LONG ISLAND RAIL ROAD  
Alphabetical Station Listing and History  

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

<table>
<thead>
<tr>
<th>STATION:</th>
<th>BRANCH:</th>
<th>DATA:</th>
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</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 (BROOKLYN)</td>
<td>ATLANTIC RT</td>
<td>RAPID TRANSIT STOP PER ETT #11, EFF. 11/4/1878</td>
</tr>
<tr>
<td>ALBERTSON (ALBERTSONS)</td>
<td>OYSTER BAY</td>
<td>BUILT: 1913, NO AGENCY AS OF 01/01/1924. RAZED: 1954 SHELTER SHED BUILT: c. 1954 AGENCY ESTABLISHED AND TICKET</td>
</tr>
</tbody>
</table>
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 GLENDALE. APPEARS IN 1903 CR-4 BOOK AND 5/1904 ETT SPECIAL INSTRUCTIONS. LOW LEVEL PLATFORM ONLY FOR EMPLOYEES OF THE PLANT. BECAME PRAIRIE GRASS FURNITURE CO. WORKS IN 11/1904 ETT SPECIAL INSTRUCTIONS


AQUEDUCT ROCK. BCH BUILT: 1883 AT N. CONDUIT BLVD. WITH A SEPARATE SET OF LOW-
LEVEL PLATFORMS FURTHER NORTH FOR RACETRACK SVC. ONLY. SUMMER AGENCY ONLY AS OF 01/01/1924 OUT OF SVC: 11/29/39.

PER G.O. #1208C, TEMPORARY WESTWARD STATION FACILITIES RELOCATED SOUTH OF FORMER LOCATION AND CONVERTED FROM OUTSIDE TO ISLAND PLATFORM IN SVC: 11/29/39.

PER G.O. #1221C, WESTWARD 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 (GASTON AVE.) FAR ROCK.

AS OF 6/27/1892. AND BEGAN STOPPING AT ANOTHER DEPOT BUILT AT STRAITON AVE. (BEACH 60TH ST.) R.R. WAS ORDERED BY COURT TO RESUME SERVICE TO GASTON AVE. GASTON AVE. DEPOT REBUILT 1911-12 ON NEW SITE BETWEEN BEACH 67TH AND BEACH 69TH STREETS. IN SVC: MAY/ 1912. AGENCY OPEN AS OF 01/01/1924. RAZED 1940-41 DURING GRADE ELIMINATION PROJECT.

ELEVATED STRUCTURE OPENED:
4/10/42. AGENCY CLOSED WITH TRANSFER TO TA OWNERSHIP: 10/3/55

ARVERNE (STRAITON AVE.) FAR ROCK.
IN SERVICE: 6/27/1892 AT BEACH 60TH ST. AS A RESULT OF QUARREL BETWEEN DEVELOPER AND R.R (SEE "ARVERNE, GASTON AVE." ABOVE) RAZED 1940-41 DURING GRADE ELIMINATION PROJECT.

ELEVATED STRUCTURE OPENED:
4/10/42. AGENCY CLOSED AS OF 06/46. TRANSFERRED TO TA OWNERSHIP: 10/3/55

ATLANTIC AVENUE (EAST ROCKAWAY) LONG BEACH

ATLANTIC PARK S.S.R.R. ROCK. BCH.
OPENED: 5/1875 (SOUTHERN DIVISION) (IN 07/15/1878 BOOK OF RULES). POSSIBLY LOCATED AT A POINT MIDWAY BETWEEN FAR ROCKAWAY AND EDGEMERE STATIONS (Vincent Seyfried data)

ATLANTIC TERMINAL ATLANTIC
OPENED 1/5/2010 ON THE FORMER SITE OF FLATBUSH AVE.

ATLANTICVILLE SAG HARBOR
OPENED JUNE/JULY, 1875. RENAMED “EAST QUOGUE” IN 1891.
(per Vincent Seyfried) STATION STOP APPEARS IN AVAILABLE PUBLIC TIMETABLES OF 1877 THRU 1881, BUT NOT IN 1883.
(per Art Huneke)

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

AUBURNDALE PORT WASH.
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: ?
<table>
<thead>
<tr>
<th>Location</th>
<th>Rail Line</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>AVIATION FIELD NO. 2</td>
<td>CENTRAL</td>
<td>EAST SIDE OF THE FORMER CAMP BLACK (CAMP MILLS), EAST OF GARDEN CITY, DURING WWI. RENAMED &quot;MITCHEL FIELD&quot; 7/16/1918. NAME CHANGE OFFICIALLY APPROVED: APRIL/1919.)</td>
</tr>
<tr>
<td>BABYLON</td>
<td>MAIN LINE</td>
<td>MAY HAVE BEEN AT OR NEAR THE LATTER-DAY SITE OF WYANDANCH STATION OR POSSIBLY AT EAST NECK ROAD. (per Art Huneke) ON TT OF 12/27/1841. DROPPED FROM TT WITH OPENING OF DEER PARK STATION IN 1842.</td>
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<tr>
<td>BAITING HOLLOW</td>
<td>MAIN LINE</td>
<td>SEE: “CALVERTON”</td>
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RAZED: 1917.

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

<table>
<thead>
<tr>
<th>Location</th>
<th>Distance</th>
<th>Notes</th>
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<tbody>
<tr>
<td>BALDWINS MONTAUK</td>
<td></td>
<td>(SEE: &quot;BALDWIN&quot;)</td>
</tr>
<tr>
<td>BALDWINSVILLE S. S. R. R.</td>
<td></td>
<td>S. SIDE R. R. (SEE: &quot;BALDWIN&quot;)</td>
</tr>
<tr>
<td>BARNUM ISLAND LONG BEACH</td>
<td></td>
<td>IN SERVICE c. 1897. RENAMED JEKYL ISLAND: JAN, 1901. AGAIN RENAMED ISLAND PARK: 10/1921 SERVED AS TEMPORARY STATION FOR ISLAND PARK FROM 10/1921 TO 7/1922 WHEN IT WAS PLACED OUT OF SERVICE WHEN &quot;THE DYKES&quot; WAS RENAMED ISLAND PARK AND BECAME THE STATION STOP FOR THAT COMMUNITY.</td>
</tr>
<tr>
<td>BARTLETT MAIN LINE</td>
<td>STATION STOP 2 ½ MILES EAST OF MEDFORD. FORMERLY &quot;BELLPORT.&quot; RENAMED &quot;BARTLETT&quot; ON THE WINTER TIMETABLE OF 1881-1882 WITH THE OPENING OF BELLPORT STATION ON THE SOUTH SHORE. PER &quot;Babylon Signal&quot; NEWSPAPER ARTICLE OF 03/23/1882, BARTLETT AND WAVERLY STATIONS WERE TO BE ABANDONED (Art Huneke data). AS THIS STATION WAS ORIGINALLY OPENED TO PROVIDE STAGECOACH SERVICE TO BELLPORT ON THE SOUTH SHORE, IT PROBABLY NO LONGER SERVED ANY PURPOSE AFTER 1881-82 AND THEREFORE WAS SLATED FOR ABANDONMENT.</td>
<td></td>
</tr>
<tr>
<td>BARTLETT MONTAUK</td>
<td>PLATFORM ONLY. OPENED: <strong>?</strong> AS &quot;FANNY BARTLETT&quot;, NAMED AFTER A SHIP THAT SUNK THERE IN 1894. FLAG STOP ONLY, FOR EMPLOYEES OF NEIGHBORING FISH PROCESSING PLANTS. APPEARS AS SIGNAL STOP IN SPECIAL INSTRUCTIONS OF ETT #27: 06/25/1903. APPEARS AS A</td>
<td></td>
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BASE BALL GROUNDS  EVERGREEN
GRAUER'S RIDGEWOOD PARK (BETWEEN SCHAEFFER & HALSEY STS. 1885-1886 PERIOD (Art Huneke data and http://www.covehurst.net/ddyte/brooklyn/ridgewood.html.)

BAYPORT  S. S. R. R. (MONTAUK)
S. SIDE R.R. DEPOT BUILT: 3/1869, RAZED: 1903
2ND DEPOT OPENED: 8/10/1903. NO AGENCY AS OF 01/01/55. RAZED: 5/64. 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

BAYSHORE  S. S. R. R. (MONTAUK)
(BAY SHORE) (PENATAQUIT)
2ND DEPOT BUILT: 1882, RAZED: 1912

BAYSIDE  FLUSHING R.R. NY & FLUSHING FLUSH. & N. SIDE (PORT WASH.)
(ORIG. "BAY SIDE")
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.

**BAYVILLE**


**BEAVER STREET**

PRESENT DAY ATLANTIC BR. SEE “JAMAICA”

**BEACH CHANNEL**

ROCK. BCH. OPENED: ? N. OF BEACH CHANNEL DRAWBRIDGE. OUT OF SVC: 5/31/1905

**BEDFORD**

ORIG MAIN LINE BETW. BKLYN AND JAMAICA (ATLANTIC RT) (ATLANTIC ) ONE OF THE ORIGINAL STOPS ON THE LIRR (c. 1836-1861) ALSO USED AS RAPID TRANSIT STOP PER ETT #11, EFF. 11/4/1878. DISCONTINUED AS STATION STOP: 11/1905 WHEN FULL ELECTRIC SERVICE WENT INTO EFFECT FROM FLATBUSH AVE.
BELLAIRE  MAIN LINE  ORIGINALLY NAMED "BRUSHVILLE."  OPENED: 3/20/1900 AS "INTERSTATE PARK." RENAMED "BELLAIRE" IN 1907.  2ND DEPOT OPENED: 9/20/1924 (per official dedication invitation). AGENCY LAST NOTED IN LIRR TICKET OFFICE LISTING OF 6/3/68. GONE BY LISTING OF 5/26/69 (Brad Phillips data) DISCONTINUED AS STATION STOP: 1972, RAZED: 19_?

BELLEROSE  MAIN LINE  OPENED: 1898  2ND DEPOT BUILT: SUMMER/1909, OUT OF SVC: 12/12-15/60  TEMPORARY STA. FACILITIES RELOCATED TO SHOO-FLY SOUTH OF FORMER LOCATION: 12/15/60.  ELEVATED, SINGLE ISLAND PLATFORM IN SVC: 11/8/62 AGENCY STILL NOTED IN "LONG ISLAND RAIL ROAD TICKET OFFICE HOURS" LISTING OF 5/20/74 AS PART TIME. AGENCY CLOSED: 12/10/96.

BELLMORE  S. S. R. R.  (MONTAUK)  S. SIDE R.R. DEPOT BUILT: 10/1869  2ND DEPOT BUILT: 1886 (Robt. Emery map data) OR ORIGINAL DEPOT REMODELED (?). DEPOT AGAIN REMODELED POST-1925 (photo provenance) WITH STUCCO REPLACING CLAPBOARD SIDING, SPANISH TILE ROOF ADDED AND AN ADDITION TO THE WEST END OF THE STRUCTURE. DEPOT BURNED: 2/18/1968 AND TRAILER TICKET OFFICE PLACED IN SERVICE. DEPOT SUBSEQUENTLY RAZED.  TEMPORARY STATION AND TRACKS RELOCATED TO SHOE-FLY 63' SOUTH OF FORMER LOCATION PER G.O. #619 EFF: 12/04/70 ACCOUNT GRADE ELIMINATION PROJECT.  STATION FACILITIES RELOCATED ON ELEVATION 63' NORTH OF FORMER
LOCATION AND CONVERTED FROM TWO HIGH-LEVEL OUTSIDE PLATFORMS TO A SINGLE HIGH LEVEL ISLAND PLATFORM, AND TEMPORARY FACILITIES PLACED OUT OF SVC: 6/28/75 (G. O. #216) AND RAZED. ELEVATED STRUCTURE IN SVC: 6/28/75. (G. O. #216)

**BELLPORT**  **MAIN LINE**

STATION STOP 2 ½ MILES EAST OF MEDFORD STATION TO MEET STAGE COACH SERVICE TO BELLPORT VILLAGE ON SOUTH SHORE. NOT LISTED IN TIMETABLE OF 05/01/1848 OR OF EARLY 1852. FIRST (?) LISTED IN TIMETABLE OF 10/01/1852. DEPOT BUILT: ? REMAINED IN SERVICE UNTIL LIRR EXTENDED FORMER SOUTH SIDE R.R. TRACKAGE BETWEEN PATCHOGUE AND THEIR SAG HARBOR BRANCH AT THE NEWLY-CREATED EASTPORT JCT IN 1881. STATION STOP CREATED FOR THE COMMUNITY OF BELLPORT ON THAT EXTENSION IN 1881 AND BELLPORT STATION ON MAIN LINE RENAMED "BARTLETT" PER WINTER TIMETABLE OF 1881-1882. STATION STOP DISCONTINUED BY TIMETABLE OF 1894, MOST PROBABLY EARLIER, AS THE STATION STOP NO LONGER SERVED A PURPOSE.

**BELLPORT**  **MONTAUK**

STATION STOP IN SERVICE WITH LIRR'S EXTENSION OF THE FORMER SOUTH SIDE R.R. TRACKAGE BETWEEN PATCHOGUE AND THEIR SAG HARBOR BRANCH AT THE NEWLY-CREATED EASTPORT JCT IN 1881. LISTED IN WINTER TIMETABLE OF 1881-1882. REPLACED THE STATION STOP OF THAT SAME NAME ON THE MAIN LINE THAT PROVIDED STAGE COACH SERVICE TO THE SOUTH SHORE COMMUNITY.
DEPOT BUILDING BUILT: SUMMER/1882. AGENCY CLOSED: 1/1959, RAZED: 5/64. REPLACED WITH METAL SHELTER SHED. STATION STOP SCHEDULED TO BE DISCONTINUED ALONG WITH OTHERS IN 1998 BUT VOCAL OPPOSITION CAUSED LIRR TO ALTER THEIR DECISION (David M. Morrison data). INSTEAD OF ABANDONMENT, NEW STATION SHELTER WITH HI-LEVEL PLATFORMS BUILT: 1999 TO ACCOMMODATE NEWLY-ARRIVED C3 BI-LEVEL CARS WHICH WERE PLACED IN SERVICE JULY, 1999. (Robert L. Myers data)

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

BELMONT JCT. CRR OF LI BABYLON. APPEARS ON TIMETABLES 1873 –1880. IN 1877, 1878 AND 1880, SOME TRAINS MADE REGULAR STOPS. "LONG ISLAND AND WHERE TO GO" FROM 1877 SHOWS A DEPOT AND TELEGRAPH OFFICE WITH FIVE DAILY TRAINS EACH WAY. BY 1880 SOME MADE "F" STOPS. TELEGRAPH OFFICE ONLY PER ETT #22, EFF: 6/18/1885 (NO TRAINS STOPPED. SWITCHMAN OR OPR. HAD TELEGRAPH). PER SEYFRIED, INTERLOCKING INSTALLED 9/10/1886. PER "RAILROAD GAZETTE" OF 2/10/1888, INTERLOCKING WAS "TO BE INSTALLED." NO DATA IF EVER INSTALLED. GONE FROM TIME-TABLES BY 1896. (per Art Huneke)

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

BERLIN ATLANIC

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

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

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. GROUNDBREAKING 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,
<table>
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<tr>
<th>Location</th>
<th>Description</th>
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<tbody>
<tr>
<td>BETHPAGE JCT.</td>
<td>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. (???)</td>
</tr>
<tr>
<td>Location</td>
<td>Branch/Line</td>
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</tr>
<tr>
<td>BOLAND’S LANDING</td>
<td>ATLANTIC</td>
</tr>
<tr>
<td>BRANCH</td>
<td>MAIN LINE (HEMPSTEAD BRANCH)</td>
</tr>
<tr>
<td>BRESLAU</td>
<td>CRR OF LI (CENTRAL EXT.)</td>
</tr>
<tr>
<td>BRESLAU</td>
<td>S. S. R. R. (MONTAUK)</td>
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</table>
NAMED "BRESLAU": 1869. 2ND DEPOT PRIVATELY BUILT 25’ NORTH OF ORIGINAL DEPOT SITE (ACROSS TRACKS ON NORTH SIDE OF TRACKS.) 2-STOREY, WOODEN DEPOT HAD AGENT’S LIVING QUARTERS UPSTAIRS. OPENED IN TIME FOR JUNE 6TH, 1870 FESTIVITIES FOR LAND SALE AND DEVELOPMENT OF BRESLAU. SSRR GAVE A TERRIBLE PERFORMANCE AT THE FESTIVITIES AND RECEIVED SUCH SCATHING REVIEWS FROM THE BROOKLYN DAILY EAGLE THAT IT’S BELIEVED THE OFFER TO GIVE THE SSRR THE DEPOT WAS CANCELLED AND MOVED OFF-SITE WITHIN A FEW MONTHS TO BECOME A MUCH-NEEDED SCHOOL WHICH OPENED ON 12/12/1870, BUT WAS FOUND TO BE TOO SMALL AND "WOULD BE REPLACED SOON" (Bayles, 1874). THIS 2ND STRUCTURE BECAME FIRE HOUSE. ORIGINAL 1867 DEPOT REMAINED IN SERVICE ON ITS ORIGINAL SITE. STATION NAME CHANGED TO “LINDENHURST”: 7/14/1891. (SEE: "LINDENHURST")

<table>
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<tr>
<th>BRIDGEHAMPTON</th>
<th>MONTAUK</th>
<th>OPENED: 6/1870, BURNED: 7/6/1884</th>
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<tbody>
<tr>
<td>2ND DEPOT BUILT: 1884, AGENCY CLOSED: 1958, DEPOT CLOSED: 1/59, RAZED: 5/64. REPLACED WITH METAL SHELTER SHED.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>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)</td>
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<thead>
<tr>
<th>BRIDGEPORT</th>
<th>S.S.R.R.'s HEMPSTEAD BRANCH</th>
<th>AT FRANKLIN AVENUE, VALLEY STREAM.</th>
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</thead>
<tbody>
<tr>
<td>NO DEPOT BUILDING CONSTRUCTED.</td>
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<td></td>
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<tr>
<td>(Vincent Seyfried data)</td>
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</tbody>
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17
BRIDGE STREET
NY & FLUSHING FLUSHING & N. SIDE
(WHITESTONE)

SEE: “FLUSHING BRIDGE STREET”

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. SUMMER-ONLY AGENCY AS OF 01/01/1924. AGENCY CLOSED:_/_. STATION OUT OF SVC: 5/23/50 PER G.O. #1728 WITH ABANDONMENT OF JAMAICA BAY TRESTLE AFTER FIRE OF 1950.

