH AVE., BROOKLYN. OUT OF SVC. (?)</td>
</tr>
<tr>
<td>(BROOKLYN)</td>
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<td></td>
<td>(MONTAUK)</td>
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<tr>
<td>SCHENECTADY AVE.</td>
<td>ATLANTIC R.T.</td>
<td>RAPID TRANSIT STOP PER ETT #11, EFF. 11/4/1878</td>
</tr>
<tr>
<td>(BROOKLYN)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>SEA CLIFF</td>
<td>OYSTER BAY</td>
<td>OPENED: 5/16/1867</td>
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</tbody>
</table>
EXTERIOR RESTORED TO ORIGINAL ARCHITECTURE, INTERIOR REMODELED NON-HISTORICALLY: 1998.
NEW STATION SHELTER WITH HI-LEVEL PLATFORMS BUILT: 1999 TO ACCOMMODATE NEWLY-ARRIVED C3 BI-LEVEL CARS WHICH WERE PLACED IN SERVICE JULY, 1999. (Robert L. Myers 1999 data)

SEAFORD MONTAUK
OPENED: 5/26/1899, RAZED:
4/15/66 (Robt. Emery data) WITH GRADE CROSSING ELIMINATION.
TEMPORARY STATION ACCOUNT GRADE CROSSING ELIMINATION IN SVC: 8/24/66. OUT OF SVC: 10/22/68 AND RAZED.
ELEVATED STRUCTURE IN SVC: 10/22/68.
AGENCY CLOSED: 8/19/2009.

SEASIDE ROCK. BCH. (SEA SIDE)
BUILT: 1880 AT BEACH 102ND ST., ROCKAWAY BEACH.
2ND DEPOT BLDG. ACQUIRED AT BEACH 104TH ST.: APR/1888, BURNED: 9/20/1892
3RD DEPOT BUILT: 1892, BURNED: 8/29/1893
4TH DEPOT BUILT: 1894, RENOVATED: APR-MAY/1899, YEAR-ROUND AGENCY AS OF 01/01/1924. RAZED: 1941
ELEVATED STRUCTURE OPENED: 1942. AGENCY CLOSED: 06/46. SEASONAL AGENCY ONLY AS OF 01/01/55. TRANSFERRED TO TA OWNERSHIP: 10/3/55.

SEA SIDE HOUSE S.S.R.R. ROCK. BCH.
BUILT: 7/1872 AT BEACH 103RD ST., ROCKAWAY BEACH. (SOUTHERN DIVISION IN 07/15/1878 BOOK OF RULES). TICKET OFFICE & TELEGRAPH OFFICE IN HOTEL BUILDING. CLOSED: _?_. SITE


SHEEPSHEAD BAY JCT. MANH’T’N BCH. IN 1899 AN INTERLOCKING WAS BUILT AT EMMONS (NEPTUNE) AVENUE (TOWER #79-1/2) JUST E. OF SHEEPSHEAD BAY STATION AND THE MAN-HATTAN BEACH BRANCH WAS CONNECTED WITH THE BRIGHTON LINE AND THE NEPTUNE AVENUE TROLLEY LINE ALLOWING B.R.T. TRAINS AND TROLLEYS TO RUN TO MANHATTAN BEACH. A STATION WAS ESTABLISHED AND PEOPLE CHANGED TO AND FROM ELEVATED CARS AND TROLLEYS (Art Huneke data)
<table>
<thead>
<tr>
<th>Location</th>
<th>Details</th>
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</thead>
</table>
| SHEEP'SHEAD BAY MANH'TN BCH. | OPENED: 1877  
2ND DEPOT BUILT: JULY-AUG/1884,  
RAZED: 1909 WITH GRADE ELIMINATION  
3RD DEPOT OPENED: 1909, CLOSED: 1924 WITH BRANCH ABANDONMENT |
| SHEEP'SHEAD BAY RACETRACK | ONE MILE NORTH OF SHEEPSHEAD BAY STATION PER ETT #10 EFF: 06/16/1903. LISTED AS "RACETRACK" |
| SHELTER ISLAND            | TELEGRAPH AND TICKET OFFICE IN A HOTEL OR FERRY OFFICE ON THE ISLAND (Art Huneke data)  
LISTED IN ETT. #11 EFF: 11/08/1874. CLOSED: _?_ |
| SHINNECOCK HILLS MONTAUK  | STATION STOP ESTABLISHED: 1886.  
ON E. SIDE OF HILLS STATION RD.  
ON TT EFF: 9/19/37 WITH NO TRAINS SCHEDULED TO STOP. GONE FROM ETT #9 EFF: 06/19/38. LATER USED AS A SEASONAL U.S. POST OFFICE WITH ACTIVE LIRR MAIL CRANE UNTIL LIRR RPO SERVICE ENDED IN 1965. POSTAL FACILITY CLOSED: 1966. BUILDING ABANDONED AND PURCHASED IN 1974 FOR USE IN SITU AS A PRIVATE RESIDENCE. SOME RENOVATION PERFORMED. DESIGNATED A LOCAL SOUTHAMPTON LANDMARK: 10/22/2013.


SHOPS (L.I.R.R. SHOPS) MONTAUK SHELTER SHED BUILT: c. 1900 FOR LIRR SHOP EMPLOYEES, WHEN
MONTAUK BRANCH WAS AT GRADE. LOCATED APPROXIMATELY OPPOSITE THE FORMER SITE OF “R” TOWER AT LATTER-DAY RICHMOND HILL STORAGE YARD. NO LONGER LISTED IN ETT OF 05/1913.

SHOPS (L.I.R.R. SHOPS)    ATLANTIC
(NOT NAMED)    SHOREHAM WADING RIVER EXTENSION
SHORT STEEL HIGH-LEVEL PLATFORM ON NORTH SIDE OF TRACKS AT MORRIS PARK SHOPS FOR EMPLOYEES, c. 1965. REPLACED BY LARGER "BOLAND’S LANDING" EMPLOYEE STATION STOP c. EARLY-MID 1980s. (SEE: "BOLAND’S LANDING")

FIRST APPEARS IN TIMETABLE OF JUNE, 1900 AS "WARDENCLYFFE." LOCATED N. SIDE OF TRACKS, ON WEST SIDE OF NORTH COUNTRY ROAD CROSSING. ORIGINAL BUILDING BECAME FREIGHT HOUSE AFTER NEW DEPOT PLACED IN SERVICE: 1902

2ND DEPOT BUILT: 1902, N. SIDE OF TRACKS, ON EAST SIDE OF NORTH COUNTRY ROAD CROSSING, .2 MILES EAST OF FORMER LOCATION. RENAMED “SHOREHAM”: 1906. WAITING ROOM BOASTED WICKER CHAIRS. (Thos. R. Bayles data).

