<table>
<thead>
<tr>
<th>STATION:</th>
<th>BRANCH:</th>
<th>DATA:</th>
</tr>
</thead>
<tbody>
<tr>
<td>ADAMSVILLE</td>
<td>ATLANTIC</td>
<td>OPENED: 6/1872 WEST OF ELDERT'S LANE. CLOSED: 1876</td>
</tr>
<tr>
<td>ALBANY AVENUE</td>
<td>ATLANTIC RT</td>
<td>RAPID TRANSIT STOP PER ETT #11, EFF. 11/4/1878</td>
</tr>
<tr>
<td>(BROOKLYN)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>ALBERTSON</td>
<td>OYSTER BAY</td>
<td>BUILT: 1913, NO AGENCY AS OF 01/01/1924. RAZED: 1954</td>
</tr>
<tr>
<td>(ALBERTSONS)</td>
<td></td>
<td>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
2ND DEPOT BUILT: 1910, AGENT AND FAMILY LIVED UPSTAIRS.
ALTHOUGH BRANCH WAS OPENED TO MONTAUK, AMAGANSETT WAS A TERMINAL UNTIL 6/1/27 WHEN THE NEW YARD WAS OPENED AT MONTAUK. AGENCY CLOSED: 1958.
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
AMITYVILLE  S. S. R. R. SVC. BEGAN:
(MONTAUK)  10/28/1867. DEPOT BUILT:
2ND DEPOT OPENED: 7/25/1889, .2 MILES WEST OF ORIGINAL STA. RAZED: 5/29/64.
REPLACED WITH TEMPORARY STA. BUILDING. IN SVC: 5/29/64.
OUT OF SVC: 10/25/68 ACCOUNT RELOCATION OF TRACKS AND FACILITIES FOR GRADE CROSSING ELIMINATION. BLDG. RAZED.
2ND TEMPORARY STA. BUILDING ACCOUNT GRADE CROSSING ELIMINATION IN SVC: 10/25/68.
OUT OF SVC: 8/7/73 AND RAZED.
ELEVATED STRUCTURE IN SVC: 8/7/73. AGENCY TO CLOSE: 4/2020.

AQUEBOGUE  MAIN LINE  BUILT: 1892 ON N. SIDE OF TRACKS AND W. OF CROSSING. MOVED TO PRIVATE LOCATION WITH CONSTRUCTION OF 2ND DEPOT: 1910.

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 FAR ROCK.
(GASTON AVE.)

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

DUE TO QUARREL BETWEEN R.R. & DEVELOPER OVER USE AND OWNERSHIP OF THE DEPOT, THE R.R. REFUSED TO STOP TRAINS THERE
AS OF 6/27/1892. AND BEGAN STOPPING AT ANOTHER DEPOT BUILT AT STRAITON AVE. (BEACH 60TH ST.)
R.R. WAS ORDERED BY COURT TO RESUME SERVICE TO GASTON AVE.
GASTON AVE. DEPOT REBUILT 1911-12 ON NEW SITE BETWEEN BEACH 67TH AND BEACH 69TH STREETS. IN SVC: MAY/ 1912. AGENCY OPEN AS OF 01/01/1924. RAZED 1940-41 DURING GRADE ELIMINATION PROJECT.
ELEVATED STRUCTURE OPENED:
4/10/42. AGENCY CLOSED WITH TRANSFER TO TA OWNERSHIP: 10/3/55

<table>
<thead>
<tr>
<th>ARVERNE</th>
<th>FAR ROCK.</th>
</tr>
</thead>
<tbody>
<tr>
<td>(STRAITON AVE.)</td>
<td></td>
</tr>
</tbody>
</table>
| 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

<table>
<thead>
<tr>
<th>ATLANTIC AVENUE</th>
<th>LONG BEACH</th>
</tr>
</thead>
<tbody>
<tr>
<td>(EAST ROCKAWAY)</td>
<td></td>
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</tbody>
</table>

<table>
<thead>
<tr>
<th>ATLANTIC PARK</th>
<th>S.S.R.R. ROCK. BCH.</th>
</tr>
</thead>
</table>
| 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)

<table>
<thead>
<tr>
<th>ATLANTIC TERMINAL</th>
<th>ATLANTIC</th>
</tr>
</thead>
<tbody>
<tr>
<td>OPENED 1/5/2010 ON THE FORMER SITE OF FLATBUSH AVE.</td>
<td></td>
</tr>
</tbody>
</table>

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

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

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


BAITING HOLLOW  MAIN LINE  SEE: “CALVERTON”

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

Baldwins Montauk


Barnum Island Long Beach IN SERVICE c. 1897. RENAMED JEKYL ISLAND: JAN, 1901. AGAIN RENAMED ISLAND PARK: 10/1921 SERVED AS TEMPORARY STATION FOR ISLAND PARK FROM 10/1921 TO 7/1922 WHEN IT WAS PLACED OUT OF SERVICE WHEN "THE DYKES" WAS RENAMED ISLAND PARK AND BECAME THE STATION STOP FOR THAT COMMUNITY.

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

Bartlett Montauk PLATFORM ONLY. OPENED: __?__ AS “FANNY BARTLETT”, NAMED AFTER A SHIP THAT SUNK THERE IN 1894. FLAG STOP ONLY, FOR EMPLOYEES OF NEIGHBORING FISH PROCESSING PLANTS. APPEARS AS SIGNAL STOP IN SPECIAL INSTRUCTIONS OF ETT #27: 06/25/1903. APPEARS AS A

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.)

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

2ND DEPOT BUILT: 1882, RAZED: 1912

BAYSIDE  FLUSHING R.R. BUILT: c. 1866 WITH OPENING OF STATION STOP ON 10/27/1866 (ORIG. "BAY SIDE")  NY & FLUSHING FLUSH. & N. SIDE (PORT WASH.) 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

ORIGINAL NAME: "BRUSHVILLE.
OPENED: 3/20/1900 AS ‘INTERSTATE PARK.’ RENAMED ‘BELLAIRE’ IN 1907.


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

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

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

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

**BELLPORT**  
**MAIN LINE**

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

**BELLPORT**  
**MONTAUK**

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

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

BELMONT JCT. CRR OF LI CROSSING OF S.S.R.R. BABYLON. APPEARS ON TIMETABLES 1873–1880. IN 1877, 1878 AND 1880, SOME TRAINS MADE REGULAR STOPS. "LONG ISLAND AND WHERE TO GO" FROM 1877 SHOWS A DEPOT AND TELEGRAPH OFFICE WITH FIVE DAILY TRAINS EACH WAY. BY 1880 SOME MADE "F" STOPS. TELEGRAPH OFFICE ONLY PER ETT #22, EFF: 6/18/1885 (NO TRAINS STOPPED. SWITCHMAN OR OPR. HAD TELEGRAPH). PER SEYFRIED, INTERLOCKING INSTALLED 9/10/1886. PER "RAILROAD GAZETTE" OF 2/10/1888, INTERLOCKING WAS "TO BE INSTALLED." NO DATA IF EVER INSTALLED. GONE FROM TIMETABLES 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 SWITCH ATLANTIC SEE: “VAN WYCK AVENUE” (One and the same as “BERLIN?” D.K.)


BETHPAGE MAIN LINE BUILT: 1884 AS “CENTRAL PARK”, (SEE: “CENTRAL PARK” FOR EARLIER HISTORY) RENAMED BETHPAGE: 10/1/36. RAZED WITH OPENING OF NEW DEPOT. GROUND-BREAKING BEGAN 07/02/1957 (Per LIRR P.R. Dept. bulletin.) 2ND DEPOT GROUNDBREAKING: 07/03/57. DEDICATED: 10/12/57 (per “NY Daily News” article of 10/06/57, “Centre Island News” article of 09/20/57,
HIGH-LEVEL PLATFORMS INSTALLED
c. 1986-87 DURING RONKONKOMA ELECTRIFICATION PROJECT.
AGENCY CLOSED: 8/19/2009.
DEPOT BUILDING USED FOR STORAGE (Dave Morrison data regarding groundbreaking, dedication, closing of agency and storage usage)

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

BLUEPOINT  S. S. R. R.
(MONTAUK)  S. SIDE R.R. DEPOT OPENED:
2/1/1870, N. SIDE OF TRACKS AND WEST OF RAILROAD AVE. (LATER BLUE POINT AVE.) (per 1873 map). CLOSED: 6/1/1882 AS LIRR DEEMED IT UNNECESSARY BEING TOO CLOSE TO PATCHOGUE STATION. TOWNSPEOPLE FOUGHT FOR A STATION AND IN 4/1890, DEPOTED $1,000 WITH THE LIRR FOR A NEW STATION WHICH WASN'T BUILT UNTIL TEN YEARS LATER WHEN IT OPENED IN JUNE, 1900.

Boland's Landing Atlantic Employee-Only Stop at Morris Park Shops (1990s ?)

Branch Main Line (Hempstead Branch) Appears on timetable of March, 1837 as "Hempstead." This was the stage connection to Hempstead. Station does not appear on timetables of 1838. Depot probably opened in July 1839 with opening of LIRR branch to Hempstead. Depot named "Branch" as a result. Later named "Hempstead Branch." Renamed "Mineola" on TT of June 4, 1862. (See: "Mineola" for later data.)

Brentwood Main Line Built: 1870, burned: 4/1903

Breslau CRR of LI (Central Ext.) Central Railroad of L.I. Depot in SVC: June or July/1873, east of Wellwood Ave. Last listed on timetable of 3/1875.

Breslau S. S. R. R. (Montauk) SSR, SVC began on 10/28/1867 as Wellwood. Original 2-storey, wooden depot with front verandah-style covered platform and porte cochere at rear. Also housed the post office. Religious meetings held every Sunday afternoon and Sunday school classes Sunday mornings. (South Side Signal of 12-17-1870) Built on south side of tracks and east of Wellwood Ave. Re-
NAMED "BRESLAU": 1869. 2ND DEPOT PRIVATELY BUILT 25’ NORTH OF ORIGINAL DEPOT SITE (ACROSS TRACKS ON NORTH SIDE OF TRACKS.) 2-STOREY, WOODEN DEPOT HAD AGENT’S LIVING QUARTERS UPSTAIRS. OPENED IN TIME FOR JUNE 6TH, 1870 FESTIVITIES FOR LAND SALE AND DEVELOPMENT OF BRESLAU. SSRR GAVE A TERRIBLE PERFORMANCE AT THE FESTIVITIES AND RECEIVED SUCH SCATHING REVIEWS FROM THE BROOKLYN DAILY EAGLE THAT IT’S BELIEVED THE OFFER TO GIVE THE SSRR THE DEPOT WAS CANCELLED AND MOVED OFF-SITE WITHIN A FEW MONTHS TO BECOME A MUCH-NEEDED SCHOOL WHICH OPENED ON 12/12/1870, BUT WAS FOUND TO BE TOO SMALL AND "WOULD BE REPLACED SOON" (Bayles, 1874). THIS 2ND STRUCTURE BECAME FIRE HOUSE. ORIGINAL 1867 DEPOT REMAINED IN SERVICE ON ITS ORIGINAL SITE. STATION NAME CHANGED TO “LINDENHURST”: 7/14/1891. (SEE: "LINDENHURST")


BRIDGEPORT  S.S.R.R.'s HEMPSTEAD BRANCH  AT FRANKLIN AVENUE, VALLEY STREAM. NO DEPOT BUILDING CONSTRUCTED. (Vincent Seyfried data)
BRIDGE STREET FLUSHING R.R. SEE: “FLUSHING BRIDGE STREET”
NY & FLUSHING
FLUSHING & N. SIDE (WHITESTONE)

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

(FLUSHING) NY & FLUSHING Flushing & N. Side (PORT WASH.) 2ND DEPOT OPENED: 9/1/1906, ELEVATED: 1912 WITH GRADE CROSSING ELIMINATION OF BROADWAY. AGENCY CLOSED: 8/19/2009.