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


BROOKDALE
FLUSHING & N. SIDE

SEE: "GREAT NECK"

BROOKHAVEN
MONTAUK


BROOKLYN
ATLANTIC

ORIGINAL NAME FOR FLATBUSH AVE. (1852 TIMETABLE)

BROOKLYN AVENUE
ATLANTIC RT

RAPID TRANSIT STOP EAST OF NOS-TRAND AVE., BKLYN. PER ETT #11
<table>
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<tr>
<th>Location</th>
<th>Type</th>
<th>Details</th>
</tr>
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<tbody>
<tr>
<td>BROOKLYN HILLS</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>BRUSHVILLE (QUEENS)</td>
<td>MAIN LINE</td>
<td>DEPOT BUILT: 1837 WITH OPENING OF LIRR TO HICKSVILLE. FOUR MILES EAST OF JAMAICA AND W. OF HEMPSTEAD TPKE. FORMERLY &quot;DeLANCY AVE.&quot; PER 1837 TT. RENAMED &quot;BRUSHVILLE&quot; ON TIMETABLE OF 11/27/1837. RENAMED &quot;QUEENS&quot;. DISCONTINUED 10/19/1871 WITH OPENING OF &quot;INGLEWOOD&quot; 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</td>
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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)**

**S. S. R. R. DEPOT OPENED: 7/14/1877**

**ACQUIRED BY LIRR. PSGR. SERVICE ENDED: 5/13/24**

**BUSHWICK JCT.**

**S. SIDE R. R. (SEE: “FRESH POND”)**

**CALVARY CEMETERY**

**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. REPLACED WITH METAL SHELTER SHED. STATION STOP LAST LISTED IN ETT #4, EFF: 5/85 BUT WITH NO TRAINS STOPPING. NO LONGER LISTED IN PTT EFF: 5/16/86.**

**CAMP BLACK CENTRAL EXT.**

**2 ½ MILES EAST OF GARDEN CITY. IN SERVICE: 5/3/1898 FOR THE SPANISH-AMERICAN WAR. WOODEN SHELTER CONSTRUCTED. RENAMED "CAMP MILLS" DURING WWI. (SEE: "CAMP MILLS").**

**CAMP MILLS CENTRAL EXT.**

**2 ½ MILES EAST OF GARDEN CITY. IN SERVICE: 5/3/1898 AS "CAMP BLACK." RENAMED "CAMP MILLS" DURING WWI. CLINTON ROAD STATION SERVICED TICKET SALES FOR THE CAMP. THE EASTERN SIDE OF THE CAMP WAS KNOWN AS "AVIATION FIELD NO. 2". ALL RENAMED "MITCHEL FIELD" 7/16/1918.**
NAME CHANGE OFFICIALLY APPROVED: APRIL/1919.

CAMP UPTON MAIN LINE
IN SERVICE: 1917, EAST OF YAPHANK AT UPTON JCT. REPLACED BY NEW STATION APPROX. 2 MILES WEST NAMED "UPTON ROAD" EFF. 05/28/18 PER G.N. #87.

CAMP UPTON UPTON SPUR (CAMP UPTON TERMINAL) OFF MAIN LINE
OPENED ON THE CAMP GROUNDS:
1917. SMALL, SQUARE TICKET OFFICE BUILT ON CENTER ISLAND PLATFORM. REPLACED TOWARDS THE END OF 1917 BY A LONG, TAR-PAPERED DEPOT BUILT TRACK-SIDE, DIAGONALLY ACROSS FROM, AND REPLACING, THE FORMER DEPOT. TERMINAL STATION KNOWN AS "CAMP UPTON" EFF. 05/28/18 PER G.N. #87. CLOSED WITH END OF LIRR SVC. TO THE CAMP: 4/1922 (Thos. R. Bayles data)

CAMP UPTON UPTON SPUR OFF MAIN LINE
OPENED ON THE CAMP GROUNDS:
c. 1942. NO INDICATION OF A TICKET OFFICE / DEPOT BLDG. TROOPS WERE LOADED AND OFF-LOADED ON THE MAIN LINE AT THE SITE OF THE FORMER WWI-ERA UPTON ROAD STATION, AT THE UPTON ROAD OVERPASS. (Robt. Emery Map Data) LIRR SVC. TO THE CAMP ENDED:
c. 1946 (?)

CANAL STREET ATLANTIC (E. OF JAMAICA) ATLANTIC RT
ORIGINALLY ON TIMETABLE OF 1853. REMOVED: ?. REOPENED AS RAPID TRANSIT STOP PER TT, EFF. 6/24/1890. OUT OF SVC: ?_. GONE BY 1905.

CANOE PLACE MONTAUK LOW CINDER PLATFORM ON S.E. SIDE OF SHINNECOCK CANAL.
IN SERVICE: 1935 –1953 FOR “FISHERMAN’S SPECIAL” TRAINS
CARLE PLACE (CARLL PLACE) (MINEOLA PARK) 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 1952.

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


MODELED: 5/1888. RENAMED "CEDARHURST" __?__
2ND DEPOT BUILT: 1913 WITH SMALLER DEPOT BUILT ACROSS THE TRACKS. PORTE COCHERE AT REAR OF BOTH STRUCTURES. REMOVED FROM SMALLER STRUCTURE: 19 __?__.
PRE-1957, TICKET OFFICE LOCATED IN DEPOT ON GEOGRAPHIC WEST SIDE OF TRACKS. POST-1957, TICKET OFFICE RELOCATED TO SMALLER DEPOT ON GEOGRAPHIC EAST SIDE OF TRACKS. AGENCY CLOSED: 8/19/2009.

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

CEDAR MANOR S.S.R.R. (ATLANTIC) OPENED: 1906 AS "POWER PLACE."
RENAMED: 19 __?__ NO AGENCY AS OF 01/01/1924. OUT OF SVC: 1/28/59. DISCONTINUED AS STATION STOP. RAZED: 2/59 WITH GRADE 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 S.S.R.R. (CENTER MORICHES) BUILT: 1881. MORICHES CHAMBER OF COMMERCE PETITIONED THE LIRR IN FEBRUARY, 1943, TO CHANGE THE SPELLING OF THE STATION STOP TO "CENTER" IN LIEU OF "CENTRE."

<table>
<thead>
<tr>
<th>Location</th>
<th>Type</th>
<th>Details</th>
</tr>
</thead>
<tbody>
<tr>
<td>CENTERPORT</td>
<td>PT. JEFFERSON</td>
<td>BUILT: 1868 (SEE &quot;GREENLAWN&quot;)</td>
</tr>
<tr>
<td>CENTRAL AVENUE</td>
<td>S.S.R.R. EAST OF HIGBIE AVE., LAURELTON</td>
<td>OPENED: 1873 TO REPLACE &quot;SUFFOLK&quot; STATION FURTHER WEST. REMODELED c. 1916 ADDING BAY WINDOW TO TICKET OFFICE. RAZED: 8/58</td>
</tr>
<tr>
<td>CENTRAL DEPOT</td>
<td>CRR OF LI (CREEDMOOR)</td>
<td>OPENED: 1/4 MILE S. OF GREAT NECK JCT. DISCONTINUED: 4/30/1879</td>
</tr>
<tr>
<td>CENTRAL ISLIP</td>
<td>MAIN LINE</td>
<td>OPENED: 11/4/1873 TO REPLACE &quot;SUFFOLK&quot; STATION FURTHER WEST. 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>
</tbody>
</table>
CENTRAL JUNCTION  
CRR OF LI  
(CREEDMOOR)  
OPENED: 7/1873, ABANDONED: 4/30/1879

CENTRAL PARK  
CRR OF LI  
(CENTRAL)  
CENTRAL RAILROAD OF L.I. STATION IN SVC:  ?  LOCATED AT NORTHWEST QUADRANT OF THE STEWART AVE. (EX-CENTRAL PARK AVE.) CROSSING OF THE CRR R.O.W., ¾ MILE GEOGRAPHICALLY SOUTH OF LIRR’S JERUSALEM/CENTRAL PARK STATION. ETT #13, EFF: 1879, INDICATES EASTBOUND TRAIN #19 WILL MAKE STATION STOP ALTHOUGH STATION IS NOT INDICATED IN TIMETABLE LISTING OF Stops. ALTHOUGH INDICATED AS A DEPOT ON 1873 MAP, IT’S POSSIBLE NO DEPOT BUILDING WAS EVER CONSTRUCTED (?). DISCONTINUED AS STOP:  ?  (Combined data Per Art Huneke, Robert M. Emery and Vincent F. Seyfried)

CENTRAL PARK  
(MAIN LINE)  
(BETHPAGE)  
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
(FT 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")

<table>
<thead>
<tr>
<th>CENTRE AVENUE (CENTER AVENUE) (LYN BROOK)</th>
<th>LONG BEACH</th>
</tr>
</thead>
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<table>
<thead>
<tr>
<th>CHESTER PARK</th>
<th>ATLANTIC</th>
</tr>
</thead>
<tbody>
<tr>
<td>NEAR 104TH ST., EAST OF WOODHAVEN. OUT OF SVC. ____ (?)</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>CLARENCEVILLE (MONTAUK)</th>
<th>S.S.R.R. (MONTAUK)</th>
</tr>
</thead>
<tbody>
<tr>
<td>S. SIDE R. R. (SEE: “RICHMOND HILL”)</td>
<td></td>
</tr>
<tr>
<td>Location</td>
<td>Line</td>
</tr>
<tr>
<td>---------------------------</td>
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</tr>
<tr>
<td>CLARENCEVILLE</td>
<td>ATLANTIC</td>
</tr>
<tr>
<td>CLINTON ROAD (GARDEN CITY)</td>
<td>CENTRAL EXT.</td>
</tr>
<tr>
<td>CLINTON STREET</td>
<td>ATLANTIC</td>
</tr>
<tr>
<td>CLOWSVILLE (CLOWESVILLE)</td>
<td>MAIN LINE</td>
</tr>
<tr>
<td>Location</td>
<td>Event/Description</td>
</tr>
<tr>
<td>--------------------------------</td>
<td>-----------------------------------------------------------------------------------</td>
</tr>
<tr>
<td>ASSN. (LOCATED BETWEEN TODAY'S PRESENT M.P.45 AND M.P.46 AT BAYARD CUTTING ARBORETUM), CLOSED: 7/17/1884. (Closing date per Geo. L. Weeks, Jr. in his book Isle of Shells)</td>
<td></td>
</tr>
<tr>
<td>CLUB HOUSE LONG BEACH</td>
<td>APPEARS AS SIGNAL STOP IN TIMETABLE OF APRIL, 1898. BUILT ON BEACH JUST WEST OF 1880-ERA LONG BEACH STATION. SERVICED PATRONS OF THE CLUB HOUSE BUILT NEAR THE WATER. STATION ELIMINATED WHEN LONG BEACH BRANCH AND STATION WAS CUT BACK AND RELOCATED IN 1909.</td>
</tr>
<tr>
<td>COLD SPRING PT. JEFFERSON</td>
<td>BUILT: 12/1875 AS “WOODBURY.” RENAMED “COLD SPRING” ON 10/15/1880 PER G. O. #90. MOVED EAST ACROSS COUNTY LINE TO PRESENT STATION LOCATION: 1903 (Scott Schultz Reference Librarian Cold Spring Harbor Library.) RENAMED “COLD SPRING HARBOR” PER ETT #60 EFF: 05/14/1911. TO MATCH THE TOWN’S ACTUAL NAME, WHICH WAS CHANGED IN 1826 TO AVOID POSTAL CONFUSION AS THERE ALREADY WAS A ”COLD SPRING” IN UPSTATE N.Y. DEPOT RAZED: 1948. 2ND DEPOT BUILT: 1948. AGENCY CLOSED: 12/10/96.</td>
</tr>
<tr>
<td>COLD SPRING HARBOR</td>
<td></td>
</tr>
<tr>
<td>COLLEGE POINT FLUSHING R.R. NY &amp; FLUSHING FLUSHING &amp; N. SIDE (WHITESTONE)</td>
<td>OPENED: 8/14/1869, CLOSED: 2/19/32 WITH LINE ABANDONMENT, RAZED: 9/19/34</td>
</tr>
<tr>
<td>CONEY ISLAND PROSPECT PARK &amp; CONEY ISLAND R.R.</td>
<td>ON LIRR CR 4 OF 1903</td>
</tr>
</tbody>
</table>
CONNECTICUT AVE.  ORIG MAIN LINE LISTED ON TT OF 7/31/1837 AND 9/8/1837. POSSIBLY BECAME TROTting COURSE LANE AND THEN WOODHAVEN (Art Huneke data)

COOPER AVENUE  EVERGREEN OPENED: 6/2/1883 AT JUNCTION OF NY & MANHATTAN BCH. RY'S "GREENPOINT DIVISION" AND LIRR'S BAY RIDGE BRANCH. CLOSED WITH END OF PSGR. SVC: 1894

COPIAGUE  MONTAUK BUILT: 1902. AGENCY STILL LISTED IN "L.I.R.R. TICKET OFFICES OPEN FOR SALE OF TICKETS" OF 9/12/55 AS PART TIME. OUT OF SVC: 12/67 WITH START OF GRADE CROSSING ELIMINATION PROJECT.
TEMPORARY TRAILER TICKET OFFICE SET UP BEHIND OLD DEPOT, IN SVC: 12/67 AND OLD DEPOT BUILDING RAZED THE SAME MONTH. TRAILER TICKET OFFICE CLOSED AND REMOVED FROM SITE: 10/25/68.
TEMPORARY WOODEN STATION CONSTRUCTED ACCOUNT GRADE CROSSING ELIMINATION IN SVC: 10/25/68. OUT OF SVC: 8/7/73 AND RAZED. ELEVATED STRUCTURE IN SVC: 8/7/73. AGENCY CLOSED: 11/7/96.

CORONA (FASHION RACE COURSE)  FLUSHING R.R. BUILT: 3/1853 AS FASHION RACE COURSE. RENAMED W. FLUSHING. RENAMED CORONA.
2ND DEPOT BUILT: SEPT-OCT/1872, BURNED: 12/9/1880 NO DATA FROM 1880 FIRE TO 1890. (Archival provenance of freight bill issued at Corona in 1888.)
WHITE LINE DEPOT MOVED TO SITE: 1890, RAZED: 9/1894 4TH DEPOT BUILT: 9/1894, RAZED: 1930 ACCOUNT GRADE CROSSING ELIMINATION. TEMPORARY STATION SOUTH OF
FORMER LOCATION IN SVC: 5/8/30.
ELEVATED STRUCTURE NORTH OF FORMER LOCATION IN SVC:
10/13/30 (WESTWARD) AND 10/17/30 (EASTWARD). AGENCY CLOSED BY 01/01/55. FREIGHT AGENCY ONLY PER PRR A.D. 80 DISCONTINUED AS STATION STOP: 4/8/64

COUNTRY LIFE PRESS  HEMPSTEAD


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

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

**Main Line**
APPEARS ON TIMETABLE OF 6/14/1845.

2ND DEPOT BUILT: 8/1875

3RD DEPOT BUILT: 1887, REMODELED: 1944, AGENCY CLOSED: 1958, RAZED 6/62. REPLACED WITH METAL SHELTER SHED.