AGENCY CLOSED: 1935. DEPOT CLOSED WITH LAST REVENUE TRAIN: 10/9/38. OUT OF SVC. PER G.O. #1006C: 3/29/39 AND BRANCH ABANDONED.

(Per Vincent Seyfried: used as real estate office and razed: 1950. Per Bob Emery, with photographic proof, building remained abandoned and was repeatedly vandalized for lumber as late as 12/1944. Demolished in 1950.)

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

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

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

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

SOUTHOLD MAIN LINE

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

2ND DEPOT OPENED: 1/1870. IN LATER YEARS, AGENT OUTFITTED WAITING ROOM WITH COMFORTABLE, STUFFED, EASY CHAIRS. AGENCY CLOSED: 1958, RAZED: 6/62. REPLACED WITH METAL SHELTER SHED.

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

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

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

SOUTH FARMINGDALE CRR OF LI (CENTRAL)

CRR OF LI STATION STOP: FIRST LISTED ON TIMETABLE OF MAY, 1873 AS “FARMINGDALE” ON EAST SIDE OF MAIN STREET. DEPOT BUILT: 8-9/1873. LAST LISTED ON TIMETABLE OF 3/1875. ETT #10, EFF: 1897 INDICATES TRAINS WILL MAKE STOP ALTHOUGH STATION IS NOT INDICATED IN TIMETABLE LISTING OF STOPS. DISCONTINUED AS STOP: 1898 (Art Huneke data)

SOUTH FARMINGDALE CENTRAL EXT.

STATION STOP IN SERVICE AND SHELTER SHED BUILT EAST SIDE OF MAIN STREET: 6/1936. NO AGENCY ESTABLISHED. RAZED
<table>
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</thead>
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<tr>
<td>SOUTH FERRY</td>
<td>ATLANTIC</td>
<td>WEST OF FURMAN STREET, BKLYN. OUT OF SVC. (___?)</td>
</tr>
<tr>
<td>SOUTH GREENFIELD</td>
<td>MANHT’N BCH.</td>
<td>OPENED: 1877, RAZED: 1909 DUE TO GRADE ELIMINATION. 2ND DEPOT OPENED: 1909, CLOSED: 1924 WITH BRANCH ABANDONMENT</td>
</tr>
<tr>
<td>SOUTH LYNBROOK</td>
<td>LONG BEACH</td>
<td>APPEARS ON TIMETABLE OF 4/1898 AS A FLAG STOP. ROUGH PLATFORM ONLY ON N. SIDE OF CENTRE AVE. CROSSING. BECAME REGULAR STATION STOP AFTER OCTOBER, 1911. NAME CHANGED TO &quot;CENTRE AVE.&quot;: 1925. (SEE &quot;CENTRE AVE.&quot;))</td>
</tr>
<tr>
<td>Location</td>
<td>Service Line</td>
<td>Opened</td>
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<tr>
<td>SOUTH STREET (JAMAICA)</td>
<td>ATLANTIC</td>
<td>11/15/1917 3,362 FT E. OF JAMAICA STATION PER G. N. #194. SCHEDULED TRAINS TO MAKE &quot;F&quot; STOPS. APPROVAL RECEIVED FROM PSC ON 03/28/1922 TO ABANDON STATION. DISCONTINUED AS STATION STOP: 6/1922 AND RAZED.</td>
</tr>
<tr>
<td>SPRAGUE'S BARN (CENTRAL EXT.)</td>
<td>(CENTRAL EXT.)</td>
<td>MANURE SIDING BETWEEN MEADOW-BROOK AND NEW BRIDGE RD. (22.73 MILES FROM L.I. CITY.) IN SVC.: <strong>?</strong>. IS LISTED AS ACTIVE PER C.R.4s EFF: 03/01/1913, 09/01/1919 AND 07/01/1924. OUT OF SVC.: <strong>?</strong></td>
</tr>
<tr>
<td>SPRINGFIELD</td>
<td>S. S. R. R. (ATLANTIC) (OLD SOUTHERN ROAD)</td>
<td>10/28/1867. Depot Built on S.S.R.R'S SOUTH-ERN LINE BETWEEN JAMAICA AND SPRINGFIELD: AUGUST-SEPT/1871 (4-year gap?? Chances are the station stop was opened with a rudimentary low platform and/or wooden shelter of sorts, and, upon double tracking in 1871 and an increase in ridership/business, an actual depot was then erected.) S.S.R.R. WAS</td>
</tr>
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</table>

SPRINGFIELD MONTAUK

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

ST. GEORGE'S MANOR MAIN LINE SEE: "MANOR" AND "MANORVILLE"

ST. JOHNSLAND PT. JEFFERSON  SEE "KINGS PARK"

STEEPLECHASE ROCK. BCH. OPENED: APR/1903 .2 MILES WEST OF SEASIDE STATION. 2-STORY WOODEN DEPOT BUILDING LOCATED EAST OF A LARGE, COVERED, OPEN WAITING ROOM. REMOVED FROM TIMETABLE SCHEDULES: MID-1920s (?) LAST LISTED AS "STEEPLECHASE" IN PTT OF 09/16/34 BUT ONLY IN LISTING OF STATIONS FROM WHICH BAGGAGE MAY NOT BE CHECKED. NOT LISTED ON INDEX OF STATIONS AS FAR BACK AS PTT OF 1928. RENAMED "PLAYLAND": EFF: 05/15/33 PER G. O. #118-4. CURIOUS THAT THIS STATION, WHILE LISTED ON PTTs, IS NOT INDICATED ON ETTs FROM THE MID-1920s ALL THE WAY THRU TO THE 1940s!! (SEE: "PLAYLAND" FOR ADD'L INFO.)