BROOKDALE FLUSHING & N. SIDE SEE: "GREAT NECK"


BROOKLYN ATLANTIC ORIGINAL NAME FOR FLATBUSH AVE.
<table>
<thead>
<tr>
<th>Location</th>
<th>Type</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Brooklyn Avenue (Brooklyn)</td>
<td>Atlantic RT</td>
<td>Rapid transit stop east of Nostrand Ave., Brooklyn. Per ETT #11 Eff. 11/4/1878</td>
</tr>
<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</td>
</tr>
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</table>
AVE. PER ETT #3, EFF: 6/1897, CERTAIN TRAINS CONTINUED TO MAKE A STOP HERE. IN 1900, A NEW FRAME DEPOT CONSTRUCTED AT THIS SITE AT ENTRANCE OF, AND FOR THE USE OF VISITORS TO, THE INTERSTATE PARK ASSOCIATION'S GROUNDS (Per Brooklyn Eagle of 2/1/1900). IN SERVICE: 3/20/1900. LATTER-DAY SITE OF BELLAIRE.

BUSHWICK AVE.  BUSHWICK S.S.R.R. DEPOT OPENED: 7/14/1877 ACQUIRED BY LIRR. PSGR. SERVICE ENDED: 5/13/24
(BUSHWICK) MANH'TN BCH


CALVARY CEMETERY NY & FLUSHING WEST OF WINFIELD. APPEARS ON 1863, 1866 AND 1867 TIMETABLES. (Art Huneke data)

CALVERTON MAIN LINE DEPOT BUILT: 1880 AS “BAITING HOLLOW”, CLOSED AND MOVED TO PRIVATE LOCATION: 1922 2ND DEPOT BUILT FURTHER EAST: 1922. AGENCY CLOSED: 1958 AND MOVED TO PRIVATE LOCATION. 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, TARPAPERED 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 BRIDGE.
### 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.

### CARMAN'S RIVER

**Main Line**

- Station stop in svc: 6/26/1844 with arrival of railroad and new temporary end-of-track near Carmans River. May have been one and the same station stop as "Fire Place" and located at or near the later site of Milleville Station which became Yaphank in 1846). Gone from the June, 1845 timetable.

### CEDARHURST (OCEAN POINT)

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


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.

<table>
<thead>
<tr>
<th>LOCATION</th>
<th>COMPANY</th>
<th>NOTES</th>
</tr>
</thead>
<tbody>
<tr>
<td>CEDAR GROVE</td>
<td>S.S.R.R.</td>
<td>SEE: &quot;HEWLETT.&quot;</td>
</tr>
<tr>
<td>CEDAR MANOR</td>
<td>S.S.R.R.</td>
<td>OPENED: 1906 AS &quot;POWER PLACE.&quot; 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.</td>
</tr>
<tr>
<td>CENTRE MORICHES</td>
<td>MONTAUK</td>
<td>BUILT: 1881. MORICHES CHAMBER OF</td>
</tr>
<tr>
<td>Location</td>
<td>Description</td>
<td></td>
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<td>-----------------------------------------</td>
<td>-----------------------------------------------------------------------------</td>
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<tr>
<td>CENTERPORT PT. JEFFERSON</td>
<td>BUILT: 1868 (SEE &quot;GREENLAWN&quot;)</td>
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</tr>
<tr>
<td>CENTRAL AVENUE S.S.R.R. (ATLANTIC)</td>
<td>EAST OF HIGBIE AVE., LAURELTON AND WEST OF SPRINGFIELD JCT. (APPEARS ON ETT #38 SUPPLEMENT #1, EFF: 5/17/1906)</td>
<td></td>
</tr>
<tr>
<td>CENTRAL ISLIP 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>
<td></td>
</tr>
<tr>
<td>CENTRAL ISLIP STATE HOSPITAL SPUR OFF MAIN LINE</td>
<td>FIRST SERVICE LISTED IN ETT EFF: 1911. WOODEN SHANTY AND PLATFORM BUILT NEAR LOWELL AVE.: ?, OUT OF SERVICE: c. 1930s 2ND PLATFORM OPENED AT EAST SIDE OF CARLETON AVE.: c. 1930s, OUT</td>
<td></td>
</tr>
</tbody>
</table>
OF SERVICE: 1953
3RD PLATFORM OPENED BACK AT LOWELL AVE.: 1953. DISCONTINUED AS STATION STOP: 1971

<table>
<thead>
<tr>
<th>CENTRAL JUNCTION</th>
<th>CRR OF LI (CREEDMOOR)</th>
<th>OPENED: 7/1873, ABANDONED: 4/30/1879</th>
</tr>
</thead>
<tbody>
<tr>
<td>CENTRAL JUNCTION</td>
<td>CRR OF LI (CENTRAL)</td>
<td>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. E TT #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)</td>
</tr>
<tr>
<td>CENTRAL PARK (BETHPAGE)</td>
<td>MAIN LINE</td>
<td>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</td>
</tr>
</tbody>
</table>
TT OF 1877 = CENTRAL PARK
TT OF 4/1878 = CENTRAL PARK
ETT AND TT OF 11/1878 = JERUSALEM
TT OF 3/1879 = JERUSALEM.
ETT OF 9/1879 = JERUSALEM
YET PHOTOGRAPH TAKEN OF DEPOT BY GEORGE BRAINARD IN SEPTEMBER, 1879 SHOWS “CENTRAL PARK” STATION SIGN ON DEPOT.
TT OF 7/1880 = CENTRAL PARK
(TT info. courtesy of Art Huneke)
POSSIBLE FINAL CHANGE OF NAME ON LIRR TIMETABLES IN 9/1879.

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

CENTRE AVENUE (CENTER AVENUE) (LYNBROOK) LONG BEACH

CHESTER PARK ATLANTIC NEAR 104TH ST., EAST OF WOOD-
<table>
<thead>
<tr>
<th>Station Name</th>
<th>Line</th>
<th>Additional Information</th>
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</thead>
<tbody>
<tr>
<td></td>
<td>(MONTAUK)</td>
<td></td>
</tr>
<tr>
<td>CLEAR STREAM RD.</td>
<td>MONTAUK</td>
<td>WEST OF VALLEY STREAM. IN SVC: 5/1906 FOR THE ROYAL LAND CO. APPEARED IN SPECIAL INSTRUCTIONS OF ETTS OF 1908 AND 1915 AS SIGNAL STOP ONLY. PLATFORMS STILL INDICATED ON 1916 VALUATION PLAN. OUT OF SVC: ?</td>
</tr>
<tr>
<td>CLINTON ROAD</td>
<td>CENTRAL EXT.</td>
<td>BUILT: 1915, USED AS TICKET OFFICE FOR CAMP MILLS IN WW I. AGENCY CLOSED: BY 01/01/1924. STATION CLOSED: 5/15/53, DISCONTINUED AS STATION STOP. BECAME FIRE STATION No.3.</td>
</tr>
<tr>
<td>(GARDEN CITY)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>CLINTON STREET</td>
<td>ATLANTIC</td>
<td>FOR RACE TRAINS ONLY. ON LINE TO SOUTH FERRY. OUT OF SVC. ?</td>
</tr>
<tr>
<td>CLOWSVILLE (CLOWESVILLE)</td>
<td>MAIN LINE</td>
<td>LISTED ON TT OF 4/10/1837. AT HERRICKS ROAD (OLD COURT-HOUSE LANE) JUST EAST OF THE PRESENT-DAY MERILLON AVENUE STATION FOR THE CONVENIENCE OF THOSE ATTENDING THE COURTHOUSE. STOPS MADE ONLY WHILE COURT WAS IN SESSION OR BOARD OF SUPERVISORS MET. LAST LISTED ON TT OF JUNE, 1845. PER ETT #3, EFF: 6/1897, CERTAIN TRAINS MADE A STATION STOP.</td>
</tr>
</tbody>
</table>

CLUB HOUSE  LONG BEACH  APPEARS AS SIGNAL STOP IN TIME- TABLE OF APRIL, 1898. BUILT ON BEACH JUST WEST OF 1880-ERA LONG BEACH STATION. SERVICED PATRONS OF THE CLUB HOUSE BUILT NEAR THE WATER. STATION ELIMINATED WHEN LONG BEACH BRANCH AND STATION WAS CUT BACK AND RELOCATED IN 1909.

COLD SPRING  PT. JEFFERSON  COLD SPRING HARBOR  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.

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

CONEY ISLAND  PROSPECT  ON LIRR CR 4 OF 1903
PARK & CONEY
ISLAND R.R.

CONNECTICUT AVE. ORIG MAIN LINE BETW. BKLYN AND JAMAICA LISTED ON TT OF 7/31/1837 AND 9/8/1837. POSSIBLY BECAME TROTTEING COURSE LANE AND THEN WOODHAVEN (Art Hunke data)

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

COPIAGUE MONTAUK BUILT: 1902. AGENCY STILL LISTED IN "L.I.R.R. TICKET OFFICES OPEN FOR SALE OF TICKETS" OF 9/12/55 AS PART TIME. OUT OF SVC: 12/67 WITH START OF GRADE CROSSING ELIMINATION PROJECT.

TEMPORARY TRAILER TICKET OFFICE SET UP BEHIND OLD DEPOT, IN SVC: 12/67 AND OLD DEPOT BUILDING RAZED THE SAME MONTH. TRAILER TICKET OFFICE CLOSED AND REMOVED FROM SITE: 10/25/68.

TEMPORARY WOODEN STATION CONSTRUCTED ACCOUNT GRADE CROSSING ELIMINATION IN SVC: 10/25/68. OUT OF SVC: 8/7/73 AND RAZED.

ELEVATED STRUCTURE IN SVC: 8/7/73. AGENCY CLOSED: 11/7/96.

CORONA (FASHION RACE COURSE) FLUSHING R.R. NY & FLUSHING FLUSHING & N. SIDE (PORT WASH.) BUILT: 3/1853 AS FASHION RACE COURSE. RENAMED W. FLUSHING. RENAMED CORONA.

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
4\textsuperscript{TH} DEPOT BUILT: 9/1894, RAZED: 
1930 ACCOUNT GRADE CROSSING 
ELIMINATION.
TEMPORARY STATION SOUTH OF 
FORMER LOCATION IN SVC: 
5/8/30.
ELEVATED STRUCTURE NORTH OF 
FORMER LOCATION IN SVC: 
10/13/30 (WESTWARD) AND 
10/17/30 (EASTWARD). AGENCY 
CLOSED BY 01/01/55. FREIGHT 
AGENCY ONLY PER PRR A.D. 80 
DISCONTINUED AS STATION STOP: 
4/8/64

COUNTRY LIFE PRESS  HEMPSTEAD

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

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

OPENED: 1/8/1873, TO SERVICE THE 
RECENTLY-FORMED (1871) NATIONAL 
RIFLE ASSN.'S (NRA) NEWLY OPENED 
NATIONAL RIFLE RANGE BUILT, IN 
CONJUNCTION WITH N.Y. STATE LEG- 
ISLATURE AND THE N.R.A., ON 70 
ACRES OF LAND ACQUIRED FROM A 
MR. CREED. 1\textsuperscript{ST} 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

30
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  
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 MANH'TN BCH

(RIDGEWOOD)

2nd Elevated station (platform only) in svc: 1914. Discontinued: 1924 with end of passenger service. Remnants still visible as late as 1982.

CYPRESS AVENUE ATLANTIC RT

Rapid transit stop east of East New York, BKLYN. Per ETT #11, eff. 11/4/1878

CYPRESS HILLS ATLANTIC R.T.

West of Railroad Ave. (Autumn Ave.) Out of svc. ___(?)