STILL LISTED IN STATION LISTINGS IN ETT #4, EFF: 5/85 BUT NOT LISTED IN TIMETABLE PORTION. NO LONGER LISTED IN PTT EFF: 5/16/86.

**Cypress Avenue (Ridgewood)**

**Manh't'n Bch**
OPENED: 1884 AS RIDGEWOOD.
BECAME CYPRESS AVE. IN 1893.
RAZED: 1914 ACCOUNT GRADE CROSSING ELIMINATION.


**Cypress Avenue**

**Atlantic R.T.**
RAPID TRANSIT STOP EAST OF EAST NEW YORK, BKLYN. PER ETT #11, EFF. 11/4/1878

**Cypress Hills**

**Atlantic R.T.**
WEST OF RAILROAD AVE. (AUTUMN AVE.) OUT OF SVC. ___(?)

**Deer Park**

**Main Line**
1ST DEPOT OPENED: 03/12/1842 WITH OPENING OF LIRR TO THAT POINT. STAGECOACH SERVICE TO BABYLON.

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

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


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

DOUGLASTON FLUSHING R.R. BUILT: APR-MAY/1867, MOVED TO PRIVATE LOCATION: ?
NY & FLUSHING FLUSH. & N. SIDE (PORT WASH.) 2ND DEPOT BUILT: 6/1887, REBUILT: 1898, RAZED: 3/62

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")

CLOSED: 1910. BLDG. USED TO HOUSE ELECTRICIANS.

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

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


EAST HINSDALE MAIN LINE SEE: "FLORAL PARK"

EAST MEADOW BROOK CENTRAL EXT. STATION STOP EAST OF NEW BRIDGE ROAD. STATION IN SERVICE: question mark. 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: question mark.

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:
<table>
<thead>
<tr>
<th>Location</th>
<th>Depot Information</th>
</tr>
</thead>
<tbody>
<tr>
<td>ATLANTIC</td>
<td>3RD DEPOT WITH HIGH-LEVEL PLATFORMS AT STREET LEVEL IN SERVICE: 1915. RAZED: 1941 WITH ATLANTIC AVE. GRADE ELIMINATION PROJECT (1941-43)</td>
</tr>
<tr>
<td>(ATLANTIC R.T.)</td>
<td>4TH DEPOT OPENED: 1943 WITH TRACKS SLIGHTLY DEPRESSED AND ATLANTIC AVENUE BUILT ON A STRUCTURE DIRECTLY OVERHEAD. AGENCY CLOSED: 8/19/2009.</td>
</tr>
</tbody>
</table>
EAST NEW YORK NY&MB RY (MANHATTAN CROSSING) (BAY RIDGE) (MANHATTAN BCH R.R. CROSSING)


2ND COMBINATION HOTEL/DEPOT ERECTED ON SITE IN 1883. OPENED FOR JOINT SERVICE WITH THE LIRR: 1/1/1884. RENAMED “EAST NEW YORK” IN 11/1905 WITH INAUGURATION OF FULL ELECTRIC SERVICE ALONG ATLANTIC BRANCH. DEPOT BLDG. ABANDONED: 11/1915 AND RAZED DUE TO BAY RIDGE BRANCH GRADE ELIMINATION PROJECT AND EAST NEW YORK TUNNEL. STATION STOP SERVED BY NEW FULTON ST. STATION PLATFORM INSIDE AND OUTSIDE OF NEW TUNNEL. (SEE “FULTON STREET” FOR CONTINUATION OF HISTORY.)


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

EASTPORT MONTAUK BUILT: 3/1870 AS “MORICHES” STATION ON ORIGINAL SAG HARBOR BR., MOVED TO EASTPORT SITE: 10/18/1881, NEW

**EAST ROCKAWAY**

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


**EAST WILLISTON**


**EDGEMERE**

OPENED: 06/21/1895 TO ACCOMMODOATE 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

EDGECOUD MAIN LINE

ELDERT'S GROVE S.S.R.R. (FAR ROCK)
HAMMELS - OPENED: 07/04/1872 AT LATTER-DAY SITE OF HAMMEL'S STATION (BEACH 84TH ST.) TO SERVE PATRONS OF THE ELDERT'S HOUSE (HOTEL). (SOUTHERN DIVISION IN 07/15/1878 BOOK OF RULES). ABANDONED WHEN CONNECTION MADE BETWEEN FAR ROCKAWAY BRANCH AND ROCKAWAY BEACH BRANCH IN 1887.

ELMHURST FLUSHING R.R. (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: JUNE, 1897. HIGH PLATFORMS CONSTRUCTED: 1912, RAZED: 1927
3RD DEPOT IN SVC: 1927 AGENCY CLOSED BY 01/01/55. OUT OF SVC: 1/22/85 PER GN3-43 AND RAZED.
ELMONT  MAIN LINE  MAIN LINE STATION TO BE ADDED BETWEEN QUEENS VILLAGE AND BELLE-ROSE TO SERVE BELMONT RACE-TRACK. CONSTRUCTION TO BEGIN SPRING/2020 WITH A 2-YEAR COMPLETION DATE.

FANNY BARTLETT  MONTAUK  SEE: “BARTLETT”

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


FAR ROCKAWAY (MOTT AVENUE)  S. S. R. R. (FAR ROCK.) 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 Hun- eke data), SOLD AND MOVED TO PRIVATE LOCATION: 10/1890
3RD DEPOT OPENED: 7/15/1890.
DEPOT BLDG AT GRADE CON-
TINUED TO BE USED IN CON-
JUNCTION WITH NEW ELEVATED
PLATFORMS AND TRACKS PUT IN
SVC: 4/10/42. LIRR THRU-SERV-
ICE TERMINATED HERE: 10/3/55
WHEN TRACKAGE WEST OF MOTT
AVE. TO ROCKAWAY PARK TRANS-
FERRED TO TA OWNERSHIP. BE-
CAME TERMINUS OF FAR ROCK-
AWAY BRANCH. DISCONTINUED
AS STATION STOP: 2/21/58 WHEN
SERVICE WAS CUT BACK TO NAM-
EOKE AVE. ELEVATED TRACKS
PLATFORMS AND OLD DEPOT
RAZED SHORTLY THEREAFTER.

<table>
<thead>
<tr>
<th>Station Name</th>
<th>Location</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fashion Race Course</td>
<td>Flushing R.R.</td>
<td>Opened: 3/1853. RENAMED “West Flushing” when original W. Flushing station abandoned. RENAMED CORONA.</td>
</tr>
<tr>
<td>Fenhurst</td>
<td>S.S.R.R.</td>
<td>See: &quot;Hewlett.&quot;</td>
</tr>
<tr>
<td>Fifth Avenue</td>
<td>Evergreen</td>
<td>Opened: 1878 at the present-day location of Driggs Ave. Closed: 1879.</td>
</tr>
<tr>
<td>Fire Place</td>
<td>Main Line</td>
<td>Station stop in svc: 6/26/1844 with opening of LIRR out to temporary end-of-track near Carmans River. May have been one and the same station stop as “CARMAN’S RIVER” and located at or near the later site of MILLEVILLE STATION (later Yaphank). Gone from the June, 1845.</td>
</tr>
</tbody>
</table>
TIMETABLE.

FLATBUSH AVE.       ATLANTIC  


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


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

FLOWERFIELD
WADEING 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.
OPENED AND DEDICATED: 10/19/2018 (Per MTA’s website).

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

FORGE
MONTAUK
SEE: “MASTIC”

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

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

FRANK AVE.
FAR ROCK.
AT BEACH 44TH ST. (ORIGINALLY FRANK AVENUE THEN GLEASON AVENUE.) AT FIRST A TROLLEY STOP OF THE OCEAN ELECTRIC RAILWAY WHICH USED THE LIRR TRACKS. BECAME A LIRR STATION STOP: 1922. 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)
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<tr>
<th>Location</th>
<th>Event Description</th>
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GASTON AVENUE  FAR ROCK. (ARVERNE)  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


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
(NASSAU)  OYSTER BAY


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

GLENDALE  S. S. R. R.  (MONTAUK)

S. SIDE R. R. DEPOT FIRST APPEARS ON TIMETABLE OF 5/1870.


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 TIME-TABLES.

GLEN HEAD    OYSTER BAY
ORIGINAL DEPOT OPENED: 1/23/1865
2ND DEPOT OPENED: 5/1888, OUT OF SERVICE: 4/61 WITH OPENING OF NEW DEPOT. OLD UNUSED DEPOT STOOD FOR AWHILE AFTERWARDS 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 STREET    S. S. R. R. (EVERGREEN)
S. SIDE R.R. DEPOT OPENED: 1868 BETWEEN METROPOLITAN AVE. AND GRAND STREET AT EAST
RIVER FERRY.
2ND DEPOT (?) OPENED: 5/15/1878.
CLOSED: 9/28/1885.

GRAND STREET
(E. OF WOODSIDE) MAIN LINE & ROCK BCH. ON ETT #69, EFF: 5/25/13, BUT NO TRAINS SCHEDULED TO STOP THERE. SHELTER SHED ONLY WITH PLATFORMS IN POSITION TO EVENTUALLY SERVE BOTH MAIN LINE AND ROCK. BEACH BRANCH. BECAME A ROCK. BCH. STOP PER ETT #70, EFF. 7/1/13 WHEN MAIN LINE AND ROCK. BCH. TRAINS HAD 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 PART & CONEY ISLAND R.R. STATION FOR BROOKLYN JOCKEY CLUB RACE TRACK (ON LIRR CR4 OF 1903)

2ND DEPOT OPENED: 10/1883, REMODELED: 1893, RAZED: 1924
3RD DEPOT IN SVC: 2/26/25.
TEMPORARY STA. FACILITIES RELOCATED S. OF FORMER LOCATION: 6/8/34 ACCOUNT GRADE CROSSING ELIMINATION.
STATION FACILITIES RELOCATED IN CUT 120' W. OF FORMER LOCATION AND CONVERTED FROM LOW LEVEL TO HIGH LEVEL PLATFORMS: 01/19/35 (1925 DEPOT BUILDING REMAINED AT GRADE).
<table>
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<tr>
<th>Location</th>
<th>Name</th>
<th>Built</th>
<th>Events and Details</th>
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</table>
| GREAT RIVER   | MONTAUK        | 1897  | Porte Cochere at rear. Agency closed: c. 1931 (Robt. Emery data). Express house removed around 1932. Depot supposedly burned: 1943, but photographic evidence indicates depot still standing on 09/28/44. Probably burned in March, 1945 per reference in "SUFFOLK COUNTY NEWS" article of 04/06/45 that mentioned the LIRR plans to construct a new depot to replace the Great River station "recently destroyed by fire." 2nd depot built: c. December, 1945 per "SUFFOLK COUNTY NEWS" article of 11/23/45 that reads "GREAT RIVER TO REPLACE THE FORMER DEPOT DESTROYED BY FIRE."
                    |                |       | Replacement building was a small, enclosed shelter with flat roof. Roof replaced with pitched roof sometime in the early 1980s. Depot razed: 1998. Hi-level platforms and shelter installed: 1999 to accommodate newly-arrived C3 bi-level cars which were placed in service July, 1999. (Robert L. Myers 1999 data) |
1st Depot in SVC: 7/29/1844 as terminus of LIRR. Depot burned in town festivities: 7/4/1870

2nd Depot opened a distance west of the rail dock and sea wall: 10/1870. (Sanborn Map location)

3rd and larger Depot built closer to the rail dock and sea wall: 1892 (Sanborn Map location), with distinctive, ticket office bay window that extended above the roof, front dormer 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 account describes the shed which shortly after was demolished by 4-4-0 locomotive #112 when it derailed on 5/17/1891 after hitting a horse whose foot got stuck in the switch points. The engine made it over the switch but the cars derailed causing the loco to roll over, demolishing the shed and trapping the engine crew underneath the engine killing both men. (Per Vincent F. SeyFried, historian and John Hammond, Town of Oyster Bay Historian)

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 accommodate newly-arrived C3 bi-level cars which were placed in service July, 1999. (Robert L. Myers 1999 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 MONTAUK (L. I. CITY) OPENED: 09/1910 AT HABERMAN'S FACTORY CROSSING (49th ST.) FOR EMPLOYEES OF THE PLANT. NO AGENCY ESTABLISHED. CLOSED: 1924. REOPENED: _?_. LOW PLATFORM ONLY ON SE QUADRANT OF CROSSING. MOVED TO NE QUADRANT WITH CONSTRUCTION OF MASPETH HOLDING YARD IN 1942. EAST-BOUND TRAINS STOPPED WEST OF THE CROSSING. WESTBOUND TRAINS STOPPED EAST OF THE
CROSSING (*Dick Makse info.*) DISCONTINUED AS STATION STOP: 03/16/1998

HAGERMAN (EAST PATCHOGUE) MONTAUK

BUILT: 10/1890, BY LAND DEVELOPER FREDERICK W. DUNTON, NEPHEW OF LIRR PRES. AUSTIN CORBIN AND THE DEVELOPER OF HOLLIS AND DUNTON, QUEENS. SMALL, ENCLOSED SHELTER. NO AGENCY ESTABLISHED. ALTHOUGH CONSIDERED EAST PATCHOGUE, IT WAS NEVER LISTED IN TIME-TABLES 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 RIERSHIP. (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 TIME-TABLE'S LIST OF STATIONS SHOWING MILEAGE AND BLOCK STATIONS.

HAMMEL'S (HAMMEL) ROCK. BCH.

BUILT: JUNE/1880, RAZED: 1941 FOR GRADE ELIMINATION 2ND DEPOT BUILT: SPRING/1888, CLOSED: 1941

HAMPTON BAYS MONTAUK


Station stop moved 2,000' west: 12/26/74.

Relocated, hi-level platforms and shelter installed: 1999 to accommodate newly-arrived C3 bi-level cars which were placed in service July, 1999.

(Robert L. Myers 1999 data)

HC Tower Station N.Y. Bay Ext.

Hebbard's S. S. R. R.

Hebbard's S. S. R. R. Depot at Flushing Ave. & 52nd St. Listed on time-tables 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

HEMPSTEAD L. I. R. R. (HEMPSTEAD)
1st DEPOT BUILT: c. 1839 AS TERM-
INUS OF LIRR WHICH WAS EXTEND-
ED FROM “HEMPSTEAD BRANCH”
(MINEOLA) TO MAIN ST., HEMP-
STEAD. STATION FACILITIES
RAZED: 1878 AND NEWLY ACQ-
QUIRED EX-CENTRAL R.R.’S HEMP-
STEAD DEPOT AT FULTON AVE.
USED AS NEW TERMINUS.

HEMPSTEAD S.S.R.R.'s
HEMPSTEAD BRANCH
W. SIDE OF GREENWICH ST. BETWEEN
FRONT ST. & PENINSULA BLVD. BUILT:
__?___. ABANDONED 05/1879. CONVERT-
ED INTO SKATING RINK AND BURNED
TO THE GROUND IN JULY, 1888.
(Vincent Seyfried data)

“HEMPSTEAD BRANCH” MAIN LINE
SEE: “BRANCH”

HEMPSTEAD CROSSING MINEOLA-
HEMP.
1st STATION STOP NORTH OF STEWART
AVE. PRIOR TO 1923.
2nd STATION STOP SOUTH OF STEWART
AVE. AFTER 1923 FOR LIRR’S BAT-
TERY CAR SHUTTLE SERVICE ONLY.

HEMPSTEAD GARDENS W. HEMPST’D
BUILT: 19 __. SHORT, COVERED Plat-
FORM SHELTER ONLY. NO DEPOT
BUILDING. NO AGENCY ESTABLISHED.
RAZED: 19 __ REPLACED WITH METAL
SHELTER SHED.

HENRY STREET ATLANTIC
WEST OF FLATBUSH AVE. ON WAY
TO SOUTH FERRY. OUT OF SVC.__(?)