STEWART AVE. N.Y. BAY EXT. GARDEN CITY, NORTH OF HEMPSTEAD CROSSING. LOW WOODEN PLATFORM AND SHELTER SHED IN USE FOR LIRR'S SHUTTLE WITH BATTERY CARS. OUT OF SVC: 5/19/26 WHEN ELECTRIFICATION
<table>
<thead>
<tr>
<th>Location</th>
<th>Type</th>
<th>Details</th>
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<tbody>
<tr>
<td>STEWART JCT.</td>
<td>MAIN LINE</td>
<td>SEE: “FLORAL PARK”</td>
</tr>
<tr>
<td>STEWART MANOR</td>
<td>HEMPSTEAD</td>
<td>BUILT: 1909. AGENCY CLOSED: 12/10/96. REMODELED: 2006</td>
</tr>
<tr>
<td>STONE AVE.</td>
<td>ATLANTIC R.T.</td>
<td>AT EAST NEW YORK. OUT OF SVC. ____(?))</td>
</tr>
<tr>
<td>(BROOKLYN)</td>
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<tr>
<td>STRAITON AVE.</td>
<td>FAR ROCK.</td>
<td>SEE: &quot;ARVERNE, STRAITON AVE.&quot;</td>
</tr>
<tr>
<td>SUFFOLK STA.</td>
<td>MAIN LINE</td>
<td>OPENED: 7/14/1842 AT ISLIP AVE. APPEARS AS &quot;NORTH ISLIP&quot; ON 06/06/1861, 11/01/1862 AND 1867 TIMETABLES. (Art Huneke data). RENAMED SUFFOLK STATION (18__?) CLOSED: 11/04/1873 WHEN CENTRAL ISLIP STATION OPENED FURTHER EAST AT CARLETON AVE. (SEE: “CENTRAL ISLIP”)</td>
</tr>
<tr>
<td>SUFFOLK DOWNS</td>
<td>MONTAUK</td>
<td>BUILT: 1907 ON W. SIDE OF PECONIC RD.,</td>
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<tr>
<td>Location</td>
<td>History</td>
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<tr>
<td>SHINNECOCK HILLS</td>
<td>IN SHINNECOCK HILLS. AGENCY AND DEPOT CLOSED: 1921. PURCHASED BY LIRR BLOCK OPR. JAMES V. OSBORNE AND MOVED TO PRIVATE LOCATION ON PEC-ONIC BAY: 02/06/23. DISCONTINUED AS STATION STOP: 1927.</td>
<td></td>
</tr>
<tr>
<td>THE DYKES LONG BEACH</td>
<td>APPEARS AS SIGNAL STOP IN TIMETABLE OF APRIL, 1898. BECAME ISLAND PARK IN JULY, 1922 OR MAY, 1923 (conflicting data) WHEN IT REPLACED THE EARLIER ISLAND PARK STATION LOCATED AT THE FORMER BARNUM ISLAND (JEKYL ISLAND) STATION STOP.</td>
<td></td>
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<tr>
<td>THIRD AVENUE (BAY RIDGE)</td>
<td>APPEARS ON NY &amp; RB RY TIMETABLE OF 7/1877. TICKET OFFICE AND WAITING ROOM BUILT ON BRIDGE CARRYING THIRD AVE. OVER THE TRACKS. CLOSED AFTER SUMMER SEASON OF 1879. REOPENED 8/1880 BUT CLOSED AT END OF SUMMER SEASON. 2ND STATION BUILT BY LIRR: 1885, BUT SERVICED BY CULVER TRAINS ONLY. NOT LISTED ON LIRR TIMETABLES OF 1885, 1886, 1887. IN 1888, LIRR AND CULVER TRAINS USED STATION. DISAPPEARED FROM TIMETABLES AFTER THE SUMMER OF 1897. (V. Seyfried</td>
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</tbody>
</table>
THOMPSON'S STA. MAIN LINE (THOMPSONS, THOMPSON) — PRIVATE HOME WHERE SAGTIKOS PKY NOW INTERSECTS THE LIRR. SERVED AS DEPOT, INN AND GENERAL STORE: OPENED: 6/24/1842 WITH OPENING OF LIRR TO THAT POINT. "THOMPSON" ON TT OF 10/24/1862. CLOSED: 12/1869 AND STATION STOP RELOCATED TO BRENTWOOD.

TROTTLING COURSE ORIG MAIN LINE (TROTTLING COURSE LANE) BETW. BKLYN AND JAMAICA — ORIGINALLY OPENED AS CONNECTICUT AVE. ON LIRR'S OLD MAIN LINE BETWEEN BKLYN AND JAMAICA. ON TTS OF 7/31/1837 AND 9/8/1837. BECAME "TROTTLING COURSE LANE" AND LATER "TROTTLING COURSE" TO SERVICE CENTREVILLE RACE COURSE ("TROTTLING COURSE") APPEARS AS SUCH ON TT OF 1842. LATER CALLED WOODVILLE AND THEN WOODHAVEN. (SEE: "WOODHAVEN") (Art Huneke data)

TROY AVENUE. ATLANTIC R.T. (BROOKLYN) — RAPID TRANSIT STOP PER TT, EFF. 6/24/1890


UNION DEPOT PROSPECT PARK & CONEY ISLAND R.R. — 5TH AVE.& 36TH ST., BKLYN, NY (ON LIRR CR4 OF 1903)
UNION HALL ST. (JAMAICA)  MAIN LINE

BUILT: 1913. BELOW GRADE.
ACCESS TO PLATFORM VIA STAIRS FROM IRON BRIDGE. ETT NUMBER 73 EFF: MAY 27, 1914 LISTS UNION HALL STREET STATION ON THE MONTAUK DIVISION FOR WESTBOUND TRAINS. THERE WAS NO PLATFORM FOR EASTBOUND MONTAUK DIVISION TRAINS AT THAT TIME. (Art Huneke data) EASTBOUND PLATFORM ADDED: __?__. HIGH LEVEL PLATFORM OUT OF SVC: 11/16/29 ACCOUNT “JAMAICA IMPROVEMENT EAST” PROJECT.

TEMPORARY, LOW LEVEL PLATFORM NORTH OF TRACK 1, BETWEEN 165TH ST. AND NEW YORK AVE. IN SVC: 11/16/29. OUT OF SVC: 12/8/29.

TEMPORARY HIGH LEVEL PLATFORM SOUTH OF TRACK 1 IN SVC: 12/8/29.

TEMPORARY EASTWARD HIGH LEVEL PLATFORM BETWEEN TRACKS 2 AND 3 OUT OF SVC: 6/21/30.