DEER PARK MAIN LINE

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).

| DeLANCY AVENUE (QUEENS) | MAIN LINE | APPEARS ON TT OF 4/10/1837, FOUR MILES EAST OF JAMAICA. ORIGINALLY INTENDED TO BE NAMED "FLUSHING AVE." BUT WAS NAMED DeLANCY AVE. ON TIMETABLES WHEN PLACED IN SERVICE. LATER BECAME BRUSHVILLE ON TT OF 10/23/1838. (SEE: BRUSHVILLE) |
| DRY HARBOR RD. | MONTAUK | EAST OF GLENDALE. LOW LEVEL PLATFORM FOR EMPLOYEES OF THE PLANT PER 10/1926 ETT SPECIAL INSTRUCTIONS (PREVIOUSLY "AMERICAN GRASS TWINE WORKS," "PRAIRIE GRASS FURNITURE CO. WORKS," "PRAIRIE GRASS WORKS") |

| EAST FLUSHING | NY & FLUSHING STATION OPENED 10/27/1866. LOCATED S. OF BROADWAY AND N. OF TRACKS. RENAMED "BROADWAY" BY TIMETABLE OF MAY/1872 (SEE: "BROADWAY") |
| EAST HINSDALE | MAIN LINE SEE: “FLORAL PARK” |
| EAST MEADOW BROOK | CENTRAL EXT. STATION STOP EAST OF NEW BRIDGE ROAD. STATION IN SERVICE: ?. NO INDICATION OF DEPOT BLDG. CONSTRUCTED. ETT #13, EFF: 1879, INDICATES EASTBOUND TRAIN #19 WILL MAKE STATION STOP ALTHOUGH STATION IS NOT INDICATED IN TIMETABLE LISTING OF STOPS. DISCONTINUED AS STOP: ?. |
| EAST MORICHES | MONTAUK BUILT: 1897, AGENCY CLOSED: 1932 (Robt. Emery data), OR 1934 (Local newspaper article of 9/24/36) BURNED: SEPTEMBER 19, 1936. TEMPORARY STATION OPENED IN SUR-
VIVING FREIGHT HOUSE (per local newspaper article of 9/24/36 discussing the fire’s destruction.)


EAST NEW YORK

ATLANTIC

(Atlantic R.T.)


STATION STOP RELOCATED TO JCT. OF MANHATTAN BEACH BRANCH AT ATLANTIC AND VAN SINDERIN AVES. EFF: 1/1/1884 WHERE THE NY & MB RY’S NEW HOTEL/DEPOT HAD BEEN BUILT THE YEAR PREVIOUS TO REPLACE AN OLDER HOTEL/DEPOT STRUCTURE IN USE. KNOWN AS “MANHATTAN CROSSING” AND “MANHATTAN BEACH CROSSING,” DEPOT WAS USED JOINTLY BY BOTH RAILROADS AND ALL STOPS AT HOWARD HOUSE CEASED. RENAMED “EAST NEW YORK” IN 11/1905 WITH INAUGURATION OF FULL ELECTRIC SERVICE. STATION BUILDING ABANDONED: 11/1915 AND RAZED DUE TO BAY RIDGE BRANCH GRADE ELIMINATION PROJECT.

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

4TH DEPOT OPENED: 1943 WITH TRACKS SLIGHTLY DEPRESSED AND ATLANTIC AVENUE BUILT ON A STRUCTURE DIRECTLY OVERHEAD. AGENCY CLOSED:
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.
<table>
<thead>
<tr>
<th>Location</th>
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<th>Details</th>
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</thead>
<tbody>
<tr>
<td>EDGEMERE</td>
<td>FAR ROCK.</td>
<td>OPENED: 06/21/1895 TO ACCOMMODATE THE NEW EDGEMERE HOTEL</td>
</tr>
<tr>
<td>Location</td>
<td>Line</td>
<td>Notes</td>
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</tr>
<tr>
<td>ELDERT'S GROVE</td>
<td>S.S.R.R. (FAR ROCK)</td>
<td>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.</td>
</tr>
</tbody>
</table>
3RD, ELEVATED DEPOT IN SVC: 1927
AGENCY CLOSED BY 01/01/55. OUT
OF SVC: 1/22/85 PER GN3-43 AND
RAZED.

ELMONT MAIN LINE
MAIN LINE STATION TO BE ADDED BE-
TWEEN QUEENS VILLAGE AND BELLE-
ROSE TO SERVE BELMONT RACE-
TRACK AND THE N.Y. ISLANDERS
HOCKEY TEAM’S NEW ARENA AS
WELL AS SURROUNDING NEIGHBOR-
HOODS. IT’S THE 1ST NEW FULL-TIME
LIRR STATION TO BE BUILT IN MORE
THAN FOUR DECADES. CONSTRUC-
TION UNDERWAY 09/2020. S. PLAT-
FORM SCHEDULED TO OPEN AUTUMN,
2021 AND THE FULL STATION BY THE
END OF 2022 (per MTA Construction &
Development 09/04/2020).

FANNY BARTLETT MONTAUK
SEE: “BARTLETT”

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

FARMINGDALE MAIN LINE
1ST DEPOT IN SVC. WITH OPENING OF
LIRR TO THIS POINT: 10/14/1841.
LOCATED ON EAST SIDE OF MAIN
ST. RAZED: 1875.
2ND DEPOT BUILT: 7/1875, RAZED:
1895.
3RD DEPOT BUILT: 1895 EAST OF
SECATOGUE AVE. HUNTINGTON
R.R. ELECTRIC SUB-STATION
INCORPORATED INTO WEST END
OF DEPOT: 1908-1909. AGENCY
CLOSED: 8/19/2009. INTERIOR

FAR ROCKAWAY NY & ROCK R.R./
(GROVE STREET) L.I.R.R.
GROVE STREET (LOCKWOOD’S
GROVE) BUILT: 1872. TERMINAL
OF NY & ROCKAWAY R.R.’S (L.I.R.R.-
LEASED) LINE TO FAR ROCKAWAY
TO RIVAL THE S.S.R.R. AFTER MERG-
ER OF S.S.R.R. AND L.I.R.R., STATION
STOP DISCONTINUED AND L.I.R.R.
USED S.S.R.R.'S DEPOT AT FAR ROCKAWAY. L.I.R.R. DEPOT MOVED TO SYOSSET: 9/1877

FAR ROCKAWAY
(MOTT AVENUE)  S. S. R. R. (FAR ROCK.)  S. SIDE R. R. DEPOT OPENED: 7/1869. CONVERTED TO FREIGHT HOUSE FOR 2ND DEPOT: 1881 2ND DEPOT MOVED TO SITE FROM OCEAN POINT (CEDARHURST), REMODELED AND OPENED: 10/1/1881 (Vincent Seyfried data. Brand new depot constructed per LIRR 1881 annual report, Art Hunke data), SOLD AND MOVED TO PRIVATE LOCATION: 10/1890 3RD DEPOT OPENED: 7/15/1890. DEPOT BLDG AT GRADE CONTINUED TO BE USED IN CONJUNCTION WITH NEW ELEVATED PLATFORMS AND TRACKS PUT IN SVC: 4/10/42. LIRR THRU-SERVICE TERMINATED HERE: 10/3/55 WHEN TRACKAGE WEST OF MOTT AVE. TO ROCKAWAY PARK TRANSFERRED TO TA OWNERSHIP. BECAME TERMINUS OF FAR ROCKAWAY BRANCH. DISCONTINUED AS STATION STOP: 2/21/58 WHEN SERVICE WAS CUT BACK TO NAMEOKE AVE. ELEVATED TRACKS PLATFORMS AND OLD DEPOT RAISED SHORTLY THEREAFTER.

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

FASHION RACE COURSE  FLUSHING R.R. NY & FLUSHING FLUSHING & N. SIDE OPENED: 3/1853. RENAMED "WEST FLUSHING" WHEN ORIGINAL W. FLUSHING STATION ABANDONED. RENAMED CORONA.

FENHURST  S.S.R.R. (FAR ROCK.)  SEE: "HEWLETT."
<table>
<thead>
<tr>
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<tbody>
<tr>
<td>FIFTH AVENUE EVERGREEN</td>
<td>OPENED: 1878 AT THE PRESENT-DAY LOCATION OF DRiggs AVE. CLOSED: 1879.</td>
</tr>
<tr>
<td>Location</td>
<td>Details</td>
</tr>
<tr>
<td>--------------------------------</td>
<td>-------------------------------------------------------------------------</td>
</tr>
<tr>
<td>FLATLANDS MANH'TN BCH (BAY RIDGE)</td>
<td>SEE: &quot;VANDERVEER PARK&quot;</td>
</tr>
<tr>
<td>FLOWERFIELD WADING RIVER</td>
<td>OPENED: 1909-10. LISTED IN ETT #108 EFF: 05/23/28 AS OPEN 7 DAYS A WEEK. TICKET OFFICES NOT LISTED IN SUBSEQUENT ETTs. SO UNABLE TO VERIFY WHEN AGENCY CLOSED. PER ROBT. EMERY, AGENCY CLOSED 1928 AND FLAG STOP SIGNAL REMOVED. DISCONTINUED AS STATION STOP: 1958. RAZED: 7/59</td>
</tr>
<tr>
<td>FLUSHING (BRIDGE ST.) FLUSHING R.R. NY &amp; FLUSHING FLUSHING &amp; N. SIDE (WHITESTONE)</td>
<td>APPEARS ON TT 1863. DEPOT BUILT: OCT-NOV/1870, RAZED: 1893 2ND DEPOT BUILT: 1893, CLOSED: 2/19/32 WITH BRANCH ABANDONMENT.</td>
</tr>
<tr>
<td>FLUSHING (BROADWAY) PORT WASH.</td>
<td>SEE: &quot;BROADWAY&quot;</td>
</tr>
<tr>
<td>FLUSHING (MAIN STREET) PORT WASH.</td>
<td>BUILT: 12/1853. BURNED: 10/13/1864 2ND DEPOT BUILT: JAN-FEB/1865, RAZED: 1870 3RD DEPOT BUILT: OCT-NOV/1870,</td>
</tr>
</tbody>
</table>
ABANDONED: 11/11/1912
ELEVATED STRUCTURE OPENED:
STREET LEVEL TICKET OFFICE OPENED AND DEDICATED: MARCH, 1963
(per L. I. Railroader employee magazine).
TICKET OFFICE REBUILT BETWEEN JAN 21ST AND MAR 21ST, 2005.
NEW FACILITIES CONSTRUCTED: 2018. OPENED AND DEDICATED:
10/19/2018 (Per MTA’s website).

FORD’S CORNERS MANH’T’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
<table>
<thead>
<tr>
<th>Location</th>
<th>Company</th>
<th>Details</th>
</tr>
</thead>
<tbody>
<tr>
<td>Beach 47th St.</td>
<td></td>
<td>OPENED: 4/10/42. TRANSFERRED TO TA OWNERSHIP: 10/3/55</td>
</tr>
<tr>
<td>Frankiston</td>
<td>CRR of LI</td>
<td>OPENED: 6/1873, ABANDONED: 4/30/1879</td>
</tr>
<tr>
<td>Creedmoor</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Franklinville</td>
<td>Main Line</td>
<td>(SEE “LAUREL”)</td>
</tr>
<tr>
<td>Montauk</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Montauk</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Fulton Street (East New York)</td>
<td>Man. Beach</td>
<td>BUILT: ? JUST NORTH OF EAST NEW YORK STATION ON ATLANTIC BRANCH WITH LOW LEVEL, WOODEN PLATFORM EXTENDING NORTH ALL THE WAY TO FULTON STREET. PROBABLY DISCONTINUED WITH CONSTRUCTION OF EAST NEW YORK TUNNEL: 1914. 2ND STATION LOCATED AT SOUTH PORTAL OF EAST NEW YORK</td>
</tr>
</tbody>
</table>


GARDEN CITY PARK MAIN LINE OPENED AT PRESENT-DAY SITE OF MERILLON AVE. STATION: CONFIRMED OUT OF SERVICE: CONFIRMED. PER ETT #3, EFF: 6/1897, CERTAIN TRAINS CONTINUED TO MAKE A STOP HERE.

GASTON AVENUE FAR ROCK. (ARVERNE) OPENED: CONFIRMED. 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


GIFFORD 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.
<table>
<thead>
<tr>
<th>Location</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>GLENDALE (MONTAUK)</td>
<td>S. SIDE R. R. DEPOT FIRST APPEARS ON TIMETABLE OF 5/1870. 2ND DEPOT (?) BUILT: 1876, S. SIDE OF TRACKS. BURNED: 1/7/1927, REPLACED WITH WOODEN SHELTER SHED AND LOW PLATFORM ON N. SIDE OF TRACKS ACROSS FROM OLD DEPOT BLDG. LOCATION. SOUTH SIDE PLATFORM REMAINED IN PLACE FOR A TIME. SHELTER SHED LATER SIDED WITH CORRUGATED METAL. STATION STOP AND SHELTER SHED RELOCATED FURTHER W. CLOSER TO 73RD ST. X-ING:</td>
</tr>
</tbody>
</table>

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.