HERMANVILLE MAIN LINE
APPEARS ON MAP OF 1857 FOR THE
DEVELOPMENT OF A NEW COM-
MUNITY SOUTH OF THE TRACKS
AND EAST OF LAKE STATION. NO
TIMETABLE EVIDENCE AS YET.
(Info courtesy of Art Huneke)

HERMITAGE MAIN LINE
APPEARS ON TIMETABLE OF
HEWLETT (HEWLETTS) | FAR ROCK.  
--- | ---  

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

HIGBIE AVE. (LAURELTON) | ATLANTIC  
--- | ---  
OPENED: 1908 AS "SPRINGFIELD", RENAMED: 9/1927. STILL LISTED IN "L.I.R.R. TICKET OFFICES OPEN FOR SALE OF TICKETS" OF 9/12/55. AGENCY CLOSED SOMETIME IN 1956. REPLACED WITH TEMPORARY STATION IN 1958 DUE TO GRADE ELIMINATION PROJECT. OLD DEPOT RAZED LATE  

5/1/1848. RENAMED “PECONIC”. *(SEE: “PECONIC.”)*
1958-EARLY 1959. TEMPORARY STATION OUT OF SVC: 2/2/60 WITH COMPLETION OF GRADE ELIMINATION PROJECT AND DISCONTINUED AS STATION STOP.

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

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

2ND DEPOT IN SVC: 5/15/11. 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: _, DEPOT
USED AS PRIVATE BUSINESS. DIS-
CONTINUED AS STATION STOP:
7/1/66.

HILLSIDE MAIN LINE EMPLOYEE-ONLY STOP AT HILL-
SIDE MAINTENANCE FACILITY,
M.P. 11 IN SVC: 11/26/84 PER
G.O. #305.

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-
TION DESIGNATION OF S115 IN
1913 CR4. GONE FROM 1924 CR4
(Art Huneke data).

HOLBROOK MAIN LINE STATION STOP OPENED: __?__.
(OLD HOLBROOK) IN JUNE-JULY, 1875 A COMBINA-

56
TION CIGAR FACTORY AND DEPOT WAS BUILT BY A LARGE LAND-OWNER NAMED McCOTTER. THE BLDG WAS 40' x 40', TWO STORIES, WITH CUPOLA ATOP. HALF THE GROUND FLOOR WAS USED AS A TICKET OFFICE, EXPRESS OFFICE AND WAITING ROOM AND THE OTHER HALF USED AS A SHIPPING ROOM BY THE FACTORY WHICH OCCUPIED THE 2ND FLOOR (Vincent Seyfried data). PER "Babylon Signal" NEWSPAPER ARTICLE OF 03/25/1882, THIS STATION ALONG WITH LAKE-LAND WAS TO BE CONSOLIDATED AND REPLACED WITH A NEW STATION NAMED "RONKONKOMA" (Art Huneke data).


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

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

2ND DEPOT OPENED: 5/13/12, BURNED: 1/4/14

3RD DEPOT BUILT: 1914. WAS A TRAIN ORDER OFFICE AT ONE TIME (Photographic provenance). SUFFOLK TRACTION CO.’s 1912 STEEL TRESTLE OVER TRACKS DEMOLISHED: 1930. AGENCY CLOSED SOME TIME BETWEEN 09/15/40 WHEN HOURS WERE STILL LISTED IN ETT AND 09/15/46 WHEN DROPPED FROM LIST INDICATED IN ETT #11. DEPOT RAZED: 07/62.

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

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

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

HOWARD ROCK. BCH. 0.1 MILES SOUTH OF "WD" TOWER (WEST END OF TRESTLE) ON ETT #37 EFF.: 11/5/1905. OUT OF SVC: ?


HOWARD HOUSE ATLANTIC (ALABAMA AVE., EAST NEW YORK) TRACKSIDE HOTEL WITH PLATFORM OUT FRONT. USED AS DEPOT FOR A TOTAL OF THREE RAILROADS FROM 1853 – 1902. SEE: "EAST NEW YORK" AND "MAN-
Hattan Crossing.

Hulse Turnout  Main Line  4 miles east of Manor (1852 timetable)


Inglewood (Queens)  Main Line  At Creed Ave.-Springfield Ave. East of Hempstead Tpke. (present day Queens Village) Station dedicated 10/19/1871 (per "Brooklyn Eagle") renamed "Queens": 10/1881. (See: "Queens")

Inner Beach  Long Beach  See "Queenswater"


Inwood  Far Rock.  Shelter shed opened: 12/3/11,
NO AGENCY ESTABLISHED. RAZED: 1956. REPLACED WITH METAL SHELTER SHED.

ISLAND PARK LONG BEACH APPEARS AS SIGNAL STOP IN APRIL, 1898 TIMETABLE AS "THE DYKES." RENAMED "ISLAND PARK": 7/1922 WHEN IT REPLACED THE ISLAND PARK STATION THAT WAS FORMERLY BARNUM ISLAND (JEKYL ISLAND). AGENCY CLOSED AS OF 06/46, BUT OPEN AGAIN AS OF 09/12/55. AGENCY FINALLY CLOSED: ?

ISLAND TREES CRR of LI (CENTRAL EXT.) ORIGINAL DEPOT BUILT BY CRR OF LI: 18___ (?) NO DEPOT BUILDING ERECTED (Per Vincent F. Seyfried) DISCONTINUED AS STATION STOP: 18___ (?) 2ND STATION CONSISTING OF A 1,000 FOOT LONG, LOW, CINDER PLATFORM OPENED: 1916 AT HICKSVILLE RD. CROSSING OF CENTRAL BRANCH FOR MERILLON ESTATES CORP. (REAL ESTATE DEVELOPMENT). CLOSED: 19__


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

JAMAICA
(BEAVER STREET)
(JAMAICA SOUTHERN)

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

S. SIDE R. R. DEPOT OPENED:
10/28/1867. CLOSED:
12/25/1871 AND SOLD TO A RESIDENT.

2ND DEPOT OPENED: 12/25/1871.
AFTER LIRR ACQUIRED SSRR, THE SSRR DEPOT WAS MOVED TO THE WEST SIDE OF THE MAIN LINE STATION IN 1877, ALTHOUGH THE LIRR UTILIZED THE FORMER SSRR STOP, NOW RENAMED "JAMAICA SOUTHERN" IN TIMETABLE EFF. 6/17/1877 ONLY, FOR LIRR TRAINS ON WHAT WAS THEN TERMED THE "OLD SOUTHERN ROAD" TO ELIMINATE THE NEED FOR A REVERSE MOVE TO STOP AT THE MAIN LINE STATION. WHILE TRAINS CONTINUED TO STOP AT THIS LOCATION AS LATE AS 1913, THERE WAS NO INDICATION OF A NEW DEPOT STRUCTURE UNTIL POSSIBLY 1905, WHEN ELECTRIFICATION MAY HAVE MOVED THE STATION STOP SLIGHTLY EAST OF THE ORIGINAL LOCATION. (Art Huneke data).

LOW PLATFORMS WITH SHELTER SHEDS ON MAIN TRACKS NORTH OF BEAVER ST. CROSSING. APPEARS AS STATION STOP ON TIME-TABLES OF 1908-1913 AS "JAMAICA" FOR ATLANTIC BRANCH.
TRAINS BOUND FOR LOCUST AVE., SPRINGFIELD AND VALLEY STREAM. ("OLD SOUTHERN ROAD"). ALSO LISTED AS "JAMAICA (BEAVER ST.)" DISCONTINUED AS STATION STOP AND RAZED WITH GRADE ELIMINATION AND RELOCATION OF JAMAICA COMPLEX IN 1913.

JAMAICA
("OLD JAMAICA")

MAIN LINE

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

2ND DEPOT PLACED IN SERVICE AFTER LIRR ACQUIRED SSRR. THE SSRR DEPOT WAS MOVED TO THE WEST SIDE OF THE MAIN LINE STATION IN 1877, ALTHOUGH THE LIRR UTILIZED THE FORMER SSRR STOP, NOW RENAMED "JAMAICA SOUTHERN" IN TIMETABLE EFF. 6/17/1877 ONLY, FOR LIRR TRAINS ON WHAT WAS THEN TERMED THE "OLD SOUTHERN ROAD" TO ELIMINATE THE NEED FOR A REVERSE MOVE TO STOP AT THE MAIN LINE STATION. WHILE TRAINS CONTINUED TO STOP AT THIS LOCATION AS LATE AS 1913, THERE WAS NO INDICATION OF A NEW DEPOT STRUCTURE UNTIL POSSIBLY 1905, WHEN ELECTRIFICATION MAY HAVE MOVED THE STATION STOP SLIGHTLY EAST OF THE ORIGINAL LOCATION. (Art Huneke data).

SSRR DEPOT IN USE CONCURRENTLY WITH ORIGINAL LIRR DEPOT FOR AN UNKNOWN PERIOD OF TIME, ALSO HOUSED A LUNCH ROOM AND BAR. ORIGINAL DEPOT WAS MUCH SMALLER THAN THE SSRR STRUCTURE, SO IT WAS EVENTUALLY EITHER REBUILT INTO AN EXPRESS HOUSE OR WAS REPLACED BY ONE (Photo

63
evidence). TWO-STOREY GENERAL OFFICES BLDG ADDED ADJACENT TO DEPOT IN 1880 ALONG WITH INSTALLATION OF COVERED PLATFORMS. GENERAL OFFICES NOT PLEASING TO LIRR PRES. AUSTIN CORBIN AND ORDERED TORN DOWN SHORTLY THEREAFTER. DEPOT RAZED: 1912-1913 WITH GRADE ELIMINATION AND STATION RELOCATION PROJECT.

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<tr>
<th>Location</th>
<th>Line</th>
<th>Details</th>
</tr>
</thead>
<tbody>
<tr>
<td>Jamaica (South St.)</td>
<td>Atlantic</td>
<td>SEE; &quot;SOUTH STREET.&quot;</td>
</tr>
<tr>
<td>Jamaica (Union Hall St.)</td>
<td>Main Line</td>
<td>SEE: &quot;UNION HALL STREET.&quot;</td>
</tr>
<tr>
<td>Jamaica Racetrack</td>
<td>Atlantic</td>
<td>SEE: “LOCUST MANOR”</td>
</tr>
<tr>
<td>Jamesport</td>
<td>Main Line</td>
<td>1ST DEPOT APPEARS ON TIMETABLE OF 4/24/1845. DEPOT RELOCATED AND RECONSTRUCTED: AUG-SEPT/1869. DESTROYED BY FIRE: 10/17/1877. STATION RELOCATED AND BUILDING REPLACED. (Derek Stadler data) 2ND DEPOT WAS A PRIVATE SALOON PURCHASED FOR USE AS DEPOT: 7/1878. GREATLY REMODELED: 1944, PART TIME AGENCY CLOSED: 12/31/58, 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:</td>
</tr>
</tbody>
</table>

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

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

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

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

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

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

KEW MAIN LINE OPENED: 9/8/1910 ON RE-ALIGNED MAIN LINE TRACKS SOUTH OF EX-MAPLE GROVE STATION SITE.
RENAMED “KEW GARDENS”: 1912.

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

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


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

KISSENA PARK  CRR OF LI  OPENED: 6/1873, CLOSED: 8/1876,
RE-OPENED: 6/1877, ABANDONED: 4/30/1879, MOVED TO PRIVATE LOCATION, BURNED:
5/8/18

KOUWENHOVEN  MANHT’N BCH  BUILT: 8/1877, CLOSED: 1924 WITH LINE ABANDONMENT. SHELTER SHED RAZED: 1935

LAKELAND  MAIN LINE  AT OCEAN AVENUE. SALT-BOX FARMHOUSE CONVERTED TO HOTEL AND USED AS DEPOT. APPEARS ON 1852 TIMETABLE. LOCATED 1,250’ WEST OF EARLIER LAKE ROAD STATION. PER “Babylon Signal” NEWSPAPER ARTICLE OF 03/25/1882, THIS STATION AND HOLBROOK WERE TO BE CONSOLIDATED AND REPLACED
WITH A NEW, RELOCATED STATION NAMED "RONKONKOMA." DISCONTINUED AND RAZED WITH OPENING OF NEW STATION PER "Babylon Signal" NEWSPAPER ARTICLE OF 08/04/1883 (Art Huneke data). (SEE: "RONKONKOMA")

LAKE ROAD (LAKE STATION) MAIN LINE OPENED AS "LAKE STATION" WITH ARRIVAL OF LIRR IN 1843. LOCATED 90' EAST OF THE THEN POND ROAD. AND 1,250' EAST OF OCEAN AVE. APPEARS AS "LAKE ROAD" ON 1845 AND 1848 TIME-TABLES. CALLED "LAKE STATION" ON 1857 MAP.

LAKE STATION MAIN LINE SEE: "LAKE ROAD"

LAKEVIEW W. HEMPST'D BUILT: 192, NO AGENCY AS OF 01/01/1924. RAZED: 192 REPLACED WITH METAL SHELTER SHED.

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. CLOSED: 10/3/73.

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

LAUREL MAIN LINE STATION STOP ORIGINALLY APPEARS AS "FRANKLINVILLE." NOT LISTED ON TT OF 10/1880 or 1881. APPEARS ON TT OF 09/10/1884 AS "FRANKLINVILLE." NO DEPOT BUILDING INDICATED.
PROBABLY JUST A PLATFORM. DOES NOT APPEAR ON TT OF 10/1884. TOWN IS RENAMED “LAUREL” IN 1890 BUT THE STATION STOP DOES NOT APPEAR ON TT OF 1/19/1891, AND DOES APPEAR AGAIN ON TT OF 9/27/1892 AS "FRANKLINVILLE." LISTED AS SUCH AS LATE AS ETT #3, EFF: 6/1897 AND ON PUBLIC TT OF 10/14/1897. STATION APPEARS AS “LAUREL” ON TT OF 09/17/1899 AND TT's THEREAFTER.

DEPOT BUILT: 1901. AGENT ASSIGNED (per LIRR Rules and Rates of Pay eff: 01/01/1924). LIRR PETITIONED THE PSC IN 1925 TO CLOSE THE AGENCY BUT REQUEST WAS DENIED. APPROVAL TO CLOSE AGENCY GIVEN: 5/1938.


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

LAURELTON    ATLANTIC    OPENED: 4/1907. NOTED FOR ITS FINE LANDSCAPING. NO AGENCY AS OF 01/01/1924. EASTBOUND FACILITIES RELOCATED S. OF FORMER LOCATION: 11/26/41. RELOCATED NORTH AGAIN: 3/10/42 WITH CANCELLATION OF PROJECT. ALL FACILITIES AGAIN RELOCATED S. OF FORMER LOCATION: 11/16-18/48 DUE TO GRADE
ELIMINATION PROJECT. DEPOT RAZED: 1950.
ELEVATED STRUCTURE OPENED
WESTBOUND: 10/31/50, EAST-BOUND: 11/27/50. PART-TIME AGENCY AS OF 01/01/55. AGENCY CLOSED: 12/10/96.


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

LINDENHURST S. S. R. R. (MONTAUK) SSRR SVC BEGAN ON 10/28/1867 AS WELLWOOD. ORIGINAL 2-STOREY, WOODEN DEPOT WITH FRONT VERANDAH-STYLE COVERED PLATFORM AND PORTE COCHERE AT REAR. ALSO HOUSED THE POST OFFICE. RELIGIOUS MEETINGS HELD EVERY SUNDAY AFTERNOON AND SUNDAY SCHOOL CLASSES SUNDAY MORNINGS. (South Side Signal of 12-17-1870) BUILT ON SOUTH SIDE OF TRACKS AND EAST OF WELLWOOD AVE. RENAMED "BRESLAU": 1869. 2ND DEPOT PRIVATELY BUILT 25’ NORTH OF ORIGINAL DEPOT SITE (ACROSS TRACKS ON NORTH SIDE OF TRACKS.) 2-STOREY, WOODEN DEPOT HAD AGENT’S LIVING QUARTERS UPSTAIRS. OPENED IN TIME FOR JUNE 6TH, 1870 FESTIVITIES FOR LAND SALE AND DEVELOPMENT OF BRESLAU. SSRR GAVE A TERRIBLE PERFORMANCE AT THE FESTIVITIES AND RECEIVED SUCH SCATHING REVIEWS FROM THE BROOK-
LYN DAILY EAGLE THAT IT’S BE-
lieved the offer to give
the SSRR the depot was can-
celled and moved off-site
within a few months to be-
come a much-needed school
which opened on 12/12/1870,
but was found to be too
small and "would be re-
placed soon" (R. M. Bayles, 1874).
This 2nd structure became a
fire house. Original 1867 de-
pot remained in service on
its original site. Church
services were held there on
sundays ("South Side Signal" of
12/7/1870 - Courtesy of Art Hun-
eke). Station name changed
to "Lindenhurst": 1891. Tick-
et bay extended to full
width of veranda-style
platform. Depot destroyed
by fire on 1/22/1901.
Temporary quarters estab-
lished in Pearsall’s Barber
shop and the freight house
for several days until a
combine car was placed on
siding serving as ticket off-
ice and waiting room.