TEMPORARY EASTWARD HIGH LEVEL PLATFORM S. OF TRACK 6 IN SVC: 6/21/30.

PERMANENT EASTWARD HIGH LEVEL PLATFORM BETWEEN TRACKS 3 AND 5 IN SVC. AS WESTWARD AND EASTWARD PLATFORM: 6/21/30.

TEMPORARY EASTWARD HIGH LEVEL PLATFORM OUT OF SVC: 2/26/31.

PERMANENT WESTWARD HIGH LEVEL PLATFORM IN SVC: 2/26/31.


UNIONVILLE  ATLANTIC R.T.

WEST OF ROCKAWAY BLVD. OUT OF SVC. ___(?)) MAY HAVE BEEN THE EARLIER STATION STOP TO SERV- ICE UNION COURSE RACE TRACK.
UNITED NATIONS 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 S.S.R.R. (MONTAUK) BETWEEN S. OYSTER BAY (LATER MASSAPEQUA) AND AMITYVILLE STATIONS, WEST OF UNQUA ROAD. BUILT 1868 AS A PRIVATE STATION BY AND FOR THE FLOYD-JONES FAMILIES (John Fusto data). LISTED IN A MAY, 1871 TIMETABLE. (Bill Slade / Art Huneke data). APPEARS IN THE SOUTH SIDE SIGNAL TIME-TABLES OF MARCH 2 AND JULY 17, 1874 AS FREIGHT STOPS. LISTED AS STOP IN MAY 30, 1880 EMPLOYEE TIMETABLE AND AS FLAG STOP IN JUNE 19, 1880 EMPLOYEE TIMETABLE. AGAIN LISTED AS FLAG-STOP IN JULY 28, 1881 EMPLOYEE TIMETABLE (Art Huneke data) NO LONGER LISTED ON WINTER/1881-1882 PUBLIC TIMETABLE. NAME APPEARS ON FREIGHT REPORT SHEETS: 1881 AND AS LATE AS MARCH, 1893. (Also per Art Huneke)

UPTON ROAD MAIN LINE EAST OF YAPHANK AND APPROX. TWO MILES W. OF UPTON JCT., AND THE FORMER CAMP UPTON STATION, WHERE THE OLD HAY RD (UPTON RD. IN 1918) CROSSED THE TRACKS. NORTH SIDE OF TRACKS. STATION IN SVC. EFF: 05/28/1918 PER G.N. #87. STILL LISTED ON PUBLIC TT OF 10/16/1921 BUT NO TRAIN SERVICE INDICATED. LIRR SERVICE TO /FROM THE CAMP ENDED: 4/1922 (Thos. R. Bayles data). TWO STORIES OF DISPOSITION OF DEPOT GIVEN:
1. DEPOT CLOSED AND MOVED TO YAPHANK FOR USE AS AGENT'S RESIDENCE FROM
1922 UNTIL 1948. (per Bob Emery’s map notes. LIRR Co. Rules and Rates of Pay eff: 01/01/1924 indicated the agent received rent as part of his pay.)

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

<table>
<thead>
<tr>
<th>UTICA AVENUE (BROOKLYN)</th>
<th>ATLANTIC R.T.</th>
<th>RAPID TRANSIT STOP PER TT, EFF. 6/24/1890</th>
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<tbody>
<tr>
<td>Location</td>
<td>Description</td>
<td>Details</td>
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</tr>
<tr>
<td>VANDERBILT AVENUE (BROOKLYN)</td>
<td>ATLANTIC R.T. RAPID TRANSIT STOP PER ETT #11, EFF. 11/4/1878</td>
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</tr>
<tr>
<td>VAN SICLEN AVE. (BROOKLYN)</td>
<td>ATLANTIC R.T. EAST OF WYCKOFF'S LANE. OUT OF SVC. ___(?)</td>
<td></td>
</tr>
<tr>
<td>VAN WICKLENS (LINWOOD ST.)</td>
<td>ATLANTIC R.T. EAST OF EAST NEW YORK. ALSO USED AS A RAPID TRANSIT STOP</td>
<td>PER ETT #11, EFF. 11/4/1878</td>
</tr>
<tr>
<td>VAN WYCK AVENUE</td>
<td>S. S. R. R. SEE: “SOUTH SIDE R. R. CROSSING”</td>
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</tr>
<tr>
<td>WADING RIVER</td>
<td>WADING RIVER EXTENSION OPENED WITH BRANCH: 06/27/1895, REMODELED TO TWO</td>
<td>STOREY: 1906. AGENT AND FAMILY LIVED UPSTAIRS. AGENCY CLOSED: 1933.</td>
</tr>
<tr>
<td></td>
<td>STOREY: 1906. AGENT AND FAMILY LIVED UPSTAIRS. AGENCY CLOSED: 1933.</td>
<td>TRACKS CUT BACK AND STATION FACILITIES RELOCATED 1 MILE WEST OF FORMER LOCATION TO RANDALL ROAD: 1/18/38 (MILLER FAMILY RECLAIMED THEIR DONATED PROPERTY FROM RIVERHEAD TOWN LINE EAST TO ORIGINAL END OF TRACK DUE TO LIRR NOT RUNNING THE REQUISITE NUMBER OF TRAINS PER THE ORIGINAL 1895 DONATION AGREEMENT). WOODEN DEPOT RAZED SOMETIME AFTER AND LUMBER USED TO BUILD STORE NORTH OF STATION SITE. LAST REVENUE TRAIN: 10/9/38. RELOCATED STATION OUT OF SVC. PER G.O. #1006C: 3/29/39 AND BRANCH ABANDONED.</td>
</tr>
<tr>
<td>WAINSCOTT</td>
<td>MONTAUK BUILT: 1898</td>
<td></td>
</tr>
</tbody>
</table>

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

#107. OUT OF SVC: 10/22/68 AND RAZED.
ELEVATED STRUCTURE IN SVC: 10/22/68 PER G.O. #312. AGENCY SCHEDULED TO CLOSE (?)