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 (?)
<table>
<thead>
<tr>
<th>Location</th>
<th>Details</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>GOOD GROUND</strong></td>
<td>MONTAUK SEE: “HAMPTON BAYS”</td>
</tr>
<tr>
<td><strong>GOOSE CREEK</strong></td>
<td>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 <em>?</em>. STATION CLOSED: 9/35</td>
</tr>
<tr>
<td><strong>GRAND STREET (E. OF WOODSIDE)</strong></td>
<td>MAIN LINE &amp; 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.</td>
</tr>
<tr>
<td><strong>GRAVESEND</strong></td>
<td>PROSPECT PART &amp; CONEY ISLAND R.R. STATION FOR BROOKLYN JOCKEY CLUB RACE TRACK (ON LIRR CR4 OF 1903)</td>
</tr>
<tr>
<td><strong>GREAT NECK:</strong></td>
<td>NY &amp; FLUSHING R.R. FLUSHING &amp; N. SIDE R.R. (PORT WASH.) BUILT: 1866. ON NY &amp; FLUSHING TT OF 12/31/1866 AS &quot;GREAT NECK&quot; AND ON FLUSHING &amp; N. SIDE TT OF 05/06/1872 AS &quot;BROOKDALE (GRT. NECK).&quot; RAZED: 1883</td>
</tr>
</tbody>
</table>
2ND DEPOT OPENED: 10/1883, REMODELED: 1893, RAZED: 1924
3RD DEPOT IN SVC: 2/26/25.
TEMPORARY STA. FACILITIES RELOCATED S. OF FORMER LOCATION: 6/8/34 ACCOUNT GRADE CROSSING ELIMINATION.
STATION FACILITIES RELOCATED IN CUT 120' W. OF FORMER LOCATION AND CONVERTED FROM LOW LEVEL TO HIGH LEVEL PLATFORMS: 01/19/35 (1925 DEPOT BUILDING REMAINED AT GRADE).

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

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


GREENPORT  MAIN LINE  1ST DEPOT IN SVC: 7/29/1844 AS TERMINUS OF LIRR. DEPOT BURNED IN TOWN FESTIVITIES: 7/4/1870
2ND DEPOT OPENED 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, SUN-DAYS ONLY THEN PERMANENTLY CLOSED. DEPOT BUILDING NOW HOUSES THE EAST END SEAPORT & MARITIME FOUNDATION MUSEUM. HI-LEVEL PLATFORMS AND SHELTER INSTALLED: 1999 TO ACCOMMODATE NEWLY-ARRIVED C3 BI-LEVEL CARS
WHICH WERE PLACED IN SERVICE JULY, 1999. (Robert L. Myers 1999 data)

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

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

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GREENVALE

OYSTER BAY

FREIGHT STATION IN USE AS EARLY AS 1866. ON TIMETABLE IN 1875 ONLY. BACK ON TIMETABLE DURING 1880s AND 1890s. STOP PRIMARILY FOR MILK TRAINS.

SHELTER SHED BUILT: ?, NO 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.**

**3RD (?) SHELTER SHED BUILT: 1921 (Per Robt. Emery notes). 1937 PHOTOS SHOWS TWO MAIL CRANES ON NORTH (R.R. EAST) SIDE OF THE SHELTER FOR MAIL PICK-UP IN EACH DIRECTION. CRUSHED CIN-

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

GRINNELL


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 (L. I. CITY)  MONTAUK  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. EASTBOUND TRAINS STOPPED WEST OF THE CROSSING. WESTBOUND TRAINS STOPPED EAST OF THE CROSSING (Dick Makse info.) DISCONTINUED AS STATION STOP: 03/16/1998

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

HAMILTON BEACH ROCK. BCH.  FIRST APPEARS IN ETT #90 EFF: 10/16/1919. AGENCY CLOSED BY 01/01/55. DISCONTINUED AS STATION STOP: 6/27/55 WHEN BRANCH ABANDONED SOUTH OF
HAMMELS (HAMMEL) ROCK. BCH. BUILT: JUNE/1880, RAZED: 1941 FOR GRADE ELIMINATION
2ND DEPOT BUILT: SPRING/1888, CLOSED: 1941

HAMPTON BAYS MONTAUK OPENED: 2/1871 AS “GOOD GROUND”, BURNED: 11/4/1873
2ND DEPOT OPENED: 1/10/1874, CLOSED: 1913, USED AS EXPRESS HOUSE FOR 3RD DEPOT.
3RD DEPOT OPENED: SUMMER/1913, RENAMED "HAMPTON BAYS" IN 1922 TO ATTRACT TOURISTS TRAVELING TO THE HAMPTONS. AGENCY CLOSED: 1958, DEPOT RAZED: c. 1964. REPLACED WITH METAL SHELTER SHED.
STATION STOP MOVED 2,000' WEST: 12/26/74.
(Robert L. Myers 1999 data)


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

HEMPSTEAD CRR OF LI (HEMPSTEAD) C.R.R. DEPOT BUILT: OCT-DEC/1872. AT FULTON AVENUE. BECAME LIRR'S HEMPSTEAD STATION AND TERMINUS IN 1878. (SEE: "HEMPSTEAD” BELOW). REMODELED:
7/1881. RAZED: 1913.

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 proven-
ance 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-
UIRED 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 COMMUNITY SOUTH OF THE TRACKS AND EAST OF LAKE STATION. NO TIMETABLE EVIDENCE AS YET. (Info courtesy of Art Hunke)

HERMITAGE
MAIN LINE
APPEARS ON TIMETABLE OF 5/1/1848. RENAMED “PECONIC”. (SEE: “PECONIC.”)

HEWLETT (HEWLETTS)
FAR ROCK.
S. SIDE R.R. BEGAN SVC: 6/1869 AS "CEDAR GROVE." 7/1869 AS “HEW-LETTS.” DEPOT BUILT: 1870. IN 1890s WAS KNOWN AS "FENHURST" AND THEREAFTER "HEWLETT." (Per Vincent Seyfried’s LIRR history) ON S. SIDE OF TRACKS E. OF FRANKLIN AVE. TRADITION SAYS CONSTRUCTION WAS PAID FOR BY THE HEWLETT FAMILY. DEPOT TAKEN OUT OF SERVICE WHEN REPLACED BY NEW DEPOT: 7/28/2003 AND OLD DEPOT DONATED TO A LOCAL HISTORICAL SOCIETY (per David Morrison)

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 ORIGI-
NAL LOCATION IN SVC: 11/13/62
5TH AND ELEVATED STRUCTURE IN SVC: 7/1/64.

HIGBIE AVE. ATLAN
(TAURELTON) TIC

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

HILLSIDE MAIN LINE

HILLSIDE MAIN LINE EMPLYEE-ONLY STOP AT HILLSIDE MAINTENANCE FACILITY, M.P. 11 IN SVC: 11/26/84 PER G.O. #305.
HINSDALE
CRR OF LI
(CREEDMOOR) OPENED: 1/8/1873, ABANDONED: 4/30/1879, MOVED TO PRIVATE LOCATION: 4/1883

HINSDALE
MAIN LINE SEE: “FLORAL PARK”

HITHER HILLS
MONTAUK SIDING ONLY. APPEARS WITH STATION DESIGNATION OF S115 IN 1913 CR4. GONE FROM 1924 CR4 (Art Huneke data).

HOLBROOK
(OLD HOLBROOK) MAIN LINE STATION STOP OPENED: __?__.
IN JUNE-JULY, 1875 A COMBINATION CIGAR FACTORY AND DEPOT WAS BUILT BY A LARGE LANDOWNER NAMED McCOTTER. THE BLDG WAS 40' x 40', TWO STORIES, WITH CUPOLA ATOP. HALF THE GROUND FLOOR WAS USED AS A TICKET OFFICE, EXPRESS OFFICE AND WAITING ROOM AND THE OTHER HALF USED AS A SHIPPING ROOM BY THE FACTORY WHICH OCCUPIED THE 2ND FLOOR (Vincent Seyfried data). PER “Babylon Signal” NEWSPAPER ARTICLE OF 03/25/1882, THIS STATION ALONG WITH LAKELAND WAS TO BE CONSOLIDATED AND REPLACED WITH A NEW STATION NAMED "RONKONKOMA" (Art Huneke data).

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

ELEVATED STRUCTURE OPENED:
HOLLIS

MAIN LINE


2ND ELEVATED STATION TO BE CONSTRUCTED AND PLATFORMS EXTENDED (per LIRR pres. Eng: 2/2020.)

HOLTSVILLE (WAVERLY)

MAIN LINE

LINE OPENED IN 1843 BUT STOP NOT LISTED ON TIMETABLES OF 1844 AND 1845. BECAME STATION STOP: __?___. OLD STORE SOUTH OF TRACKS ON THE EAST SIDE OF WAVERLY AVE. SERVED AS ORIGINAL "WAVERLY" DEPOT. IN SVC: __?__ WITH FEMALE STATION AGENT M. E. BLOOMER (PER 1878 LIRR BOOK OF RULES). POST OFFICE RENAMED "HOLTSVILLE" IN 1860, BUT LIRR RETAINED THE OLD NAME. PER "Babylon Signal" NEWSPAPER ARTICLE OF 03/23/1882, WAVERLY AND BARTLETT STATIONS WERE TO BE ABANDONED (Art Huneke data).

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

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

Hopedale Main Line Depot built Oct-Nov/1875 at Union Turnpike. Due to planned 2nd track addition and proximity to Maple Grove, depot closed and relocated as private residence by 8/28/1884. (Newtown Register 8/28/1884)

Hopkinson Ave. Atlantic R.T. East of Saratoga Ave., BKLYN. Out of SVC: ___(?)

Howard Rock. BCH. 0.1 miles south of "WD" tower (West end of trestle) on ETT #37 eff.: 11/5/1905. Out of SVC: ?

Howard Beach Rock. BCH. Opened: 4/1913, as “Ramblersville” replacing original stop 0.2 miles south. Renamed: 4/1916. Summer agency only as of 01/01/1924. Agency closed: _?_. Depot replaced with shelter shed on OPP-
HOWARD HOUSE  ATLANTIC (ALABAMA AVE., EAST NEW YORK) TRACKSIDE HOTEL WITH PLATFORM OUT FRONT. USED AS DEPOT FOR A TOTAL OF THREE RAILROADS FROM 1853 – 1902. SEE: “EAST NEW YORK” AND “MANHATTAN CROSSING.”

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


HUNTINGTON STA.  PT. JEFFERSON BUILT: 1868 (?), CLOSED: 1909 2ND, RELOCATED DEPOT OPENED: 10/1909

HYDE PARK  MAIN LINE 1ST DEPOT BUILT: c. 1837 WITH OPENING OF LIRR TO HICKSVILLE. RENAMED “NEW HYDE PARK.” (SEE: “NEW HYDE PARK”)

INGLEWOOD (QUEENS)  MAIN LINE AT CREED AVE.-SPRINGFIELD AVE. EAST OF HEMPSTEAD TPKE. (PRESENT DAY QUEENS VILLAGE) STATION DEDICATED 10/19/1871 (per "Brooklyn Eagle") RENAMED "QUEENS": 10/1881. (SEE: "QUEENS")
<table>
<thead>
<tr>
<th>Location</th>
<th>Railroad Lines</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Inner Beach</td>
<td>Long Beach</td>
<td>See &quot;Queenswater&quot;</td>
</tr>
<tr>
<td>Island Park</td>
<td>Long Beach</td>
<td>Appears as signal stop in April, 1898 timetable as &quot;The Dykes.&quot; Renamed &quot;Island Park&quot;: 7/1922 when it replaced the Island Park station that was formerly Barnum Island (Jekyll Island). Agency closed as of 06/46, but open again as of 09/12/55. Agency finally closed: ?</td>
</tr>
<tr>
<td>Island Trees</td>
<td>CRR of LI (Central Ext.)</td>
<td>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__ ?</td>
</tr>
</tbody>
</table>
AGENCY CLOSED: 9/7/96. BLDG. REMODELED: 1997.
HI-LEVEL PLATFORMS AND SHELTER INSTALLED: 1999 TO ACCOMMODATE NEWLY-ARRIVED C3 BI-LEVEL CARS WHICH WERE PLACED IN SERVICE JULY, 1999. (Robert L. Myers 1999 data)

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

JAMAICA  S. S. R. R.
(BEAVER STREET)  (ATLANTIC)
(JAMAICA SOUTHERN)  ("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).