3rd depot built on south side
of tracks, slightly east of
the former depot and placed
in svc: 3/26/1901. Ticket bay
window enlarged. Depot and
shelter shed across from de-
pot 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 remod-
eled and ticket bay window re-
moved. Donated to the Linden-
urst 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”


FLUSHING & N. SIDE (PORT WASHINGTON)

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


WESTBOUND, COVERED, HIGH-LEVEL WOODEN AND EASTBOUND, OPEN, LOW-LEVEL CINDER PLAT-
FORMS, EAST OF DEPOT AND CROSSING TO ACCOMMODATE JAMAICA RACETRACK IN SVC: 1906 (TRACK OPENED IN 1903). NO AGENCY AS OF 01/01/1924. SHELTER SHED ADJACENT TO AND NEARLY TOUCHING DEPOT BLDG ERECTED: 1927. STATION RENAMED "LOCUST MANOR": 1929.

LOCUST MANOR     ATLANTIC
(JAMAICA RACETRACK) FORMERLY "LOCUST AVENUE" OR "RACETRACK" STATION. RENAMED: 1929.

HIGH-LEVEL, WOODEN, COVERED PLATFORM EXTENDED EASTWARD TO ACCOMMODATE TWO, 10-CAR, RACE TRAINS: 1947. HIGH LEVEL PLATFORM AND REGULAR PASSENGER STATION OUT OF SVC: 1/28/59 WITH GRADE ELIMINATION PROJECT AND RAZED.

ELEVATED STRUCTURE IN SVC: 1959. AGENCY CLOSED: ?

LOCUST VALLEY     OYSTER BAY OPENED: 4/19/1869

2nd DEPOT OPENED: 11/1872, REMODELED: 1885, POSSIBLY ADDING A 2ND STORY FOR AGENT'S LIVING ACCOMMODATION. OUT OF SERVICE c. 1906 AND MOVED TO PRIVATE LOCATION.


LONG BEACH     LONG BEACH BUILT: 1880, CLOSED: 1909


LONG ISLAND CITY     MONTAUK WESTERN TERMINUS OF LIRR'S MON-
TAUK 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.


MALBA WHITESTONE BUILT: 1909 TO SERVICE PRIVATE LAND DEVELOPMENT IN WHITESTONE. CLOSED: 2/19/1932 WITH BRANCH ABANDONMENT.

MALVERNE WEST HEMP. OPENED: c. 1892 AS NORWOOD. RENAMED "MALVERNE": 2/1913. NO AGENCY AS OF 01/01/1924. AGENCY OPEN MONDAYS ONLY PER "L.I.R.R. TICKET OFFICES OPEN FOR SALE OF TICKETS" EFF. 9/12/55. PART-TIME AGENCY OPEN PER "LONG ISLAND RAIL ROAD TICKET OFFICE HOURS"
MANHASSET PORT WASH. BUILT: 1899. PARTIALLY RAZED: LATE 1924. MAIN DEPOT PORTION MOVED ADJACENT TO TOWN HALL FOR USE AS BICYCLE SHOP.


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

MANHATTAN ATLANTIC & CROSSING ATLANTIC R.T. 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 CON-STRUCTED: EARLY 1870.
2ND DEPOT BUILT: 5/1871. AGENCY CLOSED: _?_. RAZED: 06/41.
CONCRETE BLOCK SHELTER SHED BUILT: 1941. JUNCTION AND SPUR TRACK TO MONTAUK BRANCH CONNECTION AT EAST-PORT OUT OF SVC: 12/27/49.
STRUCTURE RAZED: 1968.
STILL LISTED AS STATION STOP IN ETT #1, EFF: 5/79. NO LONG-ER 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 AP-PROX. 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.
<table>
<thead>
<tr>
<th>Location</th>
<th>Route</th>
<th>Opened</th>
<th>Closed/Closed</th>
<th>Reopened</th>
<th>Again Closed</th>
<th>Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td>Maspeth</td>
<td>FLUSHING R.R.</td>
<td>1855</td>
<td>1858</td>
<td></td>
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<tr>
<td></td>
<td>NY &amp; FLUSHING</td>
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<td></td>
<td>FLUSHING &amp; N. SIDE</td>
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<tr>
<td></td>
<td>Maspeth</td>
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<tr>
<td></td>
<td>Montauk</td>
<td>2/1895</td>
<td>10/1903</td>
<td>?</td>
<td>1924, BLDG. REMOVED: 1925. DISCONTINUED AS STATION STOP.</td>
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<tr>
<td>Massapequa (SO. Oyster Bay)</td>
<td>Montauk</td>
<td></td>
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<td></td>
<td>(S.S.R.R.)</td>
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<tr>
<td></td>
<td>Massapequa Park (SO. Oyster Bay)</td>
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<td>Montauk</td>
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<td>Massapequa Park</td>
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<tr>
<td></td>
<td>Montauk</td>
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<tr>
<td></td>
<td>Originally eastbound and west-bound 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:</td>
<td></td>
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</tbody>
</table>
MASTIC MONTAUK

BUILT: 1882 AS “FORGE”, RENAMED: 1893. STATION STOP DISCONTINUED: 7/15/60. MOVED 7,010’ WEST TO MASTIC-SHIRLEY.
RAZED: 8/60

MASTIC-SHIRLEY MONTAUK

IN SERVICE: 7/15/60. AGENCY CLOSED: 7/15/60.
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 TROTTLING 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 ACESSED BY TWO STEEL PEDESTRIAN OVERPASS GIRDER SECTIONS OVER THE MAIN LINE AND BY SEVEN SPANS OVER THE ROCKAWAY BEACH BRANCH TRACKS. (Vincent Seyfried data and photo provenance) FIRST LISTED IN SUPPLEMENT NO. 2 TO ETT #96, EFF. 9/10/22, BUT NO TRAINS SCHEDULED TO MAKE STOPS. FIRST SCHEDULED TRAINS APPEAR IN ETT #99 EFF. 10/9/23 WHICH INDICATES 3 TRAINS A DAY MAKING AN “F” STOP. LAST LISTED WITH TRAIN STOPS IN ETT #101, EFF. 10/21/24. LAST LISTED IN ETT #102, EFF. 5/21/25 BUT NO TRAIN SERVICE INDICATED. STATION OUT OF SVC: 7/1925. NOT LISTED IN ETT #103, EFF. 10/21/25 (Art Huneke and Jeff Erlitz data)

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

MAYWOOD CRR OF LI (CENTRAL EXT.) DEPOT APPEARS ON LATE 19TH CENTURY MAP AT THE PRESENT-DAY LOCATION OF THE BROAD HOLLOW ROAD (RT. 110) CROSSING HOWEVER TIMETABLES DO NOT LIST A STATION FOR PSGR. SERVICE. “MAYWOOD SIDING” IS INDICATED IN CR4 BOOKS
A siding was listed and was probably used as a team track. It is doubtful that a freight depot was in use as the siding is indicated in the CR4 as being handled by the agent at Farmingdale. The siding was gone by the late 1920s and the grade crossing eliminated.

<table>
<thead>
<tr>
<th>Location</th>
<th>Type</th>
<th>1st Depot</th>
<th>Status</th>
</tr>
</thead>
<tbody>
<tr>
<td>Meadow Brook</td>
<td>Central Ext</td>
<td>Low, cinder platforms on either side of tracks opened further west of original location sometime after 1924 (Station does not appear in 1924 C.R.4 Book). Closed: c. 1939.</td>
<td></td>
</tr>
<tr>
<td>Meadowbook-Roosevelt Raceway</td>
<td>Central Ext</td>
<td>Low, cinder platform re-opened as a center-island station platform: 19_?_. In use for raceway trains. Stop discontinued: 1961</td>
<td></td>
</tr>
<tr>
<td>Medford</td>
<td>Main Line</td>
<td>1st Depot opened: 6/26/1844 with opening of LIRR out to temporary end-of-track at Carmans 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 and further south of the</td>
<td></td>
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</tbody>
</table>
TRACKS (PHOTOGRAPHIC EVIDENCE), POSSIBLY TO PROVIDE SOME SAFE DISTANCE BETWEEN THE DEPOT AND PATCHOGUE/PORT JEFFERSON RD. WHICH FACILITATED THE 1937 CONSTRUCTION OF THE NEWER AND WIDER RT. 112. PSGR. & FRT. STATION PLACED OUT OF SVC: 6/7/40. DEPOT RAZED: SUMMER/1940 ACCOUNT RT. 112 GRADE CROSSING ELIMINATION PROJECT.


3RD, ELEVATED DEPOT, MAIN TRACK, AND TEAM TRACK IN SVC: 9/9/40. TICKET OFFICE / WAITING ROOM AT TRACK LEVEL. EXPRESS / BAGGAGE OFFICE AT GRADE WITH LONG, CONCRETE RAMP EXTENDING TO PLATFORM LEVEL. PASSING SIDING IN SVC: 11/2/40. PART TIME AGENCY CLOSED: 1958. UPPER LEVEL OF STRUCTURE HEAVILY VANDALIZED AND RAZED: 1964. LOWER LEVEL WINDOWS AND DOOR BLOCKED UP AND STRUCTURE FILLED WITH DIRT. METAL SHELTER SHED ERECTED ATOP LOWER STRUCTURE. LOWER STRUCTURE AND CONCRETE STAIRS TO TRACK LEVEL GONE BY AUGUST, 1996. FOUNDATION LEFT IN PLACE WITH GUARDRAIL INSTALLED AROUND PERIMETER AND FORMER EXPRESS RAMP USED TO ACCESS TRACK LEVEL (Dave Morrison photo evidence).

STATION STOP SCHEDULED TO BE DISCONTINUED ALONG WITH OTHERS IN 1998 BUT VOCAL OPPOSITION CAUSED LIRR TO ALTER THEIR DE-
CISION (David M. Morrison data). DUE TO AN EXPECTED INCREASE IN RIDERSHIP, ABANDONMENT WAS RE-THOUGHT.

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

MELVILLE MAIN LINE

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

MERILLON AVE. MAIN LINE (GARDEN CITY PARK)

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

2ND DEPOT OPENED: 4/58. MONDAY ONLY AGENCY IN SVC. PER “LONG ISLAND RAIL ROAD TICKET OFFICE HOURS” LISTING OF 9/18/67. 1ST OF THE MONTH ADDED TO AGENCY HOURS. PART-TIME AGENCY CLOSED: ?

MERRICK S. S. R. R. (MONTAUK)

S. SIDE R. R. SVC. BEGAN: 10/28/1867. HOTEL BUILT: 1869 BY CHAS. FOX, PRES. OF SOUTH SIDE RAILROAD, TO ALSO SERVE AS STATION FOR HIS RAILROAD. (2-year gap??)

2ND DEPOT BUILT: 1885

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

1ST TEMPORARY STATION BUILT: 1968 WEST OF FORMER STATION LOCATION WITH HIGH LEVEL PLATFORMS FOR ACCOMMODATION OF NEWLY
ARRIVING M1 ELECTRIC CARS.
1902 DEPOT BUILDING RAZED:
6/69 ACCOUNT GRADE ELIMINATION PROJECT.

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

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

METROPOLITAN AVE.       BUSHWICK
BUILT: 2 CLOSED WITH END OF
PSGR. SVC: 5/13/24 AND REMOVED

METS-WILLETS POINT  PORT WASH.
FORMERLY SHEA STADIUM STATION.
RENAMED WITH CONSTRUCTION
AND OPENING OF NEW “CITI FIELD”
STADIUM. IN SERVICE: TIMETABLE

MILLBURN            MONTAUK
(SEE: "BALDWIN")

MILLER’S PLACE       WADING RIVER
(MILLERS PLACE)      EXTENSION
STATION STOP WITH OPENING OF
BRANCH: 06/27/1895. APPEARS
ON TIMETABLES WITH AND WITH-
OUT THE APOSTROPHE BUT NEVER
AS "MILLER PLACE" 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.

MILL NECK

2ND DEPOT CONSTRUCTED: 1912, SIMILAR IN SIZE AND STYLE TO THE FIRST DEPOT. ALSO DESTROYED BY FIRE: 1918 AND REPLACED BY FANCY NEW STRUCTURE (John Hammond data).

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: 9/22/23

MINEOLA PARK  MAIN LINE  SEE: "CARLE PLACE"

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

MONTAUK  MONTAUK  BUILT: 1895. REAR PORTION ADDED c. 1898. ENLARGED AND 2ND STORY

2\textsuperscript{ND} DEPOT OPENED PERPENDICULAR TO END OF TRACK: 06/01/1927. AGENT AND FAMILY LIVED UPSTAIRS. BECAME A TERMINAL WITH OPENING OF NEW YARD ON THE SAME DAY, REPLACING TERMINAL AT AMAGANSETT. FACILITIES CLOSED: 2/1942 WITH TRANSFER OF RAILROAD PROPERTY TO U.S. NAVY FOR WARTIME USE.

3\textsuperscript{RD} DEPOT OPENED JUST SOUTH OF PRIOR LOCATION: SPRING /1942. AGENT AND FAMILY LIVED UPSTAIRS. YEAR-ROUND AGENCY CLOSED: 1/21/72. OPEN SUMMERS ONLY THEREAFTER. CLOSED PERMANENTLY: 19___. IN USE ON-SITE AS A PRIVATE BUSINESS.


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MORICHES | LIRR ORIG. SAG HARBOR | SEE: “EASTPORT”

MORRIS GROVE | ATLANTIC | EX-S. S.R.R. DEPOT AT BERLIN MOVED 2 BLOCKS WEST IN 1878 AND RENAMED “MORRIS GROVE.” LATER RENAMED “MORRIS PARK.” CLOSED: 1886

MORRIS PARK SHOPS  MONTAUK  SEE: "SHOPS"

MOTOR PARKWAY  CENTRAL  EAST OF MITCHEL FIELD AT GRAND-STAND. SPECIAL TRAINS RUN FOR VANDERBILT CUP RACES IN EARLY PART OF 20th CENTURY

MURRAY HILL  PORT WASH.  BUILT: 1889-90, RAZED: 10/1912
2ND ELEVATED DEPOT OPENED: 7/1914 (STATION BLDG. SPANNED DEPRESSED TRACKS). AGENCY STILL LISTED IN "L.I.R.R. TICKET OFFICES OPEN FOR SALE OF TICKETS" OF 9/12/55. RAZED: 9/64

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

MYRTLE AVENUE  BAY RIDGE/ MAN. BEACH  OPENED: 1893. RAZED: 1914 ACOUNT 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).

NAPEAGUE BEACH  MONTAUK  OPENED: SOMETIME AFTER 1903 FOR EMPLOYEES OF NEIGHBORING FISH PROCESSING PLANTS. APPEARS AS SIGNAL STOP IN SPECIAL INSTRUCTIONS OF ETT #27: 6/25/1903. APPEARS WITH STATION DESIGNATION OF "S110" IN 1903, 1913 AND 1924 CR4 BOOKS. IS LISTED IN TRAIN SCHEDULE OF ETT OF NOVEMBER, 1910. SHELTER SHED CONSTRUCTED: c. 1918 OR EARLIER. APPEARS ON LIRR 1918 VALUATION MAP AS "FRAME PASSENGER" STRUCTURE (R. Makse

NASSAU
OYSTER BAY
(See: “Glen Cove-Nassau”)

NASSAU BLVD. (GARDEN CITY)
HEMPSTEAD

NAT’L RIFLE RANGE
CRR OF LI
(CREEDMOOR)
See: “Creedmoor”

NECK ROAD
MANH’TN BCH.

NEPTUNE HOUSE
S.S.R.R.
ROCK. BCH.

NEW BRIDGE ROAD
CENTRAL EXT.
Station stop east of central park station (at Stewart Ave.) no indication of depot bldg. constructed. Appears on 1876 freight report. ETT #13, eff: 1879, indicates eastbound train #19 will make station stop although station is not indicated in timetable listing of stops. Discontinued as stop: __

NEW BROOKLYN
ATLANTIC
Early stop between Bedford and East New York. Appears on 1852 timetable only.