<table>
<thead>
<tr>
<th>WARDENCLYFFE</th>
<th>WADING RIVER EXTENSION</th>
<th>FIRST APPEARS IN TIMETABLE OF JUNE, 1900. LOCATED ON N. SIDE OF TRACKS AND WEST SIDE OF NORTH COUNTRY ROAD CROSSING. BECAME FREIGHT HOUSE AFTER NEW DEPOT IN SVC. (Robt. Emery data)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>2ND DEPOT BUILT: 1902, ON. SIDE OF TRACKS AND EAST SIDE OF NORTH COUNTRY ROAD CROSSING, .2 MILES EAST OF ORIGINAL LOCATION. RENAMED “SHOREHAM”: 1906. (SEE: “SHOREHAM”)</td>
</tr>
</tbody>
</table>

| WARWICK ST. (EAST NEW YORK) | ATLANTIC | ELEVATED STRUCTURE OPENED: 8/29/1905 WITH ELECTRIFICATION FROM FLATBUSH AVE. OUT OF SVC: 11/1/39 PER G.O. #1204 AND RAZED WITH ATLANTIC AVE. IMPROVEMENT PROJECT: 1939-40 |

| WASHINGTON AVE. (BROOKLYN) | ATLANTIC RT | RAPID TRANSIT STOP PER ETT #11, EFF. 11/4/1878 |

| WASHINGTON ST. (GARDEN CITY) | CENTRAL EXT. | EAST OF GARDEN CITY STATION. LOW PLATFORM FOR LIRR'S BATTERY CAR SHUTTLE SERVICE AFTER 1923. |

| WATER STATION | MAIN LINE | APPEARS ON 1857 MAP. STATION STOP INDICATED WEST OF LAKE STATION AND EAST OF NICOL'S ROAD ("FOOT'S CROSSING"). NO TIMETABLE EVIDENCE AS YET. (Info: Art Huneke) |

| WATERMILL (WATER MILLS) (WATERMILLS) | MONTAUK | BUILT: AUG-SEPT/1875. LISTED ON TTs OF 1878 AS "WATERMILLS" AND 1883 AS "WATER MILLS" (2 WORDS). AN 03/18/1882 ARTICLE IN "THE SIGNAL," |
A BABYLON WEEKLY THAT PUBLISHED A SATURDAY COLUMN CALLED "GOS-SIP ON THE RAILS", STATED THE LIRR IS TO ABANDON THE STATION ALONG WITH THAT OF ATLANTICVILLE DUE TO INSUFFICIENT BUSINESS, HOWEVER, THE STATION CONTINUED TO BE LISTED ON TTs OF 1883 AS "WATER MILLS" (2 WORDS) AND IN 1885, AGAIN AS "WATERMILLS" (ONE WORD). FINALLY LISTED AS "WATERMILL" (DATE?) UNTIL EVENTUALLY DISCONTINUED AS A STATION STOP (DATE?).


<table>
<thead>
<tr>
<th>Station</th>
<th>Location</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>WAVECREST</td>
<td>FAR ROCK.</td>
<td>OPENED: 5/1928. WESTWARD STATION FACILITIES RELOCATED 800' EAST OF FORMER LOCATION: 8/5/40. EASTWARD STATION FACILITIES: 8/23/40. RAZED: 1940-41 WITH GRADE ELIMINATION PROJECT 2ND AND ELEVATED STRUCTURE OPENED: 4/10/42. TRANSFERRED TO TA OWNERSHIP: 10/3/55</td>
</tr>
<tr>
<td>WAVERLY</td>
<td>MAIN LINE</td>
<td>LINE OPENED IN 1843 BUT STOP NOT LISTED ON TIMETABLES OF 1844 AND 1845. BECAME STATION STOP: <strong>?</strong>. OLD STORE SOUTH OF TRACKS ON THE EAST OF WAVERLY AVE. SERVED AS ORIGINAL &quot;WAVER-</td>
</tr>
</tbody>
</table>
LY" DEPOT. IN SVC: ___?__ WITH FEMALE STATION AGENT M. E. BLOOMER (PER 1878 LIRR BOOK OF RULES). POST OFFICE RENAMED "HOLTSVILLE" IN 1860, BUT LIRR RETAINED THE OLD NAME. PER "Babylon Signal" NEWSPAPER ARTICLE OF 03/23/1882, WAVERLY AND BARTLETT STATIONS WERE TO BE ABANDONED (Art Huneke data).

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

WC-PASSING SIDING MAIN LINE FORMER UPTON JCT. EAST OF YAP-HANK STATION AND UPTON ROAD AND WEST OF WAMPMISSIC SIDING. APPEARS ON ETT #98 EFF. 5/23/1923 (per Richard Makse)

WEEK'S STATION OYSTER BAY (SEE: "GREENVALE")

WELLWOOD S. S. R. R. (MONTAUK) SSRR SVC BEGAN ON 10/28/1867 AS WELLWOOD. ORIGINAL 2-STOREY, WOODEN DEPOT WITH FRONT VERANDAH-STYLE COVERED PLATFORM AND PORTE COCHERE AT REAR. BUILT ON SOUTH SIDE OF TRACKS AND EAST OF WELLWOOD AVE. RENAMED "BRESLAU": 1869. (SEE: "BRESLAU")

WESTBURY MAIN LINE 1ST DEPOT APPEARS ON TT OF 9/3/1838, UTILIZING THE TRACK-
SIDE J. P. KELSEY’S BRANCH STORE  
(G. Brainerd photographic provenance.)

2nd DEPOT BUILT: APR-JUNE/1883
3rd DEPOT BUILT: 1914, GREATLY
REMODELED: 1972. PER RAY MUNTZ, ANOTHER REMODELING
BEGAN IN APRIL, 2001 BUT POSSIBLY DUE TO A DISCOVERED
STRUCTURAL DEFECT, UPPER
PORTION OF EXISTING BLDG.
WAS LEVELED AND NEW DEPOT
CONSTRUCTED ATOP LOWER
LEVEL OF OLD DEPOT (Ray Muntz
photographic provenance.)

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

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

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

WEST FLUSHING  FLUSHING R.R. OPENED: 1854. ABANDONED: ?
NY & FLUSHING AFTER ABANDONMENT, STATION
FLUSHING & N. SIDE NAME GIVEN TO “FASHION RACE
COURSE” STATION.

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

140
MORICHES STATION SITE AND N. SIDE OF TRACKS: 1905. (Robt. Emery data)

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

SUNDAY AGENCY ONLY: 2006

WEST HEMPSTEAD  W. HEMP.
OPENED: 19_?_ NORTH OF HEMPSTEAD AVE. RAZED 1928.
2ND DEPOT OPENED 1928, NORTH OF HEMPSTEAD AVE. MOVED SOUTH OF HEMPSTEAD AVE. 9/15/35 WITH END OF THRU-PSGR. SVC. BETWEEN MINEOLA AND VALLEY STREAM. SET IN PLACED PARALLEL TO HEMPSTEAD AVE. WITH DIAGONAL COVERED WALKWAY LEADING TO COVERED PLATFORM. BURNED AND RAZED: 1959.
3RD DEPOT BUILT: 1959. AGENCY CLOSED: 9/7/96.