JAMAICA MAIN LINE

2ND DEPOT PLACED IN SERVICE AFTER LIRR ACQUIRED SSRR. THE SSRR DEPOT WAS MOVED TO THE WEST SIDE OF THE MAIN LINE STATION IN 1877, ALTHOUGH THE LIRR UTILIZED THE FORMER SSRR STOP, NOW RENAMED “JAMAICA SOUTHERN” IN TIMETABLE EFF. 6/17/1877 ONLY, FOR LIRR TRAINS ON WHAT WAS THEN TERMED THE "OLD SOUTHERN ROAD" TO ELIMINATE THE NEED FOR A REVERSE MOVE TO STOP AT THE MAIN LINE STATION. WHILE TRAINS CONTINUED TO STOP AT THIS LOCATION AS LATE AS 1913, THERE WAS NO INDICATION OF A NEW DEPOT STRUCTURE UNTIL POSSIBLY 1905, WHEN ELECTRIFICATION MAY HAVE MOVED THE STATION STOP
SLIGHTLY EAST OF THE ORIGINAL LOCATION. *(Art Huneke data).*
SSRR DEPOT IN USE CONCURRENTLY WITH ORIGINAL LIRR DEPOT FOR AN UNKNOWN PERIOD OF TIME, ALSO HOUSED A LUNCH ROOM AND BAR. ORIGINAL DEPOT WAS MUCH SMALLER THAN THE SSRR STRUCTURE, SO IT WAS EVENTUALLY EITHER REBUILT INTO AN EXPRESS HOUSE OR WAS REPLACED BY ONE *(Photo evidence).* TWO-STOREY GENERAL OFFICES BLDG ADDED ADJACENT TO DEPOT IN 1880 ALONG WITH INSTALLATION OF COVERED PLATFORMS. GENERAL OFFICES NOT PLEASING TO LIRR PRES. AUSTIN CORBIN AND ORDERED TORN DOWN SHORTLY THEREAFTER. DEPOT RAZED: 1912-1913 WITH GRADE ELIMINATION AND STATION RELOCATION PROJECT.

<table>
<thead>
<tr>
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</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.</td>
</tr>
</tbody>
</table>
(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.


JEKYLL ISLAND       LONG BEACH

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

JERUSALEM         MAIN LINE

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

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

PHOTOGRAPH TAKEN OF DEPOT BY GEORGE BRAIN-
ARD IN SEPTEMBER, 1879 SHOWS “CENTRAL PARK” STATION SIGN ON DEPOT. TT OF 7/1880 = CENTRAL PARK (TT info. courtesy of Art Huneke)
POSSIBLE FINAL CHANGE OF NAME ON LIRR TIMETABLES IN 9/1879. (SEE: “CENTRAL PARK”)


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

KINGS HIGHWAY MANH’T’N BCH. OPENED: 1883, RAZED: 1909 DUE TO GRADE ELIMINATION 2ND DEPOT OPENED: 1909, CLOSED: 1924 WITH BRANCH ABANDONMENT


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


KOUWENHOVEN MANH’T’N BCH BUILT: 8/1877, CLOSED: 1924 WITH LINE ABANDONMENT. SHELTER
SHED RAISED: 1935

LAKELELAND  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 RAISED WITH OPENING OF NEW STATION PER "Babylon Signal" NEWSPAPER ARTICLE OF 08/04/1883 (Art Huneke data). (SEE: "RONKONKOMA")

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

LAKE STATION  MAIN LINE  SEE: "LAKE ROAD"

LAKEVIEW  W. HEMPST'D  BUILT: 19__, NO AGENCY AS OF 01/01/1924. RAISED: 19__, 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. DEPOT REMODELED INTO SHELTER SHED: 1939. RAZED: 1967. LAST LISTED IN ETT #1, EFF: 5/22/66.

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

ELEVATED STRUCTURE OPENED WESTBOUND: 10/31/50, EASTBOUND: 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.

2ND DEPOT PRIVATELY BUILT 25’ NORTH OF ORIGINAL DEPOT SITE (ACROSS TRACKS ON NORTH SIDE OF TRACKS.) 2-STOREY, WOODEN DEPOT HAD AGENT’S LIVING QUARTERS UPSTAIRS. OPENED IN TIME FOR JUNE 6TH, 1870 FESTIVITIES FOR LAND SALE AND DEVELOPMENT OF BRESLAU. SSRR GAVE A TERRIBLE PERFORMANCE AT THE FESTIVITIES AND RECEIVED SUCH SCATHING REVIEWS FROM THE BROOKLYN DAILY EAGLE THAT IT’S BELIEVED THE OFFER TO GIVE THE SSRR THE DEPOT WAS CANCELLED AND MOVED OFF-SITE WITHIN A FEW MONTHS TO BECOME A MUCH-NEEDED SCHOOL WHICH OPENED ON 12/12/1870, BUT WAS FOUND TO BE TOO SMALL AND “WOULD BE REPLACED SOON” (R. M. BAYLES, 1874). THIS 2ND STRUCTURE BECAME A FIRE HOUSE. ORIGINAL 1867 DEPOT REMAINED IN SERVICE ON ITS ORIGINAL SITE. CHURCH SERVICES WERE HELD THERE ON SUNDAYS (“South Side Signal” of 12/7/1870 - Courtesy of Art Hunke). STATION NAME CHANGED TO “LINDENHURST”: 1891. TICKET BAY EXTENDED TO FULL WIDTH OF VERANDAH-STYLE PLATFORM. DEPOT DESTROYED BY FIRE ON 1/22/1901. TEMPORARY QUARTERS ESTABLISHED IN PEARSELL’S BARBER SHOP AND THE FREIGHT HOUSE FOR SEVERAL DAYS UNTIL A COMBINE CAR WAS PLACED ON SIDING SERVING AS TICKET OFFICE AND WAITING ROOM. 3RD DEPOT BUILT ON SOUTH SIDE OF TRACKS, SLIGHTLY EAST OF
THE FORMER DEPOT AND PLACED IN SVC: 3/26/1901. TICKET BAY WINDOW ENLARGED. DEPOT AND SHELTER SHED ACROSS FROM DEPOT MOVED FURTHER EAST: c. 1926 (Bob Emery) TO BE JOINED WITH FREIGHT/ EXPRESS HOUSE WHICH HAD BEEN SHORTENED BY 1/2 ITS ORIGINAL LENGTH. DEPOT REMODELED AND TICKET BAY WINDOW REMOVED. DONATED TO THE LINDENURST HISTORICAL SOCIETY BY THE LIRR IN 1967, BUT REMAINED IN USE UNTIL 10/25/1968 WHEN DEPOT WAS CLOSED DUE TO GRADE ELIMINATION PROJECT AND MOVED TO NEARBY IRMISCH PARK. FREIGHT HOUSE SEPARATED FROM DEPOT AND BOTH STRUCTURES RESTORED TO TWO, SEPARATE STRUCTURES, ALTHOUGH NOT OF THE ORIGINAL CONFIGURATION AND SIZE. ORIGINAL Sized BAY WINDOW RESTORED, BEGINNING 1971. SITE IS A VILLAGE OF LINDENHURST MUSEUM. TEMPORARY STATION IN SVC: 10/25/68 ACCOUNT GRADE CROSSING ELIMINATION PROJECT. ELEVATED STRUCTURE IN SVC: 8/7/73. AGENCY CLOSED: 8/19/2009

<table>
<thead>
<tr>
<th>LINWOOD STREET (BROOKLYN)</th>
<th>ATLANTIC R.T.</th>
<th>RAPID TRANSIT STOP PER TT, EFF. 6/24/1890</th>
</tr>
</thead>
<tbody>
<tr>
<td>L.I.R.R. SHOPS</td>
<td>MONTAUK</td>
<td>SEE: “SHOPS”</td>
</tr>
<tr>
<td>Location</td>
<td>Details</td>
<td></td>
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<tr>
<td>---------------------------</td>
<td>-------------------------------------------------------------------------</td>
<td></td>
</tr>
<tr>
<td><strong>LOCUST'S GROVE</strong></td>
<td><strong>NY &amp; ROCK R.R.</strong> (SEE: &quot;FAR ROCKAWAY&quot;)</td>
<td></td>
</tr>
</tbody>
</table>
| **LOCUST AVENUE** ("RACETRACK") | S. S. R. R. (ATLANTIC)  
  DEPOT OPENED: 10/28/1867.  
  DEPOT OPENED: 6/1869 (2-Year gap??) LISTED WITH BOTH NAMES ON TIMETABLES.  
  2ND, WOODEN DEPOT BLDG. WITH LOW-LEVEL PLATFORMS IN SVC: 1898 (Per Robert Emery)  
  WESTBOUND, COVERED, HIGH-LEVEL WOODEN AND EASTBOUND, OPEN, LOW-LEVEL CINDER PLATFORMS, 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** (JAMAICA RACETRACK) | ATLANTIC  
  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: 2 |
| **LOCUST VALLEY**         | OYSTER BAY  
  OPENED: 4/19/1869  
  2ND DEPOT OPENED: 11/1872, REMODELED: 1885, POSSIBLY ADDING A 2ND STORY FOR AGENT'S LIVING ACCOMMODATION. OUT OF SERVICE c. 1906 AND MOVED TO PRIVATE LOCATION.  
  3RD DEPOT OPENED: 12/1906. |
AGENCY CLOSED: 9/6/96.
NEW STATION SHELTER WITH HI-LEVEL PLATFORMS BUILT: 1999 TO ACCOMODATE NEWLY-ARRIVED C3 BI-LEVEL CARS WHICH WERE PLACED IN SERVICE JULY, 1999. (Robert L. Myers data)

LONG BEACH  
BUILT: 1880, CLOSED: 1909

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

LYNBROOK  
S. S. R. R. (LONG BCH./MTK. BR.)
2ND DEPOT BUILT: 1881. RENAMED "LYNBROOK": 1893. REMODELED: c. 1920. RAZED: 1938 WITH GRADE ELIMINATION PROJECT.
ELEVATED STRUCTURE, 1,113’ WEST OF FORMER LOCATION, IN SVC: 10/18/38. AGENCY TO CLOSE: 4/2020.
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" OF 9/18/67. AGENCY CLOSED: ?

MANHASSET PORT WASH.  BUILT: 1899. PARTIALLY RAZED: LATE 1924. MAIN DEPOT PORTION MOVED ADJACENT TO TOWN HALL FOR USE AS BICYCLE SHOP.
BUILDING RESTORED: 2001


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

MANOR MAIN LINE SEE: “MANORVILLE”

MANORVILLE MAIN LINE APPEARS ON TIMETABLE OF 6/14/1845 AS “ST. GEORGE’S MANOR” AND IN 1852, SHORTENED TO “MANOR.” RAZED: 9/1869 (Per local history, the first station agent, Seth Raynor, a patriot of the American Revolution, painted out the “St. George’s,” leaving “Manor.”) THE TOWN NAME CHANGED TO MANORVILLE WITH OPENING OF THE POST OFFICE, BUT TIME-TABLES AND LIRR DOCUMENTS RETAINED THE NAME “MANOR” UNTIL c. 1907-1908. PHOTO OF DEPOT TAKEN IN 9/1906 SHOWS “MANOR” STATION SIGN ON SIDE OF BLDG. JUNCTION TO EAST-PORT WITH NEW BRANCH TERMINATING AT SAG HARBOR CONSTRUCTED: EARLY 1870. 2ND DEPOT BUILT: 5/1871. AGENCY CLOSED: _?_. RAZED: 06/41. CONCRETE BLOCK SHELTER SHED BUILT: 1941. JUNCTION AND SPUR TRACK TO MONTAUK BRANCH CONNECTION AT EAST-PORT OUT OF SVC: 12/27/49. STRUCTURE RAZED: 1968. STILL LISTED AS STATION STOP IN ETT #1, EFF: 5/79. NO LONGER LISTED IN ETT #2, EFF. 5/12/80.