NEW CASSEL
MAIN LINE
W. side of Urban Road, Westbury
<table>
<thead>
<tr>
<th>Location</th>
<th>Route</th>
<th>Built Information</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>2&lt;sup&gt;nd&lt;/sup&gt; Depot built: 1870, S. Side of Tracks. Razed: Summer/1947</td>
</tr>
<tr>
<td></td>
<td></td>
<td>3&lt;sup&gt;rd&lt;/sup&gt; Depot built: 1947, N. Side of Tracks. Remodeled: c. 1990s</td>
</tr>
<tr>
<td>New Lots</td>
<td>Manh’t’n Bch.</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>(New Lots Road)</td>
<td>(Bay Ridge)</td>
<td></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>
</tbody>
</table>
NICHOLS ROAD MAIN LINE ON TIMETABLE OF 12/01/1852. LOCATED BETWEEN SUFFOLK STATION AND LAKELAND STATION (JUST EAST OF TODAY’S VETERANS MEMORIAL HWY OVERPASS AT A SPOT ONCE KNOWN AS "FOOT'S CROSSING.") PROBABLY USED AS A MEETING / PASSING POINT FOR THE ONE SCHEDULED EASTBOUND PSGR. TRAIN AND ONE SCHEDULED WESTBOUND FREIGHT TRAIN BOTH DUE AT THIS POINT AT THE SAME TIME. DROPPED FROM TT: __?__

NORTH ISLIP MAIN LINE SEE: "SUFFOLK" STATION

NORTHPORT NORTHPORT SEE: "OLD NORTHPORT")

NORTHPORT PT. JEFFERSON BUILT: MAY-JULY/1873. ALSO KNOWN AS "NEW NORTHPORT". APPEARS ON ETT #10 EFF: 06/28/1899 AS "NORTHPORT (EAST STATION)." APPEARED ON 1901 TIMETABLE AS "NORTHPORT EAST." MOVED TO PRIVATE LOCATION: 1927. USED AS OFFICE FOR A SIGN COMPANY. RAZED: 1959. 2ND DEPOT BUILT: 1927 **FREIGHT STATION MOVED HERE IN PIECES FROM CAMP UPTON WHEN LIRR ENDED OPERATIONS THERE AFTER 4/1922. TICKET AGENCY CLOSED: 08/19/2009. STATION "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
<table>
<thead>
<tr>
<th>Location</th>
<th>Details</th>
</tr>
</thead>
<tbody>
<tr>
<td>OCEAN AVE.</td>
<td>BAY RIDGE OPENED: 1877, CLOSED: 1924 WITH ABANDONMENT OF MAN. BCH. BR. (MAN. BCH. JCT.) MANH'T&quot;N BCH.</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'TN 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
**4-STALL ENGINE HOUSE DEMOLISHED: 8/24/29 (David Morrison
NEW STATION SHELTER WITH HI-LEVEL PLATFORMS BUILT: 1999 AT A LOCATION WEST OF ORIGINAL STATION STOP TO ACCOMMODATE NEWLY-ARRIVED C3 BI-LEVEL CARS WHICH WERE PLACED IN SERVICE JULY, 1999. (Robert L. Myers 1999 data)

OZONE PARK ROCK. BCH. BUILT: 1884. WESTWARD STATION FACILITIES OUT OF SVC: 5/5/30 ACCOUNT GRADE CROSSING ELIMINATION.

TEMPORARY LOW LEVEL PLATFORM NORTH OF NEW TRACK 1 AND 800’ EAST OF FORMER LOCATION IN SVC: 5/5/30.


PARKSIDE ROCK. BCH. OPENED: 9/15/27 AS "GLENDALE" PER G.N. #118 AND ETTs. RENAMED "PARKSIDE": __?. AGENCY CLOSED BY 01/01/55. OUT OF SVC: 10/29/58. LOW PLATFORM IN SVC: 10/29/58. DISCONTINUED AS STATION STOP: 6/8/62.


PARKVILLE MANH’N BCH. OPENED: 7/1877. CLOSED AFTER THE SUMMER OF 1897. JCT. OF PROSPECT PARK & CONEY ISLAND RR WITH LONG ISLAND RAIL ROAD.
PARKVILLE
PROSPECT
(MANH'T'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)
2ND DEPOT OPENED: SUMMER/1888, WAS A TRAIN ORDER OFFICE UNTILL 05/29/1912 WHEN "PD" TOWER PLACED IN SERVICE. (Photographic provenance). RAZED: 5/16/63
TEMPORARY TICKET OFFICE LOCATED IN TRAILER DIAGONALLY IN FRONT OF “PD” TOWER IN SVC. DURING CONSTRUCTION OF NEW DEPOT.
**4-STALL ENGINE HOUSE DEMOLISHED: 1928 (Robt. Emery data)

PEARSALL’S CORNER
S. S. R. R.
(PEARSALL’S)
(MONTAUK)
S. SIDE R. R. (SEE: “LYN BROOK”)

PECONIC
MAIN LINE
1ST DEPOT APPEARS ON TIMETABLE OF 5/1/1848 AS “HERMITAGE.” RENAMED “PECONIC”.
2ND DEPOT BUILT: 8/1876, RAZED: 4/42
SHELTER SHED BUILT: 1942. RAZED: LATE SUMMER, 1967. LAST LISTED IN ETT #1, EFF: 5/22/66

PENATAQUIT
S.S.R.R.
SEE: "BAY SHORE"
PENNSYLVANIA AVE. (EAST NY, BKLYN) ORIG MAIN LINE EAST OF HOWARD HOUSE. ON TTs BETW. BKLYN & JAMAICA (LATER ATLANTIC BRANCH RAPID TRANSIT) OF 1837. LATER A RAPID TRANSIT STOP. OUT OF SVC. ___(?)


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

PENNY BRIDGE MONTAUK SHELTER SHED BUILT: 1902 2ND SHELTER SHED BUILT: 1921. NO
<table>
<thead>
<tr>
<th>Agency</th>
<th>Location</th>
<th>Details</th>
</tr>
</thead>
<tbody>
<tr>
<td>Phelps-Dodge Montauk</td>
<td></td>
<td>AGENCY ESTABLISHED. DISCONTINUED AS STATION STOP: 03/16/1998 (SEE: “LAUREL HILL”)</td>
</tr>
<tr>
<td>Pilgrim State Hospital</td>
<td>Montauk</td>
<td>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.</td>
</tr>
<tr>
<td>Pineaire</td>
<td>Montauk</td>
<td>PINEAIRE MAIN LINE BUILT: 1915. NO AGENCY AS OF 01/01/1924. RAZED: 6/62, DISCONTINUED AS STATION STOP: 10/27/86</td>
</tr>
</tbody>
</table>


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

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

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

PLANDOME PORT WASH. BUILT: 1909, U.S. POST OFFICE IN TICKET OFFICE AT TRACK
LEVEL. DEPOT BURNED BY VANDALS: JAN/1987.
REBUILT: 1987 IN SIMILAR STYLE TO ORIGINAL WITH U.S. POST OFC. ON GROUND FLOOR. TICKET AGENCY CLOSED: ?

<table>
<thead>
<tr>
<th>PLAYLAND</th>
<th>ROCK. BCH.</th>
</tr>
</thead>
<tbody>
<tr>
<td>FORMERLY &quot;STEEPLECHASE,&quot; RENAMED &quot;PLAYLAND&quot;: 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.</td>
<td></td>
</tr>
</tbody>
</table>

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

<table>
<thead>
<tr>
<th>PORT JEFFERSON</th>
<th>PT. JEFFERSON</th>
</tr>
</thead>
</table>

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

POWER PLACE S.S.R.R. (ATLANTIC) SEE: “CEDAR MANOR”

PRAIRIE GRASS MONTAUK EAST OF GLENDALE. LOW LEVEL PLATFORM FOR EMPLOYEES OF THE PLANT, PER 11/1904 ETT SPECIAL INSTRUCTIONS. FORMERLY "AMERICAN GRASS TWINE WORKS," BECAME "PRAIRIE GRASS WORKS" PER 5/1923 ETT SPECIAL INSTRUCTIONS.

PRAIRIE GRASS MONTAUK EAST OF GLENDALE. LOW LEVEL PLATFORM FOR EMPLOYEES OF THE PLANT, PER 5/1923 ETT SPECIAL INSTRUCTIONS. FORMERLY "AMERICAN GRASS TWINE WORKS," "PRAIRIE GRASS FURNITURE CO. WORKS." BECAME ATLAS, PER 9/1923 ETT SPECIAL INSTRUCTIONS.

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

QUEENS MAIN LINE FORMERLY "INGLEWOOD" STATION. RENAMED: 10/1881 AS "QUEENS", MOVED TO PRIVATE LOCATION: 1924 WITH GRADE ELIMINATION. (SEE: "QUEENS VILLAGE")

QUEENS MAIN LINE SEE: "BRUSHVILLE."

QUEENS VILLAGE MAIN LINE OPENED: 10/1881 AS "QUEENS", MOVED TO PRIVATE LOCATION: 1924 WITH GRADE ELIMINATION. ELEVATED STRUCTURE OPENED: 9/20/1924 (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 UNSUCCESFULLY SOUGHT PERMISSION TO CLOSE STATION IN 1910 AND AGAIN IN 1915 WHEN IT NO LONGER SERVED A PURPOSE AFTER FISHING SHANTIES WERE REMOVED AND NEWER LONG BEACH STATION MOVED SO CLOSE TO THIS STOP (1,584'). LAST LISTED IN PTT OF 11/1928. LAST LISTED IN ETT #4 EFF. 9/1935. CLOSED: 6/1936

QUOGUE MONTAUK
BUILT: 6/1875 AT OLD DEPOT ROAD
(Robt. Emery data)
2ND DEPOT BUILT FURTHER EAST AT STATION ROAD: 1882. MOVED TO PRIVATE LOCATION NORTH OF TRACKS AND EAST OF THE REPLACEMENT DEPOT: 1905
3RD DEPOT BUILT; 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 (BROOKLYN) ATLANTIC SEE: “AUTUMN AVENUE.”
RALPH AVENUE (BROOKLYN) ATLANTIC R.T. RAPID TRANSIT STOP PER ETT #11, EFF. 11/4/1878
RAMBLERSVILLE ROCK. BCH. OPENED: ? AT 160TH ST. CLOSED: 4/1913 WHEN STATION STOP RELOCATED NORTH 0.2 MILES. RENAMED "HOWARD BEACH"; 4/1916. (SEE “HOWARD BEACH”)
REGO PARK MAIN LINE (FOR ROCK BCH) OPENED: 5/1928. AGENCY CLOSED BY 01/01/55. HIGH LEVEL PLATFORMS
<table>
<thead>
<tr>
<th>Location</th>
<th>Station Details</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>RIDGEWOOD MONTAUK</strong></td>
<td>OPENED: 6/2/1883, CLOSED: 1924</td>
</tr>
<tr>
<td><strong>RIDGEWOOD EVERGREEN</strong></td>
<td>OPENED: 7/14/1878 AS DeKALB AVENUE. CHANGED TO RIDGEWOOD: 6/1882. CLOSED WITH END OF PSGR. SVC: 1894</td>
</tr>
<tr>
<td><strong>RIVERHEAD MAIN LINE</strong></td>
<td>1ST DEPOT APPEARS ON TIMETABLE OF 6/14/1845. MOVED FOR USE AS RAILROAD BUNKHOUSE: 3/1870</td>
</tr>
</tbody>
</table>
ROCHESTER AVENUE (BROOKLYN) | ATLANTIC R.T. | RAPID TRANSIT STOP PER ETT #11, EFF. 11/4/1878

ROCKAWAY AVENUE (BROOKLYN) | ATLANTIC R.T. | RAPID TRANSIT STOP PER ETT #11, EFF. 11/4/1878


ROCKAWAY JCT. (HILLSIDE) | MAIN LINE & ATLANTIC R.T. | BUILT: 1872. ALSO USED AS RAPID TRANSIT STOP FOR ATLANTIC BRANCH PER TT, EFF: 6/24/1890. RAZED: 1905-06 FOR CONSTRUCTION OF HOLBAN YD.


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

ROCKY POINT  WADING RIVER
EXTENSION  STATION STOP WITH OPENING OF
BRANCH: 06/27/1895. NO DEPOT.
DEPOT BUILT: 1898. LARGE, COV-
ERED PLATFORM SHEDS ADDED:
1928 TO HANDLE CROWDS THAT
ARRIVED WHEN BUILDING LOTS
WERE BEING SOLD CHEAPLY BY
THE "NEW YORK DAILY MIRROR"
NEWSPAPER. AGENCY CLOSED:
1929. LAST REVENUE TRAIN:
10/9/38. OUT OF SVC. PER G.O.
#1006C: 3/29/39 AND BRANCH
ABANDONED. MOVED OFF R.O.W.
A SHORT DISTANCE SOUTH OF
TRACKS, AND 200’ EAST OF ORIG-
INAL LOCATION c. 1940 (Robt. Emery
data). BECAME OFFICE FOR THURB-
ER LUMBER CO: 19_?. COVERED
PLATFORMS ENCLOSED. HEAVILY
REMODELED (per 2013 Google Maps
Imagery). ONLY ROOF WAS RECOGNIZ-
ABLE. RAZED: 10/2019. PORTION
OF BUILDING LUMBER TO BE USED
IN CONSTRUCTION OF A REPLICA
STATION FOR USE AS A MUSEUM.
(Landmark Properties news release of
10/31/2019)

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

2ND TEMPORARY, RECTANGULAR ONE-STOREY BUILDING WITH GABLE ROOF IN SVC: 1934-1937.


ROOSEVELT RACEWAY    CENT. EXT.    SEE “MEADOWBROOK-ROOSEVELT RACEWAY”


2ND DEPOT BUILT: 1889. RENAMED “ROSEDALE”: 1892. EASTBOUND FACILITIES RELOCATED S. OF FORMER LOCATION: 11/26/41. RELOCATED N. AGAIN: 3/10/42 WITH CANCELLATION OF PROJ-
ECT. ALL FACILITIES AGAIN RE-RELOCATED S. OF FORMER LOCATION: 11/16-18/48 DUE TO GRADE ELIMINATION PROJECT.
TEMPORARY FACILITIES IN SVC. SOUTH OF FORMER LOCATION: 11/16-18/48

ROSelyn  OYSTER BAY
OPENED: 1/23/1865, REMODELED AND MOVED: SUMMER/1885 TO ACCOMMODATE A NEW FREIGHT STATION
2ND DEPOT BUILT: JUNE-JULY/1887.
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’T’N BCH
BUILT: 1888 (AS FORD’S CORNERS), CLOSED: 1902 DUE TO GRADE ELIMINATION.
2ND DEPOT (SHELTER SHED) BUILT: 6/12/1902, BURNED: 11/10/19, CLOSED: 1924 WITH LINE ABANDONMENT
SAG HARBOR  SAG HARBOR  TEMPORARY TICKET OFFICE OPENED IN FREIGHT HOUSE: 5/1870.
1ST DEPOT UNDER CONSTRUCTION AT END OF AND PERPENDICULAR TO THE TRACK: 12/21/1870.
OPENED: 1/1871. DEPOT WAS FOUND TO ENCROACH ON THE STREET AND THE BLDG WAS MOVED BACK A SHORT DISTANCE IN 2/1871. BURNED: 11/1873 AND REPLACED. (The burning is suspect data from V. Seyfried, based on photographic evidence to the contrary unless original depot was replaced after a fire by an identical bldg).
DEPOT EITHER ENLARGED ON ORIGINAL SITE OR ENLARGED AFTER BEING MOVED TO S. SIDE OF TRACKS. DEPOT MOVED: 1902. (Photographic evidence from 1903 shows an enlarged depot building well-weathered. Enlargement of the structure may have been made PRIOR to the 1902 move.) DEPOT RENOVATED: 10/1908, WHEN MONEY FOR NEW DEPOT WAS DONATED. (This is suspect data from V. Seyfried and makes no sense as construction for a new depot began the following year [1909]). OLD DEPOT USED AS TEMPORARY FREIGHT / STORAGE BLDG AFTER NEW STATION OPENED IN 1910 BUT BASED ON A VALUATION BLUEPRINT, WAS GONE BY c. 1920.
**FREIGHT HOUSE BUILT: ? RELOCATED
OFF-SITE AFTER 1939 FOR PRIVATE USE.

SALISBURY PLAINS  CENTRAL EXT.  NW. SIDE OF TRACKS, W. SIDE OF POST RD. WOODEN SHELTER SHED BUILT: c. 1916. CLINTON ROAD STATION PROVIDED AGENCY DURING WWI. SHELTER USED TO STORE LUMBER DURING CONSTRUCTION OF 2ND DEPOT. RAZED: 1923 (?)  

2ND DEPOT OPENED: 12/10/23, NO AGENCY INDICATED AS OF 01/01/1924. CLOSED: c. 1942-43 DUE TO WAR-TIME SECURITY OF TRAINS PASSING THROUGH MITCHEL FIELD TO ACCESS THIS STATION STOP. DEPOT BECAME A RESIDENCE IN 1947 FOR A SHORT PERIOD OF TIME AND LATER HOUSED A PRIVATE BUSINESS. TRACKS REMOVED: 1956. RAZED: 1985 (per Nassau Co. website)

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

SARATOGA AVE.  (BROOKLYN)  ATLANTIC R.T.  EAST OF RALPH AVE., BROOKLYN. OUT OF SVC. ___(?)