WESTWOOD  W. HEMP.
OPENED: 9/1929, INSIDES AND WALLS COMPLETELY GUTTED TO CREATE SHELTER SHED: 1955
<table>
<thead>
<tr>
<th>Location</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>WHEATLEY HILLS (NORTH ROSLYN)</td>
<td>FRAME DEPOT BUILT: 1898 AND WAS A SIGNAL STOP ONLY. NAME CHANGED TO &quot;NORTH ROSLYN&quot; IN 1901. CLOSED AND DISCONTINUED AS STATION STOP: 03/19/1924.</td>
</tr>
<tr>
<td>WHITE POT (WHITEPOT)</td>
<td>ORIGINALLY A MAIN LINE SAND SIDING. OLD MAPS SHOW A SAND PIT NEAR FLEET ST. ON THE GLENDALE CUT-OFF. DOES NOT APPEAR IN PUBLIC TTs, ONLY IN A FEW ETTs WHERE IT IS CALLED &quot;WHITE POT SWITCH.&quot; FIRST NOTED AS SUCH IN TIMETABLE EFF: 11/08/1874. IN 1880 WHEN SOUTHERN DIVISION TRAINS WERE ALL USING THE MAIN LINE, THERE WERE MEETS THERE. A DAY-NIGHT TELEGRAPH OFFICE OPENED PROBABLY IN 1892 WHEN MANUAL BLOCK SYSTEM PLACED IN SERVICE BETWEEN JAMAICA AND WINFIELD JCT. ETT #4 EFF. 1897 SHOWS &quot;WHITE POT&quot; ON SINGLE TRACK WITH THIS DAY-NIGHT TELEGRAPH OFFICE IN SERVICE. 1903 C.R.4 SHOWS &quot;WHITE POT (SIDING).&quot; NO LONGER INDICATED AS A TELEGRAPH OFFICE AS OF ETT #34, EFF: 05/25/1905. A c.1915 LIST OF AUTOMATIC SIGNALS SHOWS SIGNAL &quot;R-58&quot; AT WHITE POT. (Art Huneke Data)</td>
</tr>
<tr>
<td>WHITESTONE</td>
<td>ORIGINAL DEPOT BUILT: 10/1869. 2ND DEPOT OPENED: 1/30/1871. ORIGINAL DEPOT POSSIBLY USED AS FREIGHT/EXPRESS HOUSE FOR NEW DEPOT BLDG. (Possible 3/1932 photo provenance) REAR PORTE-COCHERE REMOVED c. 1920s. STATION CLOSED: 2/19/32 WITH BRANCH ABANDONMENT.</td>
</tr>
<tr>
<td>WHITESTONE LDG. (BEECHHURST)</td>
<td>TRACKS EXTENDED FROM WHITESTONE: 8/8/1886 AND 1ST TRAIN RAN:</td>
</tr>
</tbody>
</table>
8/9/1886 (V. Seyfried data), DEPOT BUILT AT WATER’S EDGE ALONG WITH A LARGE BRICK MACHINE SHOP/MARITIME MAINTENANCE FACILITY TO SERVICE LIRR FERRIES AND TUGBOATS. DEPOT MOVED BACK FROM SHORELINE: 6/1892. STATION STOP INDICATED AS "WHITESTONE LANDING (BEECH-HURST") IN PTT OF 06/29/1918. CLOSED: 02/19/32 WITH BRANCH ABANDONMENT. MARITIME MAINTENANCE FACILITY REMAINED IN SERVICE UNTIL THE LIRR RETIRED ITS TUGBOAT FLEET IN 1963.

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

WILLOW TREE MAIN LINE BUILT 1837 AT HAMILTON AVE. (LATER 184TH ST.) STATION STOP DISCON- TINUED WITH OPENING OF ROCK- AWAY JCT WHEN NY & ROCKAWAY RR CONNECTED WITH THE LIRR WEST OF STATION SITE: 1872. PASSENGERS SERVICED BY ROCK- AWAY JCT. STA. (A. Huneke - V. Sey- fried data)

<table>
<thead>
<tr>
<th>Location</th>
<th>Station Type</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>WOOD'S STATION</td>
<td>S.S.R.R.</td>
<td>(FAR ROCK.) (SEE: &quot;WOODMERE.&quot;)</td>
</tr>
<tr>
<td>WOODBURY</td>
<td>PT. JEFFERSON</td>
<td>SEE: “COLD SPRING HARBOR”</td>
</tr>
<tr>
<td>WOODHAVEN (1st)</td>
<td>ORIG MAIN LINE</td>
<td>ORIGINALLY OPENED AS CONNECTICUT AVE. (1837) ON ORIGINAL MAIN LINE BETWEEN BKLYN AND JAMAICA. BECAME TROTTING COURSE AND THEN TROT-</td>
</tr>
<tr>
<td></td>
<td>BETW. BKLYN</td>
<td>TING COURSE LANE TO SERVICE THE CENTREVILLE RACE COURSE (TROTTING COURSE). LISTED AS SUCH ON TT OF 1842. NAME CHANGED TO WOODVILLE AND</td>
</tr>
<tr>
<td></td>
<td>AND JAMAICA</td>
<td>LATER TO WOODHAVEN. RAPID TRANSIT SERVICE STARTED: 4/28/1905 WITH ELECTRIFICATION FROM FLATBUSH AVE. PLATFORMS WIDENED: 1911. OUT OF VC:</td>
</tr>
<tr>
<td></td>
<td>(ATLANTIC)</td>
<td>11/1/39 PER G.O. #1204 AND RAZED WITH ATLANTIC AVENUE IMPROVEMENT PROJECT: 1939-40</td>
</tr>
<tr>
<td>WOODHAVEN (2nd)</td>
<td>ATLANTIC</td>
<td>FORMER LOCATION OF WOODHAVEN JCT. STATION. TRACKS AND STATION PLACED BENEATH ATLANTIC AVE. 1939-40. THE ACTUAL JUNCTION WAS TAKEN OUT</td>
</tr>
<tr>
<td></td>
<td></td>
<td>HAVEN.&quot; THE RAPID TRANSIT STATION KNOWN AS &quot;WOODHAVEN&quot; ORIGINALLY WEST OF THIS LOCATION WAS LONG OUT OF SERVICE AT THIS TIME (11/01/39),</td>
</tr>
<tr>
<td></td>
<td></td>
<td>SO THERE WAS NO CAUSE FOR ANY CONFUSION WITH THIS RENAMING.</td>
</tr>
<tr>
<td>WOODHAVEN JCT.</td>
<td>ATLANTIC</td>
<td>OPENED: 7/1895. WAS ALSO ONE OF THE LIRR'S RAPID TRANSIT STOPS. RAZED: 11/1939 WHEN</td>
</tr>
</tbody>
</table>
TRACKS PLACED BENEATH ATLANTIC AVE. WITH ATLANTIC AVE. IMPROVEMENT PROJECT OF 1939-1940. (Valuation photo from 11/21/1939 shows demolition underway.)