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

<table>
<thead>
<tr>
<th>MASPETH</th>
<th>FLUSHING R.R.</th>
<th>OPENED: 1855. ABANDONED: 1858</th>
</tr>
</thead>
<tbody>
<tr>
<td>MASSAPEQUA (SO. OYSTER BAY)</td>
<td>MONTAUK</td>
<td>(S.S.R.R.)</td>
</tr>
<tr>
<td>MASSAPEQUA PARK</td>
<td>MONTAUK</td>
<td>ORIGINALLY EASTBOUND AND WESTBOUND PLATFORMS ONLY. IN SVC: 12/3/33 (G.O. 121-2) SHELTER SHED ON EACH PLATFORM ADDED: ?. NO AGENCY AS OF 01/01/55. AGENCY OPENED SOMETIME AFTER 09/55. TICKET OFFICE INTEGRATED INTO CORNER OF WESTBOUND SHELTER SHED AT</td>
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</table>
THAT TIME. TICKET OFFICE CLOSED AND TRANSFERRED TO TRAILER
TICKET OFC: 8/3/65 (Brad Phillips data) REPLACED BY TEMPORARY STATION DURING GRADE CROSSING ELIMINATION PROJECT: 12/21/77. TEMPORARY STATION ACCOUNT GRADE CROSSING ELIMINATION IN SVC: 12/21/77. OUT OF SVC: 12/13/80 AND RAZED.
ELEVATED STRUCTURE IN SVC: 12/13/1980. AGENCY CLOSED: 8/19/2009

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

MASTIC-SHIRLEY MONTAUK IN SERVICE: 7/15/60. AGENCY CLOSED: 2
HI-LEVEL PLATFORMS AND SHELTER INSTALLED: 1999 TO ACCOMMODATE NEWLY-ARRIVED C3 BI-LEVEL CARS WHICH WERE PLACED IN SERVICE JULY, 1999. (Robert L. Myers 1999 data)

MATAWOK ROCK BCH. OPENED: JUNE (?), 1910 WITH OPENING OF GLENDALE CUT-OFF. ORIGINALLY LOCATED 500' SOUTH (RAILROAD EAST) OF 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 ACCESED BY TWO STEEL PEDESTRIAN OVERPASS GIRDER SECTIONS OVER THE MAIN LINE AND BY SEVEN SPANS OVER THE ROCK-AWAY BEACH BRANCH TRACKS. (Vincent Seyfried data and photo provenance) FIRST LISTED IN SUPPLEMENT NO. 2 TO ETT #96, EFF. 9/10/22, BUT NO TRAINS SCHEDULED TO MAKE STOPS. FIRST SCHEDULED TRAINS APPEAR IN ETT #99 EFF. 10/9/23 WHICH INDICATES 3 TRAINS A DAY MAKING AN “F” STOP. LAST LISTED WITH TRAIN STOPS IN ETT #101, EFF. 10/21/24. LAST LISTED IN ETT #102, EFF. 5/21/25 BUT NO TRAIN SERVICE INDICATED. STATION OUT OF SVC: 7/1925. NOT LISTED IN ETT #103, EFF. 10/21/25 (Art Huneke and Jeff Erlitz data)

MATTITUCK MAIN LINE

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

<table>
<thead>
<tr>
<th>Location</th>
<th>Line</th>
<th>Location Details</th>
</tr>
</thead>
<tbody>
<tr>
<td>MEADOW BROOK</td>
<td>CENTRAL EXT.</td>
<td>1ST DEPOT BUILT: ?, CLOSED: 6/1917 BECAME SITE OF SALISBURY PLAINS STATION. MEADOW BROOK OPENED FURTHER WEST.</td>
</tr>
<tr>
<td>MEADOW BROOK</td>
<td>CENTRAL EXT.</td>
<td>LOW, CINDER PLATFORMS ON EITHER SIDE OF TRACKS OPENED FURTHER WEST OF ORIGINAL LOCATION SOME-TIME AFTER 1924 (STATION DOES NOT APPEAR IN 1924 C.R.4 BOOK). CLOSED: c. 1939.</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>
</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 CARMAN’S RIVER. BURNED ALONG WITH FREIGHT HOUSE: 08/20/1863 *(Per Robt. Emery’s data, the house por-</td>
</tr>
</tbody>
</table>
tion 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.)


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 DECISION *(David M. Morrison data)*. DUE TO AN EXPECTED INCREASE IN RIDERSHIP, ABANDONMENT WAS RE-THOUGHT.

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

**MELVILLE** MAIN LINE

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

**MERILLON AVE.** MAIN LINE

(GARDEN CITY PARK)

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

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

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

METS-WILLET'S 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 (MILLERS PLACE) WADING RIVER EXTENSION
STATION STOP WITH OPENING OF BRANCH: 06/27/1895. APPEARS ON TIMETABLES WITH AND WITHOUT THE APOSTROPHE BUT NEVER AS "MILLER PLACE" AS THE TOWN LATER WAS NAMED. ORIGINALLY NO DEPOT BUILDING. STOP ONLY. 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         OYSTER BAY

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).

3RD DEPOT OPENED: 1919 (Robt. Emery data) SLIGHTLY E. OF PREVIOUS DEPOTS. 2 ½ STORY BRICK STRUCTURE WITH SHARPLY SLOPED SLATE ROOF.

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

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.) WOOD-
EN SHELTER SHED BUILT: 19_?_. NO AGENCY. DISCONTINUED AS STA-
TION 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 ADDED: C. 1908 (PHOTO POSTCARD CANCELLATION). LARGER STRUCTURE CON-
TAINED THE STATION FACILITIES, POST OFFICE, EXPRESS OFFICE,
TOWN HALL, JAIL AND RESIDENCES OF THE POSTMASTER AND STATION
AGENT (PER 1911 ARTICLE IN THE BROOKLYN DAILY EAGLE). RAZED: 1927.
2ND DEPOT OPENED PERPENDIC-
ULAR 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 AMAGAN-
SETT. FACILITIES CLOSED: 2/1942
WITH TRANSFER OF RAILROAD PRO-
PERTY TO U.S. NAVY FOR WARTIME
USE.
3RD DEPOT OPENED JUST SOUTH OF PRIOR LOCATION: SPRING /1942.
AGENT AND FAMILY LIVED UP-
STAIRS. YEAR-ROUND AGENCY
CLOSED: 1/21/72. OPEN SUM-
MERS ONLY THEREAFTER. CLOSED PERMANENTLY: 19_?_. IN USE ON-
SITE AS A PRIVATE BUSINESS.
HI-LEVEL PLATFORMS AND SHELTER INSTALLED: 1999 TO ACCOMMODATE
NEWLY-ARRIVED C3 BI-LEVEL CARS.
WHICH WERE PLACED IN SERVICE JULY, 1999. *(Robert L. Myers 1999 data)*

<table>
<thead>
<tr>
<th>Location</th>
<th>Origin</th>
<th>Location</th>
<th>Event Details</th>
</tr>
</thead>
<tbody>
<tr>
<td>Moriches</td>
<td>LIRR</td>
<td>Sag Harbor</td>
<td>See: “Eastport”</td>
</tr>
<tr>
<td>Morris Park</td>
<td>Atlantic</td>
<td></td>
<td>Built: 1886, Out of SVC: 11/1/39 Per G.O. #1204 and razed with Atlantic Avenue Improvement Project: 1939-40</td>
</tr>
<tr>
<td>Morris Park Shops</td>
<td>Montauk</td>
<td></td>
<td>See: “Shops”</td>
</tr>
<tr>
<td>Motor Parkway</td>
<td>Central</td>
<td></td>
<td>East of Mitchel Field at Grandstand. Special trains run for Vanderbilt Cup races in early part of 20th century</td>
</tr>
<tr>
<td>Myrtle Avenue</td>
<td>Evergreen</td>
<td></td>
<td>Opened: 5/15/1878. Closed: May/1882</td>
</tr>
</tbody>
</table>

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


(GARDEN CITY)

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

(CREEDMOOR)

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

NEPTUNE HOUSE  S.S.R.R.  BUILT: 1875 AT BEACH 116TH ST., ROCKAWAY BEACH. (SOUTHERN DIVISION IN 07/15/1878 BOOK OF RULES) CLOSED: _?_. LATER SITE OF "ROCKAWAY PARK" STATION.
NEW BRIDGE ROAD   CENTRAL EXT.  STATION STOP EAST OF CENTRAL
PARK STATION (AT STEWART
AVE.) NO INDICATION OF DEPOT
BLDG. CONSTRUCTED. APPEARS
ON 1876 FREIGHT REPORT. ETT #13,
EFF: 1879, INDICATES EASTBOUND
TRAIN #19 WILL MAKE STATION STOP
ALTHOUGH STATION IS NOT INDICAT-
ED IN TIMETABLE LISTING OF STOPS.
DISCONTINUED AS STOP: __

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

NEW CASSEL   MAIN LINE  W. SIDE OF URBAN ROAD, WESTBURY
AND N. SIDE OF TRACKS (Robt.
Emery data). APPEARS ON 1877
TIMETABLE AND 1877 "TICKETS
SOLD" FORM. APPEARS ON 1877
"STATIONS" LIST AND 1882 "EX-
PRESS-FREIGHT" FORM. APPEARS
ON 1898 STATION LIST. GONE FROM
STATION LIST OF 1900. (Art Hun-
eke data)

NEW HYDE PARK  MAIN LINE  1ST DEPOT BUILT: c. 1837 AS “HYDE
PARK” WITH OPENING OF LIRR TO
HICKSVILLE. RENAMED “NEW
HYDE PARK.
2ND DEPOT BUILT: 1870, S. SIDE OF
TRACKS. RAZED: SUMMER/1947
3RD DEPOT BUILT: 1947, N. SIDE OF
TRACKS. REMODELED: c. 1990s
4TH DEPOT BUILT: 2002-2003. AGEN-
CY CLOSED: 8/19/2009.

NEW LOTS (NEW LOTS ROAD)  MANH’T’N BCH. (BAY RIDGE)  APPEARS IN TT OF 7/1877. AFTER
1878, LISTED FOR OFF-SEASON
SERVICE ONLY. LAST APPEARS
IN TT OF 5/1897.

NEWSDAY  CENTRAL EXT.  OPENED: 6/49 TO SERVICE NEWS-
DAY EMPLOYEES, CLOSED:
5/15/53 WITH END OF PSGR.
<table>
<thead>
<tr>
<th>Location</th>
<th>Description</th>
<th>Details</th>
</tr>
</thead>
<tbody>
<tr>
<td>NEWTOWN</td>
<td>NY &amp; FLUSHING</td>
<td>Appears on timetables of 1863 and 1866 as “NEWTOWN”</td>
</tr>
<tr>
<td>NEWTOWN</td>
<td>PORT WASH.</td>
<td>See: “ELMHURST”</td>
</tr>
<tr>
<td>NEWTOWN</td>
<td>MAIN LINE</td>
<td>Appears on timetable of June 4, 1862. Located 4-1/2 miles east of Winfield.</td>
</tr>
<tr>
<td>NEW YORK AVENUE (JAMAICA)</td>
<td>ATLANTIC R.T.</td>
<td>Rapid transit stop per TT, eff. 6/24/1890. Out of svc: ? GONE BY 1905.</td>
</tr>
<tr>
<td>NICHOLS ROAD</td>
<td>MAIN LINE</td>
<td>On timetable of 12/01/1852. Located between Suffolk station and Lakeland station. Probably used as a meeting/passing point for the one scheduled eastbound passenger train and one scheduled westbound freight train both due at this point at the same time. Dropped from TT: <strong>?</strong></td>
</tr>
<tr>
<td>NORTH ISLIP</td>
<td>MAIN LINE</td>
<td>See: &quot;SUFFOLK&quot; station</td>
</tr>
<tr>
<td>NORTHPORT</td>
<td>NORTHPORT</td>
<td>See: &quot;OLD NORTHPORT&quot;)</td>
</tr>
</tbody>
</table>
| NORTHPORT (NEW 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
<table>
<thead>
<tr>
<th>Location</th>
<th>Other Details</th>
</tr>
</thead>
<tbody>
<tr>
<td>North Roslyn</td>
<td>Oyster Bay (see: &quot;Wheatley Hills&quot;)</td>
</tr>
<tr>
<td>Norwood</td>
<td>West Hemp. Opened: c. 1892. Renamed &quot;Malverne&quot;: 2/1913</td>
</tr>
<tr>
<td>Oakdale</td>
<td>S. S. R. R. S. Side R. R. depot built: 1868. Razed: 1890. 2nd depot opened: 12/1890 funded by the Vanderbilts due to the proximity of their estate and their need for a replacement of the wooden eye-sore SSRR depot on site.</td>
</tr>
</tbody>
</table>
**OCEAN AVE.**  (MAN. BCH. JCT.)