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

SEA CLIFF  OYSTER BAY  OPENED: 5/16/1867  

2ND DEPOT OPENED: 5/1888. WAS A TRAIN ORDER OFFICE AT ONE TIME (Photographic provenance). PORTION

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)

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

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

<table>
<thead>
<tr>
<th>SEA SIDE HOUSE</th>
<th>S.S.R.R.</th>
</tr>
</thead>
<tbody>
<tr>
<td>BUILT: 7/1872 AT BEACH 103RD ST., ROCKAWAY BEACH. (SOUTHERN</td>
<td></td>
</tr>
</tbody>
</table>


SHEEPSHEAD BAY JCT. MANH’T’N BCH. IN 1899 AN INTERLOCKING WAS BUILT AT EMMONS (NEPTUNE) AVENUE (TOWER #79-1/2) JUST E. OF SHEEPS-HEAD BAY STATION AND THE MANHATTAN 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
<table>
<thead>
<tr>
<th>Location</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>SHEEPSHEAD BAY RACETRACK</td>
<td>MANH'TN BCH ONE MILE NORTH OF SHEEPSHEAD BAY STATION PER ETT #10 EFF: 06/16/1903. LISTED AS &quot;RACETRACK&quot;</td>
</tr>
<tr>
<td>SHELTER ISLAND</td>
<td>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: <em>?</em></td>
</tr>
</tbody>
</table>
ON TT EFF: 9/19/37 WITH NO TRAINS SCHEDULED TO STOP. GONE FROM ETT #9 EFF: 06/19/38. LATER USED AS A SEASONAL U.S. POST OFFICE WITH ACTIVE LIRR MAIL CRANE UNTIL LIRR RPO SERVICE ENDED IN 1965. POSTAL FACILITY CLOSED: 1966. BUILDING ABANDONED AND PURCHASED IN 1974 FOR USE IN SITU AS A PRIVATE RESIDENCE. SOME RENOVATION PERFORMED. DESIGNATED A LOCAL SOUTHAMPTON LANDMARK: 10/22/2013.

SHINNECOCK HILLS: 2 MONTAUK


SHINNECOCK HILLS: 3 MONTAUK


SHOPS (L.I.R.R. SHOPS) (MORRIS PARK SHOPS) MONTAUK

SHELTER SHED BUILT: c. 1900 FOR LIRR SHOP EMPLOYEES, WHEN
<table>
<thead>
<tr>
<th>Location</th>
<th>Details</th>
</tr>
</thead>
<tbody>
<tr>
<td>Montauk Branch</td>
<td>Was at grade. Located approximately opposite the former site of “R” tower at Latter-Day Richmond Hill Storage Yard. No longer listed in 5/1913 ETT.</td>
</tr>
<tr>
<td>Southampton</td>
<td>Montauk opened: 2/1871, razed: 1902. 2nd depot built: 1902. Waiting room sported curved, hard-</td>
</tr>
</tbody>
</table>
WOOD BENCHES AND A FIREPLACE. EXTERIOR STUCCO WAS INLAID WITH OYSTER SHELLS. FULL-TIME AGENCY CLOSED: 11/20/96.


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
<table>
<thead>
<tr>
<th>Location</th>
<th>Line</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>SOUTH FARMINGDALE</td>
<td>CRR OF LI (CENTRAL)</td>
<td>S. SIDE R. R. DEPOT: BUILT: 1868</td>
</tr>
<tr>
<td>SOUTH FARMINGDALE</td>
<td>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 <em>(Art Huneke data)</em></td>
<td></td>
</tr>
<tr>
<td>SOUTH FARMINGDALE CENTRAL EXT.</td>
<td>CENTRAL EXT.</td>
<td>STATION STOP IN SERVICE AND SHELTER SHED BUILT: 6/1936. NO AGENCY ESTABLISHED. RAZED AND DISCONTINUED AS STATION STOP: 1974</td>
</tr>
<tr>
<td>SOUTH FERRY</td>
<td>ATLANTIC</td>
<td>WEST OF FURMAN STREET, BKLYN. OUT OF SVC. <em>(___?)</em></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>SOUTH OYSTER BAY</td>
<td>S. S. R. R.</td>
<td>S. SIDE R. R. SVC. BEGAN: 10/28/1867 DEPOT BUILT SOUTH OF TRACKS</td>
</tr>
<tr>
<td>(MASSAPEQUA)</td>
<td>(MONTAUK)</td>
<td></td>
</tr>
</tbody>
</table>
AND WEST OF HICKSVILLE ROAD. NAME CHANGED TO MASSAPEQUA IN MAY, 1889. DISCONTINUED AS STATION STOP AND ABANDONED: c. 1890. REPLACED BY BRICK DEPOT EAST OF THE CROSSING IN JUNE, 1891. (Art Huneke data)

**SOUTH SIDE R.R. CROSSING**

**EVERGREEN**


**SOUTH SIDE R.R. CROSSING**

**S. S. R. R. (ATLANTIC)**


**SOUTH STREET (JAMAICA)**

**ATLANTIC**

OPENED: 11/15/1917 3,362 FEET E. OF JAMAICA STATION PER G. N. #194. SCHEDULED TRAINS TO MAKE "F" STOPS. APPROVAL RECEIVED FROM PSC ON 03/28/1922 TO ABANDON STATION. DISCONTINUED AS STATION STOP: 6/1922 AND RAZED.

**SPEONK**

**MONTAUK**


HI-LEVEL PLATFORMS AND SHELTER INSTALLED W. OF FORMER LOCATION: BETWEEN LATE 1996 AND SUMMER, 1997. (Derek Stadler date of installation of latter)
<table>
<thead>
<tr>
<th>Location</th>
<th>Agency</th>
<th>Type / Details</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>SPRINGFIELD</strong></td>
<td>S. S. R. R.</td>
<td>S. SID R. R. SVC. BEGAN: 10/28/1867. Depot built on S.S.R.R.'s Southern Line between Jamaica and Springfield: August-Sept/1871 (4-year gap?? Chances are the station stop was opened with a rudimentary low platform and/or wooden shelter of sorts, and, upon double tracking in 1871 and an increase in ridership/business, an actual depot was then erected.) S.S.R.R. was acquired by LIRR in early 1876. The S.S.R.R.'s Southern Line was discontinued and tracks removed. The Springfield station was closed and moved to E. side of Springfield Ave. (BLVD.) in Laurelton on the LIRR's Atlantic Branch (&quot;Southern Road&quot;): 8/1876. A new Springfield station was opened on the line from Rockaway Jct. (Later Hillside) in 1889. Both remained in service until 1906 when the former S.S.R.R.'s depot was razed. Replaced by a new station stop and depot at Laurelton: 1907, slightly east of the S.S.R.R.'s former Springfield station stop.</td>
</tr>
<tr>
<td>(ATLANTIC)</td>
<td>(OLD SOUTHERN ROAD)</td>
<td></td>
</tr>
<tr>
<td>(SPRINGFIELD GDNS.)</td>
<td>(SPRINGFIELD)</td>
<td></td>
</tr>
</tbody>
</table>
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 COMPLETED BETWEEN VALLEY STREAM AND MINEOLA AND BRANCH RENAMED “WEST HEMPSTEAD”

STEWART JCT. MAIN LINE SEE: “FLORAL PARK”

STEWART MANOR HEMPSTEAD BUILT: 1909. AGENCY CLOSED: 12/10/96. REMODELED: 2006

STONE AVE. ATLANTIC R.T. AT EAST NEW YORK. OUT OF SVC. (BROOKLYN) ___(?)


STRAITON AVE. FAR ROCK. SEE: "ARVERNE, STRAITON AVE."

SUFFOLK STA. MAIN LINE OPENED: 7/14/1842 AT ISLIP AVE.
<table>
<thead>
<tr>
<th>Location</th>
<th>Details</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>and depot closed: 1921. Purchased by LIRR block opr. James V. Osborne</td>
</tr>
<tr>
<td></td>
<td>and moved to private location on Peconic Bay: 02/06/23. Discontinued</td>
</tr>
<tr>
<td></td>
<td>as station stop: 1927.</td>
</tr>
<tr>
<td></td>
<td>greatly remodeled: 1944, razed: 1948</td>
</tr>
<tr>
<td></td>
<td>2nd depot built: 1948</td>
</tr>
<tr>
<td>The Dykes Long Beach</td>
<td>Appears as signal stop in timetable of April, 1898. Became Island</td>
</tr>
<tr>
<td></td>
<td>Park in May, 1923 when it replaced the earlier Island Park station</td>
</tr>
<tr>
<td></td>
<td>located at the former Barnum Island (Jekyll Island) station stop.</td>
</tr>
<tr>
<td>The Raunt Rock. BCH.</td>
<td>Opened: 1900. Summer agency only as of 01/01/1924. Agency closed:</td>
</tr>
<tr>
<td></td>
<td><em>?</em>. Station out of svc: 5/23/50 per G. O. #1728 with abandonment of</td>
</tr>
<tr>
<td></td>
<td>Jamaica Bay trestle after fire of 1950.</td>
</tr>
<tr>
<td>Third Avenue (Bay Ridge)</td>
<td>Appears on NY &amp; RB Ry timetable of 7/1877. Ticket office and wait-</td>
</tr>
<tr>
<td></td>
<td>ing room built on bridge carrying Third Ave. over the tracks. Closed</td>
</tr>
<tr>
<td></td>
<td>after summer season of 1879. Reopened 8/1880 but closed at end of sum-</td>
</tr>
<tr>
<td></td>
<td>mer season. 2nd station built by LIRR: 1885, but</td>
</tr>
<tr>
<td>Location</td>
<td>Notes</td>
</tr>
<tr>
<td>-------------------------------</td>
<td>----------------------------------------------------------------------</td>
</tr>
<tr>
<td>THOMPSON'S STA. MAIN LINE</td>
<td>PRIVATE HOME WHERE SAGTIKOS PKY NOW INTERSECTS THE LIRR. SERVED AS</td>
</tr>
<tr>
<td>(THOMPSONS, THOMPSON)</td>
<td>DEPOT, INN AND GENERAL STORE: OPENED: 6/24/1842 WITH OPENING OF LIRR</td>
</tr>
<tr>
<td></td>
<td>TO THAT POINT. &quot;THOMPSON&quot; ON TT OF 10/24/1862. CLOSED: 12/1869 AND</td>
</tr>
<tr>
<td></td>
<td>STATION STOP RELOCATED TO BRENTWOOD.</td>
</tr>
<tr>
<td>TROTTING COURSE ORIG MAIN</td>
<td>ORIGINALLY OPENED AS CONNECTICUT AVE. ON LIRR'S OLD MAIN LINE BETWEEN</td>
</tr>
<tr>
<td>LINE (TROTTING COURSE LANE)</td>
<td>BKLYN AND JAMAICA. ON TTS OF 7/31/1837 AND 9/8/1837. BECAME &quot;TROTTH</td>
</tr>
<tr>
<td>BETW. BKLYN AND JAMAICA</td>
<td>TING COURSE LANE&quot; AND LATER &quot;TROTTING COURSE&quot; TO SERVICE CENTREVILLE</td>
</tr>
<tr>
<td></td>
<td>RACE COURSE (&quot;TROTTING COURSE&quot;) APPEARS AS SUCH ON TT OF 1842. LATE</td>
</tr>
<tr>
<td></td>
<td>R CALLED WOODVILLE AND THEN WOODHAVEN. (SEE: &quot;WOODHAVEN&quot;)</td>
</tr>
<tr>
<td>TROY AVENUE. (BROOKLYN)</td>
<td>RAPID TRANSIT STOP PER TT, EFF. 6/24/1890</td>
</tr>
<tr>
<td>UNION COURSE (&quot;RACE COURSE&quot;)</td>
<td>LISTED ON TT OF 3/1837 TO SERVICE UNION COURSE RACE TRACK BUT MAY H</td>
</tr>
<tr>
<td></td>
<td>AVE OPENED IN 1836. EARLIER SERVICE MAY HAVE BEEN TO UNIONVILLE STATION.</td>
</tr>
<tr>
<td></td>
<td>UT OF SVC: 11/1/39 PER G.O. #1204 AND RAZED WITH ATLANTIC AVENUE IM</td>
</tr>
</tbody>
</table>
UNION DEPOT
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
(FLUSHING MEADOWS)
PORT WASH.
EAST OF CORONA STATION. IN SVC: 9/15/46. OUT OF SVC: c. 1952 (SITE OF 1939 WORLD’S FAIR STATION)

UNQUA
S.S.R.R.
(MONTAUK)
BETWEEN S. OYSTER BAY (LATER MASSAPEQUA) AND AMITYVILLE STATIONS, WEST OF UNQUA ROAD. BUILT 1868 AS A PRIVATE STATION BY AND FOR THE FLOYD-JONES FAMILIES (John Fusto data). LISTED IN A MAY, 1871 TIMETABLE. (Bill Slade / Art Huneke data). APPEARS IN THE SOUTH SIDE SIGNAL TIMETABLES 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 YAPHAHANK 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>
</tr>
</thead>
<tbody>
<tr>
<td>VALLEY STREAM (MONTAUK)</td>
<td>S. S. R. R.</td>
<td>S. SIDE R. R. SVC. BEGAN: 10/28/1867. DEPOT OPENED: 7/1869 WITH OPENING OF BRANCH TO FAR ROCKAWAY. BUILT INSIDE LEGS OF WYE. 2nd DEPOT BUILT AT SAME LOCATION OR ORIGINAL DEPOT REMODELED: c. 1881 OUT OF SVC: 8/10/32 ACCOUNT GRADE CROSSING ELIMINATION PROJECT. RAZED: 1933. TEMPORARY STATION RELOCATED ON SHOO-FLY NORTH OF FORMER LOCATION IN SVC: 8/10/32 TRACKS AND STATION PLATFORMS ON FAR ROCKAWAY BRANCH OUT OF SVC: 8/31/32. ELEVATED TEMPORARY TRACKS AND PLATFORMS ON FAR ROCKAWAY BR. IN SVC: 2/7/33 3rd, ELEVATED, CENTER-ISLAND STRUCTURE NORTH OF FORMER LOCATION IN SVC: 6/27/33. ELEVATED JCT. OF W. HEMPSTEAD</td>
</tr>
<tr>
<td>Location</td>
<td>Route</td>
<td>Details</td>
</tr>
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<td>--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------</td>
</tr>
<tr>
<td>VANDERBILT AVENUE (BROOKLYN)</td>
<td>ATLANTIC R.T.</td>
<td>RAPID TRANSIT STOP PER ETT #11, EFF. 11/4/1878</td>
</tr>
<tr>
<td>VAN SICLEN AVE. (BROOKLYN)</td>
<td>ATLANTIC R.T.</td>
<td>EAST OF WYCKOFF’S LANE. OUT OF SVC. ___(?)</td>
</tr>
<tr>
<td>VAN WICKLENS (LINWOOD ST.)</td>
<td>ATLANTIC R.T.</td>
<td>EAST OF EAST NEW YORK. ALSO USED AS A RAPID TRANSIT STOP PER ETT #11, EFF. 11/4/1878</td>
</tr>
<tr>
<td>VAN WYCK AVENUE (ATLANTIC)</td>
<td>S. S. R. R.</td>
<td>SEE: “SOUTH SIDE R. R. CROSSING”</td>
</tr>
<tr>
<td>WADING RIVER</td>
<td>WADING RIVER EXTENSION</td>
<td>OPENED WITH BRANCH: 06/27/1895, REMODELED TO TWO STOREY: 1906. AGENT AND FAMILY LIVED UPSTAIRS. AGENCY CLOSED: 1933. TRACKS CUT BACK AND STATION FACILITIES RELOCATED 1 MILE WEST OF FORMER LOCATION TO RANDALL ROAD: 1/18/38 (MILLER FAMILY RECLAIMED THEIR DONATED PROPERTY FROM RIVERHEAD TOWN LINE EAST TO ORIGINAL END OF TRACK DUE TO LIRR NOT RUNNING THE REQUISITE NUMBER OF TRAINS PER THE ORIGINAL 1895 DONATION AGREEMENT). WOODEN DEPOT RAZED SOMETIME AFTER AND LUMBER USED TO BUILD STORE NORTH OF STATION SITE. LAST REVENUE TRAIN: 10/9/38. RELOCATED STATION OUT OF SVC. PER G.O. #1006C: 3/29/39 AND BRANCH ABANDONED.</td>
</tr>
<tr>
<td>Location</td>
<td>Line</td>
<td>Notes</td>
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</tr>
<tr>
<td>Wampmissick</td>
<td>Main Line</td>
<td>4 MILES EAST OF YAPHANK AND 2 MILES WEST OF MANOR. APPEARS ON 1852-53 TIMETABLE ONLY. POSSIBLY ONLY USED AS A MEETING / PASSING LOCATION. APPEARS ON AN 1855 MAP. A 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)</td>
</tr>
<tr>
<td>Station Name</td>
<td>Location</td>
<td>Notes</td>
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</tr>
<tr>
<td>WARDENCLYFFE</td>
<td>WADING RIVER EXTENSION</td>
<td>FIRST APPEARS IN TIMETABLE OF JUNE, 1900. LOCATED ON WEST SIDE OF NORTH COUNTRY ROAD CROSSING. 2ND DEPOT BUILT: 1902, .2 MILES EAST OF ORIGINAL LOCATION. RENAMED “SHOREHAM”: 1906 (SEE: “SHOREHAM”)</td>
</tr>
<tr>
<td>WARWICK ST. (EAST NEW YORK)</td>
<td>ATLANTIC</td>
<td>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</td>
</tr>
<tr>
<td>WASHINGTON AVE. (BROOKLYN)</td>
<td>ATLANTIC RT</td>
<td>RAPID TRANSIT STOP PER ETT #11, EFF. 11/4/1878</td>
</tr>
<tr>
<td>WASHINGTON ST. (GARDEN CITY)</td>
<td>CENTRAL EXT.</td>
<td>EAST OF GARDEN CITY STATION. LOW PLATFORM FOR LIRR’S BATTERY CAR SHUTTLE SERVICE AFTER 1923.</td>
</tr>
<tr>
<td>WATER STATION</td>
<td>MAIN LINE</td>
<td>APPEARS ON 1857 MAP. STATION STOP INDICATED WEST OF LAKE STATION AND EAST OF NICOL’S ROAD (“FOOT’S CROSSING”). NO TIMETABLE EVIDENCE AS YET. (Info: Art Huneke)</td>
</tr>
<tr>
<td>WATERMILL (WATER MILLS) (WATERMILLS)</td>
<td>MONTAUK</td>
<td>BUILT: AUG-SEPT/1875. LISTED ON TTs OF 1878 AS &quot;WATERMILLS&quot; AND 1883 AS &quot;WATER MILLS&quot; (2 WORDS). ON TTs OF 1885 AGAIN AS &quot;WATERMILLS&quot; (ONE WORD) AND FINALLY LISTED AS &quot;WATERMILL&quot; (date?) UNTIL DISCONTINUED AS A STATION STOP. 2ND DEPOT OPENED: 8/1903, AGENCY CLOSED: 9/8/40 AT SAME TIME AS BLOCK LIMIT STATION SIGNAL TAKEN OUT OF SERVICE. LAST LISTED AS STATION STOP IN ETT #3, EFF: 6/24/56. LISTED ON LIRR STATION SYMBOL CARD EFF: 8/31/57.</td>
</tr>
</tbody>
</table>
STRUCTURE LEFT STANDING AND ABANDONED. COMPLETELY RENOVATED: 1968 FOR USE AS A DRESS SHOP. LATER BECAME A RESTAURANT. EXTERNALLY RESTORED (2012) TO BE PART OF OFFICE CONDOMINIUMS SURROUNDING THE OLD DEPOT GROUNDS.