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


WOODHULL PARK MAIN LINE BUILT: ? AT 178TH ST. (OLD WHEELER
ST.) WOODEN FRAME DEPOT WITH VICTORIAN GINGERBREAD. NOT FOUND IN TIMETABLES BUT SHOWN ON MAPS. RAPID TRANSIT SERVICE EXTENDED TO HERE: 6/24/1890. LATER SITE OF ROCKAWAY JCT. RAZED: 1905-06.

WOODMERE

WOODSBURGH  S. S. R. R.  (SEE: "WOODMERE").

WOODSIDE  FLUSHING & N. SIDE  (MAIN LINE)
FLUSHING & N. SIDE DEPOT OPENED AT TODAY'S 39TH AVE. BETWEEN 57TH & 58TH STS. ON OLD ALIGNMENT: 11/15/1869. CLOSED: 1913 DUE TO GRADE ELIMINATION AND TRACK REALIGNMENT AND RAZED SOMETIME AFTER.

2ND TEMPORARY STATION IN SVC. AT TODAY'S 60TH ST & WOODSIDE AVE. ON OLD ALIGNMENT DURING TRACK ELEVATION: 04/1913. RAZED: 11/17/1915.

3RD AND ELEVATED STRUCTURE IN SVC. AT TODAY'S ROOSEVELT AVE. & 61ST ST. ON NEW ALIGNMENT: 10/17/1915 (Realignment data per George Chiasson, Jr.)

WOODVILLE  ORIG MAIN LINE  SEE: "TROTTING COURSE" AND BETW. BKLYN AND JAMAICA "WOODHAVEN"
WORLD’S FAIR PORT WASH. TEMPORARY STATION IN SERVICE PER ETT #9, EFF. 6/19/38 DURING CONSTRUCTION OF MAIN STATION AND FAIR COMPLEX.

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

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

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

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

WYCKOFF’S LANE ORIG MAIN LINE EAST OF PENNSYLVANIA AVE, EAST (WYCKOFF AVE.) BETW. BKLYN AND JAMAICA NEW YORK. ON TT OF 6/1837. DISCONTINUED AS STOP: ?___


YOUNGSPORT S.S.R.R. ORIGINAL NAME FOR GREAT RIVER. (MONTAUK) S. SIDE RAILROAD FREIGHT
STATION ONLY UNTIL 1897 WHEN PSGR. DEPOT BUILDING CONSTRUCTED AND OPENED AS “GREAT RIVER.” APPEARS AS “YOUNGSPORT” ON LIRR FREIGHT REPORT FORM OF 1893 BUT DOES NOT APPEAR ON ANY TIMETABLES (PUBLIC OR EMPLOYEE) OF THAT ERA.

GENERAL ORDER No. 90 | RECEIVER’S OFFICE
LONG ISLAND CITY - OCT. 15TH 1880:

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

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

THOS. R. SHARP,
RECEIVER

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


GENERAL ORDER #60, EFFECTIVE 05/24/1909:
BETHPAGE BRANCH (Bethpage Jct. to Bethpage Brick Works) WILL BE CONSIDERED A SIDING.

GENERAL ORDER: EFFECTIVE 1921:
BETHPAGE AND CREEDMOOR BRANCHES AND CENTRAL EXTENSION “HC” TO BETHPAGE JCT. WILL BE CONSIDERED SIDINGS.
GENERAL ORDER, EFFECTIVE 05/18/1927:
EAST LEG OF WYE AT “MT” TOWER MINEOLA OUT OF SERVICE.

GENERAL ORDER #115-18C, EFFECTIVE 02/19/32:
MAIN TRACK FROM A POINT 50' WEST OF FLUSHING CREEK TO WHITESTONE LAND-ING OUT OF SERVICE.
FLUSHING-BRIDGE STREET STATION AND STATION FACILITIES, OUT OF SERVICE.
COLLEGE POINT STATION AND STATION FACILITIES, OUT OF SERVICE
MALBA STATION AND STATION FACILITIES, OUT OF SERVICE.
WHITESTONE STATION AND STATION FACILITIES, OUT OF SERVICE.
WHITESTONE LANDING STATION AND STATION FACILITIES, OUT OF SERVICE.
BRIDGE STREET DRAWBRIDGE, OUT OF SERVICE.

GENERAL ORDER #117-6C, EFFECTIVE 01/21/33:
STEAM LOCOMOTIVES ARE RESTRICTED FROM USING WYE AT WADING RIVER.

GENERAL ORDER #118-4, EFFECTIVE 05/15/33:
STEEPLECHASE STATION CHANGE TO PLAYLAND.

GENERAL ORDER #401BC, EFFECTIVE 09/15/35:
TRACK BETWEEN HEMPSTEAD AVE., WEST HEMPSTEAD AND “MT” TOWER (MINEOLA) WILL BE OPERATED AS A SIDING. BEFORE MAKING MOVEMENTS OVER CROSSINGS IN THIS TERRITORY, A TRAINMAN MUST PRECEDE SUCH MOVEMENTS TO WARN THE PUBLIC OF APPROACHING ENGINES OR CARS.