**BAY RIDGE**

**MANH’T’N BCH.** OPENED: 1877, CLOSED: 1924 WITH ABANDONMENT OF MAN. BCH. BR.

**OCEAN POINT**

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


**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


**OLD HOLBROOK**

**MAIN LINE** SEE "HOLBROOK."

**OLD NORTHPORT** (NORTHPORT)

**OLD NORTHPORT** BUILT: JAN-MAR/1868. IN SVC: 04/25/1868 (Art. Huneke data)

ETT #10, EFF: 06/28/1899 INDICATES LAST PSGR. SVC. (Art Huneke data)

ABANDONED: 10/17/1899. OLD NORTHPORT BRANCH USED ONLY FOR FREIGHT SERVICE THEREAFTER.

MANUAL SWITCH TO ACCESS OLD NORTHPORT BRANCH OUT OF SVC: 07/18/80 PER G.N. #2-16, ETT #2 EFF. 05/12/80

**ORIENTAL HOTEL**

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

OYSTER BAY


**4-STALL ENGINE HOUSE DEMOLISHED: 8/24/29 (David Morrison data)

NEW STATION SHELTER WITH HI-LEVEL PLATFORMS BUILT: 1999 AT A LOCATION WEST OF ORIGINAL STATION STOP TO ACCOMMODATE NEWLY-ARRIVED C3 BI-LEVEL CARS WHICH WERE PLACED IN SERVICE JULY, 1999. (Robert L. Myers 1999 data)

OZONE PARK

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

OPENED: 9/15/27 AS “GLENDALE” PER G.N. #118 AND ETTs. RE-

PARKVILLE MANH'TN BCH. OPENED: 7/1877. CLOSED AFTER THE SUMMER OF 1897. JCT. OF PROSPECT PARK & CONEY ISLAND RR WITH LONG ISLAND RAIL ROAD.

PARKVILLE PROSPECT (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)


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

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


**4-STALL ENGINE HOUSE DEMOLISHED: 1928 (Robt. Emery data)
PEARSALL'S CORNER
(PEARSALL'S)
S. S. R. R.
(MONTAUK)
S. SIDE R. R. (SEE: "LYNBROOK")

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

PENATAQUIT
S.S.R.R.
SEE: "BAY SHORE"

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

PENNYSYLVANIA STA.
NEW YORK CITY

**PENNY BRIDGE**

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

OPENED: 1854. ABANDONED: 1869

**PENNY BRIDGE**

MONTAUK

SHELTER SHED BUILT: 1902

2ND SHELTER SHED BUILT: 1921. NO AGENCY ESTABLISHED. DISCONTINUED AS STATION STOP:

03/16/1998

**PHELPS-DODGE**

MONTAUK

(SEE: “LAUREL HILL”)

**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.

**PINEAIRE (PINE AIRE)**

MAIN LINE

BUILT: 1915. NO AGENCY AS OF 01/01/1924. RAZED: 6/62, DISCONTINUED AS STATION STOP: 10/27/86

**PINELAWN**

MAIN LINE

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


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

PLAIN EDGE CENTRAL EXT. END OF TRACK 4.8 MILES EAST OF SALISBURY STATION PER ETT #9, EFF. 6/19/38. LOCATION OF MANURE SIDING. LAST USED IN 1939. TRACKS STILL IN PLACE IN
1941, although severed by construction of Wantagh State PKY.

Plainfield Main Line

Exists on maps between 1873 and 1878 east of Carnation Ave. At present-day Floral Park. Does not appear on 1874, 1877 or 1878 LIRR Time-Tables.

Plandome Port Wash.


Playland Rock. BCH.


Point lookout Long Beach

Marine Ry

Long Beach

Opened as terminus of Long Beach Marine Ry. 05/20/1881 to service the newly opened hotel and pavilion at the point. Not sure if any depot building was constructed. Acquired by LIRR as part of their Long Beach branch. Station out of service with abandonment of line: 1893. Tracks torn up to just east of Lincoln Ave. and the Long Beach station and wye location on the beach: 2/12-16/1894.

Port Jefferson Pt. Jefferson

Opened: 1/13/1873, burned: 2/1/1874.
2nd Depot Built: 6/1875, Closed: 1903 and Used as Express House, Razed: 4/1963


<table>
<thead>
<tr>
<th>Location</th>
<th>Adjacent Line</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>PRAIRIE GRASS WORKS</td>
<td>EAST OF GLENDALE. LOW LEVEL PLATFORM FOR EMPLOYEES OF THE PLANT, PER 5/1923 ETT SPECIAL INSTRUCTIONS. FORMERLY &quot;AMERICAN GRASS TWINE WORKS,&quot; &quot;PRAIRIE GRASS FURNITURE CO. WORKS.&quot; BECAME ATLAS, PER 9/1923 ETT SPECIAL INSTRUCTIONS.</td>
<td></td>
</tr>
<tr>
<td>QUEENS</td>
<td>FORMERLY &quot;INGLEWOOD&quot; STATION. RENAMED: 10/1881 AS “QUEENS”, MOVED TO PRIVATE LOCATION: 1924 WITH GRADE ELIMINATION. (SEE: “QUEENS VILLAGE”)</td>
<td></td>
</tr>
<tr>
<td>QUEENS</td>
<td>SEE: &quot;BRUSHVILLE.&quot;</td>
<td></td>
</tr>
<tr>
<td>QUEENS VILLAGE</td>
<td>OPENED: 10/1881 AS “QUEENS”, MOVED TO PRIVATE LOCATION: 1924 WITH GRADE ELIMINATION. ELEVATED STRUCTURE OPENED: 9/20/1924 (per official dedication invitation) AS “QUEENS VILLAGE.” AGENCY CLOSED: 12/10/1996.</td>
<td></td>
</tr>
</tbody>
</table>
QUEENS Water  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 "QUEENS Water" IN TIMETABLE OF MAY, 1899. LIRR UNSUCCESSFULLY SOUGHT PERMISSION TO CLOSE STATION IN 1910 AND AGAIN IN 1915 WHEN IT NO LONGER SERVED A PURPOSE AFTER FISHING SHANTIES WERE REMOVED AND 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'T'N BCH  SEE: "SHEEPSHEAD BAY RACETRACK"
<table>
<thead>
<tr>
<th>Location</th>
<th>Line Type</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>RAILROAD AVENUE (BROOKLYN)</td>
<td>ATLANTIC</td>
<td>SEE: “AUTUMN AVENUE.”</td>
</tr>
<tr>
<td>RALPH AVENUE (BROOKLYN)</td>
<td>ATLANTIC R.T.</td>
<td>RAPID TRANSIT STOP PER ETT #11, EFF. 11/4/1878</td>
</tr>
</tbody>
</table>

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

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

RIVERHEAD MAIN LINE  1ST DEPOT APPEARS ON TIMETABLE OF 6/14/1845. MOVED FOR USE AS RAILROAD BUNKHOUSE: 3/1870
2ND DEPOT OPENED: 3/1870
HI-LEVEL PLATFORMS AND SHELTER INSTALLED: 1999 TO ACCOMMODATE NEWLY-ARRIVED C3 BI-LEVEL CARS WHICH WERE PLACED IN SERVICE JULY, 1999. (Robert L. Myers 1999 data)

ROCHESTER AVENUE (BROOKLYN) ATLANCIC R.T.  RAPID TRANSIT STOP PER ETT #11, EFF. 11/4/1878

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


ROCKAWAY JCT. (HILLSIDE) MAIN LINE & ATLANCIC 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.


STATION FOR USE AS A MUSEUM.
(Landmark Properties news release of 10/31/2019)

RONKONKOMA MAIN LINE
(LAKE RONKONKOMA)

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

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

BURNED: 1934

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

3RD DEPOT OPENED: 9/37, CLOSED WITH ELECTRIFICATION OF LINE: 1987 AND USED FOR STORAGE.

RAZED: 1994 WHEN PARKING LOT WAS REBUILT AND EXTENDED W.

4TH DEPOT RELOCATED 300’ EAST OF FORMER LOCATION WITH HI-LEVEL CENTER ISLAND PLATFORM AND TEMPORARY TICKET AGENCY IN SVC: 11/16/87.


ROOSEVELT RACEWAY CENT. EXT.

SEE “MEADOWBROOK-ROOSEVELT RACEWAY”

ROOSEVELT ST. S. S. R. R.

S. SIDE R. R. WESTERN TERMINUS.
BUILT: c. 1868-69. ACCESSED
**ROSEDALE**  
S. S. R. R. (ATLANTIC)

S. SIDE R. R. SVC. BEGAN: 10/28/1867 AS "FOSTER'S MEADOW." DEPOT BUILT: 7/1871 (4-year gap??) OUT OF SVC: 1889. MAY HAVE BEEN USED AS FREIGHT HOUSE FOR 2ND DEPOT. RAZED: ?


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


**ROSLYN**  
OYSTER BAY

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


NEW STATION SHELTER WITH HI-LEVEL PLATFORMS UNDER CONSTRUCTION AROUND OLD DEPOT BLDG.
BEGINNING 3/3/97. COMPLETED BY FALL OF THAT YEAR. 
(David Morrison and Derek Stadler data)

RUGBY MANH’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. ATLANTIC R.T. EAST OF RALPH AVE., BROOKLYN. OUT OF SVC. ___(?)


2ND DEPOT OPENED: 8/3/1906, AGENCY CLOSED: 9/7/96.

HI-LEVEL PLATFORMS AND SHELTER
<table>
<thead>
<tr>
<th>Location</th>
<th>Name</th>
<th>Action</th>
</tr>
</thead>
<tbody>
<tr>
<td>Schenectady Ave.</td>
<td>Atlantic R.T.</td>
<td>Rapid Transit Stop per ETT #11, Eff. 11/4/1878</td>
</tr>
<tr>
<td>Sea Cliff</td>
<td>Oyster Bay</td>
<td>Opened: 5/16/1867</td>
</tr>
<tr>
<td></td>
<td></td>
<td>2nd Depot opened: 5/1888. Was a Train Order Office at one time</td>
</tr>
<tr>
<td></td>
<td></td>
<td>(Photographic provenance). Portion of Eastward Station facilities</td>
</tr>
<tr>
<td></td>
<td></td>
<td>W. of Sea Cliff Ave. out of svc. and removed: 12/16/1983. AGENCY</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Remodeled non-historically: 1998. New station shelter with Hi-Level</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Platforms built: 1999 to accommodate newly-arrived C3 bi-level cars</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Which were placed in service July, 1999. (Robert L. Myers 1999 data)</td>
</tr>
<tr>
<td>Seaford</td>
<td>Montauk</td>
<td>Opened: 5/26/1899, razed: 4/15/66 (Robt. Emery data) with grade</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Crossing elimination. Temporary station account grade crossing</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Elimination in svc: 8/24/66. Out of svc: 10/22/68 and razed. Elevated</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Structure in svc: 10/22/68. Track level waiting rooms, platforms</td>
</tr>
<tr>
<td>Seaside</td>
<td>Rock. BCH.</td>
<td>Built: 1880 at Beach 102nd St., Rockaway Beach. 2nd Depot Bldg.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Acquired at Beach 104th St.: apr/1888, burned: 9/20/1892.</td>
</tr>
</tbody>
</table>
3\textsuperscript{rd} DEPOT BUILT: 1892, BURNED: 8/29/1893

4\textsuperscript{th} DEPOT BUILT: 1894, RENOVATED: APR-MAY/1899, YEAR-ROUND AGENCY AS OF 01/01/1924. RAZED: 1941

ELEVATED STRUCTURE OPENED: 1942. AGENCY CLOSED: 06/46. SEASONAL AGENCY ONLY AS OF 01/01/55. TRANSFERRED TO TA OWNERSHIP: 10/3/55.

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


“CITI FIELD” STADIUM AND STATION STOP RENAMED “METS-WILLET'S POINT.”