WAVECREST FAR ROCK. OPENED: 5/1928. WESTWARD STATION FACILITIES RELOCATED 800' EAST OF FORMER LOCATION: 8/5/40. EASTWARD STATION FACILITIES: 8/23/40. RAZED: 1940-41 WITH GRADE ELIMINATION PROJECT

2ND AND ELEVATED STRUCTURE OPENED: 4/10/42. TRANSFERRED TO TA OWNERSHIP: 10/3/55

WAVERLY (HOLTSVILLE) MAIN LINE LINE OPENED IN 1843 BUT STOP NOT LISTED ON TIMETABLES OF 1844 AND 1845. BECAME STATION STOP: __?__. OLD STORE SOUTH OF TRACKS ON THE EAST OF WAVERLY AVE. SERVED AS ORIGINAL “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 IM-
<table>
<thead>
<tr>
<th>Location</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>WC-PASSING SIDING</td>
<td>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)</td>
</tr>
<tr>
<td>WEEK'S STATION</td>
<td>(SEE: “GREENVALE”)</td>
</tr>
<tr>
<td>WELLWOOD (MONTAUK)</td>
<td>SSRR SVC BEGAN ON 10/28/1867 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 &quot;BRESLAU&quot;: 1869. (SEE: “BRESLAU”)</td>
</tr>
<tr>
<td>WESTBURY HEMPSTEAD</td>
<td>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-</td>
</tr>
<tr>
<td>Station Name</td>
<td>Line</td>
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<td>---------------</td>
</tr>
<tr>
<td>WEST DEER PARK</td>
<td>MAIN LINE</td>
</tr>
<tr>
<td>WEST FLUSHING</td>
<td>FLUSHING R.R.</td>
</tr>
<tr>
<td>WESTHAMPTON</td>
<td>MONTAUK</td>
</tr>
</tbody>
</table>
9/7/96.
SUNDAY AGENCY ONLY: 2006

WEST HEMPSTEAD W. HEMP.
2ND DEPOT BUILT: 1959. AGENCY CLOSED: 9/7/96.

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

WHEATLEY HILLS OYSTER BAY
FRAME DEPOT BUILT: 1898 AND WAS A SIGNAL STOP ONLY. NAME CHANGED TO "NORTH ROSLYN" IN 1901. CLOSED AND DISCONTINUED AS STATION STOP: 03/19/1924.

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

| WHITESTONE | FLUSHING R.R. NY & FLUSHING FLUSHING & N. SIDE (WHITESTONE) | ORIGINAL Depot BUILT: 10/1869. 2ND Depot OPENED: 1/30/1871. ORIGINAL Depot POSSIBLY USED AS FREIGHT/EXPRESS HOUSE FOR NEW Depot BLDG. *(Possible 3/1932 photo provenance)* CLOSED: 2/19/32 WITH Branch ABANDONMENT. |
| WHITESTONE LDG. | WHITESTONE | TRACKS EXTENDED FROM WHITESTONE: 8/8/1886 AND 1ST TRAIN RAN: 8/9/1886 *(V. Seyfried data)*, Depot BUILT AT WATER'S EDGE. MOVED BACK FROM SHORELINE: 6/1892, CLOSED: 2/19/32 WITH Branch ABANDONMENT. |
| WILLIS | OYSTER BAY | APPEARS ON 1876 FREIGHT REPORT AS 1ST STATION STOP AFTER 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 (JAMAICA: LATER HILLSIDE) | MAIN LINE | BUILT 1837 AT HAMILTON AVE. *(LATER 184TH ST.)* STATION STOP DISCONTINUED 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. Seyfried data)* |
| WINFIELD | NY & FLUSHING FLUSHING & N. SIDE (PORT WASHINGTON) | FLUSHING & N. SIDE Depot BUILT: JULY/1854, MOVED TO WINFIELD JCT. AT TODAY'S 48TH AVE. & 69TH |

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NEW DEPOT BUILT: EAST OF TODAY'S 72ND ST.: OCT-NOV/1915 ON NEW ALIGNMENT. TRACKS AND PLATFORM ON EMBANKMENT. TICKET OFC. & WAITING ROOM AT STREET LEVEL. DISCONTINUED AS STATION STOP AND RAZED: 1929 (Realignment data per George Chiasson, Jr.)

<table>
<thead>
<tr>
<th>WOOD’S STATION</th>
<th>S.S.R.R. (SEE: &quot;WOODMERE.&quot;)</th>
</tr>
</thead>
<tbody>
<tr>
<td>WOODBURY</td>
<td>PT. JEFFERSON SEE: “COLD SPRING HARBOR”</td>
</tr>
<tr>
<td>WOODHAVEN (1st)</td>
<td>ORIG MAIN LINE BETW. BKLYN AND JAMAICA (ATLANTIC) ORIGINALLY OPENED AS CONNECTICUT AVE. (1837) ON ORIGINAL MAIN LINE BETWEEN BKLYN AND JAMAICA. BECAME TROTTING COURSE AND THEN TROTTING COURSE LANE TO SERVICE THE CENTREVILLE RACE COURSE (TROTting COURSE). LISTED AS SUCH ON TT OF 1842. NAME CHANGED TO WOODVILLE AND LATER TO WOODHAVEN. RAPID TRANSIT SERVICE STARTED: 4/28/1905 WITH ELECTRIFICATION FROM FLATBUSH AVE. PLATFORMS WIDENED: 1911. OUT OF SVC: 11/1/39 PER G.O. #1204 AND RAZED WITH ATLANTIC AVENUE IMPROVEMENT PROJECT: 1939-40</td>
</tr>
</tbody>
</table>
WOODBOTHEN JCT.  ATLANTIC

OPENED: 7/1895. WAS ALSO ONE OF THE LIRR'S RAPID TRANSIT STOPS. RAZED: 11/1939 WHEN TRACKS PLACED BENEATH ATLANTIC AVE. WITH ATLANTIC AVE. IMPROVEMENT PROJECT OF 1939-1940. (Valuation photo from 11/21/1939 shows demolition underway.)


WOODBOTHEN 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 "WOOD-
HAVEN."

2nd Elevated Station, Designed by Lester Tichy, Over Atlantic Ave.

**Woodhull Park**
Main Line

**Woodmere**
S. S. R. R. (FAR ROCK.)
S. Side R. R. SVC. Began: 7/1869. On timetable first as "Wood's Station and then "Woodsburgh." Renamed "Woodmere": __?__.

**Woodsburgh**
S. S. R. R. (FAR ROCK.)
(See: "Woodmere").

**Woodside**
Flushing & N. Side (Main Line)
2nd Station in SVC. At today's 60th St & Woodside Ave. On old alignment during track eleva-
WOODVILLE

ORIG MAIN LINE
BETW. BKLYN AND JAMAICA

SEE: "TROTting COURSE" AND "WOODHAVEN"

WORLD’S FAIR

PORT WASH.

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

2ND STATION IN SVC: 1939-40, RAZED AFTER FAIR CLOSED IN OCT, 1940.

3RD STATION IN SVC: 1/11/61. AGENCY OPENED: __?__ LAST DAY OF AGENCY FOR 1964: 10/18/64.

AGENCY REOPENED AGAIN FOR FAIR SERVICE IN 1965. LAST DAY OF AGENCY: 10/17/65 (Brad Phillips data) AT CLOSING OF FAIR. STATION RENAMED “SHEA STADIUM”: 4/15/66. (SEE "SHEA STADIUM.")

WRECK LEAD

LONG BEACH

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

WYANDANCH

(WYANDANCE)

MAIN LINE

BUILT: 5/1875 AS "WEST DEER PARK", RENAMED "WYANDANCE:"
01/01/1889. APPEARS AS "WYANDANCe" IN 1903 CR4. RAZED: 2/58


3RD, RELOCATED DEPOT OPENED: 1987 ON SITE OF 1ST DEPOT. AGENCY CLOSED: __?__

4TH DEPOT WITH PARKING GARAGE FACILITY IN SVC: 9/2018 WITH DOUBLE-TRACKING OF MAIN LINE
<table>
<thead>
<tr>
<th>Location</th>
<th>Description</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>WYCKOFF’S LANE</td>
<td>ORIG MAIN LINE EAST OF PENNSYLVANIA AVE, EAST NEW YORK. ON TT OF 6/1837. DISCONTINUED AS STOP: ?___</td>
<td></td>
</tr>
<tr>
<td>(WYCKOFF AVE.)</td>
<td>BETW. BKLYN AND JAMAICA</td>
<td></td>
</tr>
<tr>
<td>YOUNGSポート</td>
<td>S.S.R.R. (MONTAUK)</td>
<td>ORIGINAL NAME FOR GREAT RIVER. S. SIDE RAILROAD FREIGHT STATION ONLY UNTIL 1897 WHEN PSGR. DEPOT BUILDING CONSTRUCTED AND OPENED AS “GREAT RIVER.” APPEARS AS “YOUNGSポート” ON LIRR FREIGHT REPORT FORM OF 1893 BUT DOES NOT APPEAR ON ANY TIMETABLES (PUBLIC OR EMPLOYEE) OF THAT ERA.</td>
</tr>
</tbody>
</table>
GENERAL ORDER No. 90 | RECEIVER’S OFFICE  
LONG ISLAND CITY - OCT. 15TH 1880:

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

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

THOS. R. SHARP,  
RECEIVER

(Thomas R. Sharp was a general in the Confederate Army during the American Civil War and later became president / receiver of the LIRR in the 1870s. D. Keller info.)

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

GENERAL ORDER: EFFECTIVE 1921:  
BETHPAGE AND CREEDMOOR BRANCHES AND CENTRAL EXTENSION “HC” TO BETHPAGE JCT. WILL BE CONSIDERED SIDINGS.

GENERAL ORDER, EFFECTIVE 05/18/1927:  
EAST LEG OF WYE AT "MT" TOWER MINEOLA OUT OF SERVICE.

GENERAL ORDER #115-18C, EFFECTIVE 02/19/32:  
MAIN TRACK FROM A POINT 50' WEST OF FLUSHING CREEK TO WHITESTONE LAND-ING OUT OF SERVICE.

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

COLLEGE POINT STATION AND STATION FACILITIES, OUT OF SERVICE

MALBA STATION AND STATION FACILITIES, OUT OF SERVICE.

WHITESTONE STATION AND STATION FACILITIES, OUT OF SERVICE.

WHITESTONE LANDING STATION AND STATION FACILITIES, OUT OF SERVICE.

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

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

GENERAL ORDER #401BC, EFFECTIVE 09/15/35:
BRANCH BETWEEN WEST HEMPSTEAD STATION AND “MT” (MINEOLA) REDESIGNATED SIDING.

GENERAL ORDER #811C, EFFECTIVE 01/18/38:
WADING RIVER STATION AND STATION FACILITIES RELOCATED 1 MILE WEST OF FORMER LOCATION.

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

MILLER PLACE STATION AND STATION FACILITIES OUT OF SERVICE
ROCKY POINT STATION AND STATION FACILITIES OUT OF SERVICE
SHOREHAM STATION AND STATION FACILITIES OUT OF SERVICE
WADING RIVER STATION AND STATION FACILITIES OUT OF SERVICE
PO (Port Jefferson) UNATTENDED BLOCK STATION OUT OF SERVICE
MI (Miller Place) UNATTENDED BLOCK STATION OUT OF SERVICE
WY (Wading River) UNATTENDED BLOCK STATION OUT OF SERVICE
JF (Port Jefferson) EASTWARD BLOCK SIGNAL OUT OF SERVICE
WESTWARD LOWER QUADRANT SEMAPHORE DISTANT SIGNAL LOCATED EAST OF PORT JEFFERSON STATION OUT OF SERVICE
GENERAL ORDER #1002B/1013C, EFFECTIVE 05/03/39:
SAG HARBOR BRANCH OUT OF SERVICE: 05/03/39

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

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

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

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

FACING HAND-OPERATED SWITCH EQUIPPED WITH ELECTRIC LOCK CONTROLLED BY BLOCK OPERATOR, GARDEN, GOVERNING EASTWARD MOVEMENTS ON SINGLE MAIN TRACK, LOCATED AT WEST END OF COUNTRY LIFE PRESS STATION PLATFORM AND LEADING TO WEST HEMPSTEAD TRACK, OUT-OF-SERVICE. (Track connection was removed and track cut back from the former junction to the west side of Franklin Ave. crossing [“5 corners”] per Robert M. Emery note)

GENERAL ORDER #1-21, EFFECTIVE 12/27/66:
LEAD TRACK FROM EAST END OF JERICHO TURNPIKE OVERGRADE BRIDGE TO CREEDEMOOR 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 CREEDEMOOR LEAD TRACK REMOVED FROM SERVICE.
GENERAL ORDER #2-16, EFFECTIVE 07/18/80 (ETT #2 EFF: 05/12/80)
EASTWARD FACING POINT HAND-OPERATED SWITCH LOCATED 5149' EAST OF GREENLAWN STATION LEADING TO OLD NORTHPORT BRANCH, OUT OF SERVICE.

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

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

General Notice 4-29
Effective 12:01 AM
Monday, November 19, 2012

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

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

FIRE AT WESTHAMPTON STATION - 1986

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

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

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

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

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**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 we'll 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!