GENERAL ORDER #811C, EFFECTIVE 01/18/38:
WADING RIVER STATION AND STATION FACILITIES RELOCATED 1 MILE WEST OF FORMER LOCATION.
GENERAL ORDER #1006C, EFFECTIVE 03/29/39:
SINGLE TRACK FROM A POINT 1,550’ EAST OF EAST LEG OF WYE, PORT JEFFERSON STATION TO WADING RIVER STATION OUT OF SERVICE.
(Last revenue train was on 10/09/38. DK)

MILLER PLACE STATION AND STATION FACILITIES OUT OF SERVICE

ROCKY POINT STATION AND STATION FACILITIES OUT OF SERVICE

SHOREHAM STATION AND STATION FACILITIES OUT OF SERVICE

WADING RIVER STATION AND STATION FACILITIES OUT OF SERVICE

PO (Port Jefferson) UNATTENDED BLOCK STATION OUT OF SERVICE

MI (Miller Place) UNATTENDED BLOCK STATION OUT OF SERVICE

WY (Wading River) UNATTENDED BLOCK STATION OUT OF SERVICE

JF (Port Jefferson) EASTWARD BLOCK SIGNAL OUT OF SERVICE

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

GENERAL ORDER #1002B/1013C, EFFECTIVE 05/03/39:
SAG HARBOR BRANCH OUT OF SERVICE: 05/03/39

GENERAL ORDER #1208, EFFECTIVE 08/25/47:
MEADOWBROOK HOSPITAL SIDING CHANGED TO CENTRAL EXTENSION AND WILL BE OPERATED AS SECONDARY TRACK OF NO ASSIGNED DIRECTION FROM A POINT 950’ EAST OF GARDEN TO A POINT 495’ W. OF MITCHEL FIELD, INDICATED BY END OF BLOCK SIGNS, CONTROLLED BY GARDEN, IN SERVICE. MAXIMUM SPEED 15 MILES PER HOUR. CROSSOVER SWITCHES EAST OF GARDEN, NORMAL POSITION WILL BE FOR SECONDARY TRACK.

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

GENERAL ORDER #1710, EFFECTIVE 12/27/49:
JUNCTION AND MAIN TRACK MANORVILLE TO EASTPORT OUT OF SERVICE.
(TRAIN #12 THE "SHINNECOCK EXPRESS" WAS THE LAST TRAIN TO OPERATE
ALONG THIS BRANCH IN 1946)

**GENERAL ORDER #1728, EFFECTIVE 05/23/50:**
ROCKAWAY BEACH BRANCH: ALL SWING BRIDGES, STRUCTURES, SIGNALS AND TRACKS ON TRESTLE OVER JAMAICA BAY OUT OF SERVICE. STATIONS AND TRACKS WEST OF HOLLAND STATION TO ROCKAWAY PARK REDESIGNATED FAR ROCKAWAY BRANCH.

**GENERAL ORDER #216, EFFECTIVE 10/03/55:**
STATIONS AND TRACKS BETWEEN FAR ROCKAWAY STATION AND ROCKAWAY PARK STATION OUT OF SERVICE.

**GENERAL NOTICE #7-5, EFFECTIVE 08/19/60:**
HEMPSTEAD BRANCH
COUNTRY LIFE PRESS

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

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

**GENERAL ORDER #1-21, EFFECTIVE 12/27/66:**
LEAD TRACK FROM EAST END OF JERICHO TURNPIKE OVERGRADE BRIDGE TO CREEDMOOR STATE HOSPITAL, OUT OF SERVICE.

**GENERAL ORDER #119, EFFECTIVE 10/01/73:**
HAND-OPERATED ELECTRIC LOCKED SWITCH IN NO. 1 TRACK LOCATED 1,800 FEET EAST OF FLORAL PARK LEADING TO CREEDMOOR LEAD TRACK REMOVED FROM SERVICE.

**GENERAL ORDER #2-16, EFFECTIVE 07/18/80 (ETT #2 EFF: 05/12/80)**
EASTWARD FACING POINT HAND-OPERATED SWITCH LOCATED 5149' EAST OF GREENLAWN STATION LEADING TO OLD NORTHPORT BRANCH, OUT OF SERVICE.

**GENERAL NOTICE #1-48, EFFECTIVE 02/15/83**
TURNTABLE TRACK, OYSTER BAY, OUT OF SERVICE.
GENERAL ORDER #104 (ETT #1) EFFECTIVE 03/08/2010:
FLATBUSH AVENUE TERMINAL RENAMED ATLANTIC TERMINAL.

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

General Notice 4-29

Effective 12:01 AM
Monday, November 19, 2012

(A) Entire Railroad
Montauk Branch
Beginning at 12:02 AM Monday, November 19, 2012 and until further notice, the following is in effect:
Montauk No.1 track out of service between a tie bumper installed 4000 feet west of 54R Signal (Jay’s Westerly) and Bliss;
Montauk No.2 track out of service between Bliss and Jay;
C Secondary track out of service between Begin Secondary signs at Bliss and End Secondary signs on both Montauk No.1 and No.2 tracks at Bliss;
Montauk Cutoff Secondary track out of service between Arch Street Lead and End Secondary sign at Bliss;
but may be used with authority of the RWIC. All movements on the out of service tracks must not exceed Restricted Speed.
All signals and switches remain in service.
When operating on the C Secondary, crews are reminded to comply with Rule 104b regarding the operation of the Spring Switch at Bliss

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

Grand Central Branch (East Side Access)
(Dave Keller Info)
Tunnels construction began in 1969 with decades of delays. Branch officially opened 01/25/2023 with first revenue trains. (First non-revenue trains ran 01/11/2023.)
Branch leaves the Main Line at “HAROLD” interlocking.
There are seven (7) interlockings between “HAROLD” and the new terminal at Grand Central Madison: “GCT” 1 through 6, inclusive, and “PLAZA.” All are remotely controlled from “GCC” (Grand Central Control) located in the TOC (Train Operations Center) located on the mezzanine of Grand Central Madison.
FIRE AT WESTHAMPTON STATION - 1986

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

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

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

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

WILDFIRE AT WESTHAMPTON STATION - 08/24/1995

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

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

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

When I left the building, numerous railroad ties were on fire in front of the building and there was a spot of fire on the roof. I remember calling my boss on the cell phone and telling him, "we ain't gonna see this building in the morning." Maybe it was my words that gave the impression that the building was lost in the fire LOL.
Anyway, I went to the station the next day and the building was okay. A house and several vehicles were burned up nearby, as well as lots of woods, but the volunteer fire department saved the station building.

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

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

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

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

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

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