SHEEPSHEAD BAY JCT. MANH’T’N BCH. IN 1899 AN INTERLOCKING WAS BUILT AT EMMONS (NEPTUNE) AVENUE (TOWER #79-1/2) JUST E. OF SHEEPSHEAD BAY STATION AND THE 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 BEACH. A STATION WAS ESTABLISHED AND PEOPLE CHANGED TO AND FROM ELEVATED CARS AND TROLLEYS (Art Huneke data)

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

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

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

SHINNECOCK HILLS MONTAUK STATION STOP ESTABLISHED: 1886. ON E. SIDE OF HILLS STATION RD. DEPOT BUILT: APR-MAY/1887 TO SERVE LIRR PRESIDENT AUSTIN CORBIN’S LONG ISLAND IMPROVEMENT COMPANY DEVELOPMENT WHICH WENT BANKRUPT IN 1893. TURRET HAD OPEN-AIR VIEW-PORTS TO OVERLOOK GREAT PECONIC BAY AND ALL

SHINNECOCK HILLS: 3 MONTAUK


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

SHELTER SHED BUILT: c. 1900 FOR LIRR SHOP EMPLOYEES, WHEN MONTAUK BRANCH WAS AT GRADE. LOCATED APPROXIMATELY OPPOSITE THE FORMER SITE OF “R” TOWER AT LATTER-DAY RICHMOND HILL STORAGE YARD. NO LONGER LISTED IN 5/1913 ETT.

SHOREHAM WADING RIVER EXTENSION

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

2ND DEPOT BUILT: 1902, ON EAST SIDE OF NORTH COUNTRY ROAD CROSSING, .2 MILES EAST OF FORMER LOCATION. RENAMED “SHOREHAM”: 1906. WAITING ROOM BOASTED WICKER CHAIRS. AGENCY CLOSED: 1935. DEPOT CLOSED WITH LAST REVENUE TRAIN: 10/9/38. OUT OF SVC. PER G.O. #1006C: 3/29/39 AND BRANCH ABANDONED.

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


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

SOUTHAMPTON MONTAUK

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


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

OPENED: 5/24/76 AT OLD “GOLF GROUNDS” STATION SITE, 528’ WEST OF MP 86. USED FOR U. S. OPEN IN JUNE, 1986 WITH PEDESTRIAN CROSSOVER INSTALLED. DISCONTINUED AS STATION STOP AND REMOVED: 3/16/98. STATION SITE TEMPORARILY RE-USED AS

SOUTHOld MAIN LINE 1ST DEPOT APPEARS ON TIMETABLE OF 6/14/1845.
2ND DEPOT OPENED: 1/1870. IN LATER YEARS, AGENT OUTFITTED WAITING ROOM WITH COMFORTABLE, STUFFED, EASY CHAIRS. AGENCY CLOSED: 1958, RAZED: 6/62. REPLACED WITH METAL SHELTER SHED.
HI-LEVEL PLATFORMS AND SHELTER INSTALLED: 1999 TO ACCOMMODATE NEWLY-ARRIVED C3 BI-LEVEL CARS WHICH WERE PLACED IN SERVICE JULY, 1999. (Robert L. Myers 1999 data)


SOUTH FARMINGDALE CRR OF LI (CENTRAL) CRR OF LI STATION STOP: FIRST LISTED ON TIMETABLE OF MAY, 1873 AS “FARMINGDALE” ON EAST SIDE OF MAIN STREET. DEPOT BUILT: 8-9/1873. LAST LISTED ON TIMETABLE OF 3/1875. ETT #10, EFF: 1897 INDICATES TRAINS WILL MAKE STOP ALTHOUGH STATION IS NOT INDICATED IN TIMETABLE LISTING OF STOPS. DISCONTINUED AS STOP: 1898 (Art Huneke data)
<table>
<thead>
<tr>
<th>Location</th>
<th>Location Code</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>SOUTH FARMINGDALE CENTRAL EXT.</td>
<td></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. (___?)</td>
</tr>
<tr>
<td>SOUTH GREENFIELD MANH'TN BCH.</td>
<td></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>
</tbody>
</table>
“SOUTH SIDE R. R. CROSSING”: 10/1870. LAST LISTED: 11/1874. REAPPEARED ON TIMETABLES OF 7/1877 AS “BERLIN SWITCH.” (One and the same as “BERLIN”(?)) D.K.)

SOUTH STREET 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.


SPRINGFIELD S. S. R. R. S. SIDE R. R. SVC. BEGAN: 10/28/1867. DEPOT BUILT ON S.S.R.R.'S SOUTHERN LINE BETWEEN JAMAICA AND SPRINGFIELD: AUGUST-SEPT/1871 (4-year gap?? Chances are the station stop was opened with a rudimentary low platform and/or wooden shelter of sorts, and, upon double tracking in 1871 and an increase in ridership/business, an actual depot was then erected.) S.S.R.R. WAS ACQUIRED BY LIRR IN EARLY 1876. THE S.S.R.R.'S SOUTHERN LINE WAS DISCONTINUED AND TRACKS REMOVED. THE SPRINGFIELD STATION WAS CLOSED AND MOVED TO E. SIDE OF SPRINGFIELD AVE. (BLVD.) IN LAURELTON ON THE LIRR'S ATLANTIC BRANCH ("SOUTHERN ROAD"): 8/1876. A NEW SPRINGFIELD STATION WAS OPENED ON THE LINE FROM ROCKA-
WAY 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.

<table>
<thead>
<tr>
<th>SPRINGFIELD (SPRINGFIELD GDNS.)</th>
<th>MONTAUK (SPRINGFIELD)</th>
</tr>
</thead>
</table>

<table>
<thead>
<tr>
<th>ST. ALBANS (SPRINGFIELD)</th>
<th>MONTAUK</th>
</tr>
</thead>
</table>

<table>
<thead>
<tr>
<th>ST. GEORGE'S MANOR (MAIN LINE)</th>
<th>PT. JEFFERSON</th>
</tr>
</thead>
<tbody>
<tr>
<td>SEE: “MANOR” AND “MANORVILLE”</td>
<td></td>
</tr>
</tbody>
</table>

OPENED: 10/1873, AGENT'S QUARTERS LOCATED ON SECOND STORY. PART TIME AGENCY PER "L.I.R.R. TICKET OFFICES OPEN FOR SALE OF TICKETS" OF 9/12/55. DEPOT RESTORED: 1964. CONSTRUCTION OF 12-CAR-LENGTH HI-LEVEL PLATFORM WITH SHELTERS BEGUN: MID-AUG, 1986. COMPLETED BY YEAR'S END. (Derek Stadler date of
installation of latter). AGENCY CLOSED: 9/6/96. EXTERIOR RE-
STORED TO ORIGINAL ARCHITE-
TURE, INTERIOR REMODELED

ST. JOHNSLAND               PT. JEFFERSON      SEE “KINGS PARK”

STEEPLECHASE               ROCK. BCH.        OPENED: APR/1903 .2 MILES WEST
OF SEASIDE STATION.  2-STORY
WOODEN DEPOT BUILDING LOC-
ATED EAST OF A LARGE, COV-
ERED, OPEN WAITING ROOM. RE-
MOVED FROM TIMETABLE SCHED-
ULES: MID-1920s (?) LAST LISTED
AS "STEEPLECHASE" IN PTT OF
09/16/34 BUT ONLY IN LISTING
OF STATIONS FROM WHICH BAG-
GAGE MAY NOT BE CHECKED.
NOT LISTED ON INDEX OF STA-
TIONS 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 HEMP-
STEAD CROSSING.  LOW WOODEN
PLATFORM AND SHELTER SHED IN
USE FOR LIRR’S SHUTTLE WITH
BATTERY CARS. OUT OF SVC:
5/19/26 WHEN ELECTRIFICATION
COMPLETED BETWEEN VALLEY
STREAM AND MINEOLA AND
BRANCH RENAMED “WEST HEMP-
STEAD”

STEWART JCT.               MAIN LINE       SEE: “FLORAL PARK”

STEWART MANOR             HEMPSTEAD        BUILT: 1909. AGENCY CLOSED:
12/10/96. REMODELED: 2006
STONE AVE. (BROOKLYN)  ATLANTIC R.T.  AT EAST NEW YORK. OUT OF SVC.  


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

SUFFOLK STA.  MAIN LINE  OPENED: 7/14/1842 AT ISLIP AVE. APPEARS AS "NORTH ISLIP" ON 1861, 1862 AND 1867 TIMETABLES (Art Hunekte data). CLOSED: 1873 WHEN CENTRAL ISLIP STATION OPENED FURTHER EAST AT CARLETON AVE.

SUFFOLK DOWNS  MONTAUK  BUILT: 1907 ON W. SIDE OF PECONIC RD., IN SHINNECOCK HILLS. AGENCY AND DEPOT CLOSED: 1921. PURCHASED BY LIRR BLOCK OPR. JAMES V. OSBORNE AND MOVED TO PRIVATE LOCATION ON PECONIC BAY: 02/06/23. DISCONTINUED AS STATION STOP: 1927.

SYOSSET  PT. JEFFERSON  BUILT: 1872 AT LOCKWOOD’S GROVE, FAR ROCKAWAY, MOVED: 9/1877, GREATLY REMODELED: 1944, RAZED: 1948

2ND DEPOT BUILT: 1948
THE DYKES  LONG BEACH  APPEARS AS SIGNAL STOP IN TIMETABLE OF APRIL, 1898. BECAME ISLAND PARK IN MAY, 1923 WHEN IT REPLACED THE EARLIER ISLAND PARK STATION LOCATED AT THE FORMER BARNUM ISLAND (JEKYL ISLAND) STATION STOP.


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

2ND STATION BUILT BY LIRR: 1885, BUT SERVICED BY CULVER TRAINS ONLY. NOT LISTED ON LIRR TIMETABLES OF 1885, 1886, 1887. IN 1888, LIRR AND CULVER TRAINS USED STATION. DISAPPEARED FROM TIMETABLES AFTER THE SUMMER OF 1897. (V. Seyfried data)

THOMPSON'S STA.  MAIN LINE
(THOMPSONS, THOMPSON)  PRIVATE HOME WHERE SAGTIKOS PKY NOW INTERSECTS THE LIRR. SERVED AS DEPOT, INN AND GENERAL STORE. OPENED: 6/24/1842 WITH OPENING OF LIRR TO THAT POINT. "THOMPSON" ON TT OF 10/24/1862. CLOSED: 12/1869 AND STATION STOP RELOCATED TO BRENTWOOD.

3RD DEPOT BUILT: 6/2019 per: www.amodernli.com/project/syosset-station/
<table>
<thead>
<tr>
<th>Location</th>
<th>Route</th>
<th>Information</th>
</tr>
</thead>
<tbody>
<tr>
<td>TROTTING COURSE (TROT)</td>
<td>ORG MAIN LINE</td>
<td>ORIGINALLY OPENED AS CONNECTICUT AVE. ON LIRR'S OLD MAIN LINE BETWEEN BKLYN AND JAMAICA. ON TTS OF 7/31/1837 AND 9/8/1837. BECAME &quot;TROT LANE&quot; AND LATER &quot;TROT COURSE&quot; TO SERVICE CENTREVILLE RACE COURSE (&quot;TROT COURSE&quot;) APPEARS AS SUCH ON TT OF 1842. LATER CALLED WOODVILLE AND THEN WOODHAVEN. (SEE: &quot;WOODHAVEN&quot;&quot;) <em>(Art Huneke data)</em></td>
</tr>
<tr>
<td>TROY AVENUE.</td>
<td>ATLANTIC R.T.</td>
<td>RAPID TRANSIT STOP PER TT, EFF. 6/24/1890</td>
</tr>
<tr>
<td>UNION COURSE (&quot;RACE COURSE&quot;)</td>
<td>ATLANTIC</td>
<td>LISTED ON TT OF 3/1837 TO SERVICE UNION COURSE RACE TRACK BUT MAY HAVE OPENED IN 1836. EARLIER SERVICE MAY HAVE BEEN TO UNIONVILLE STATION. RAPID TRANSIT SERVICE BEGAN: 4/28/1905, PLATFORMS WIDENED: 1911. OUT OF SVC: 11/1/39 PER G.O. #1204 AND RAZED WITH ATLANTIC AVENUE IMPROVEMENT PROJECT: 1939-40</td>
</tr>
<tr>
<td>UNION DEPOT</td>
<td>PROSPECT 5TH AVE.&amp; 36TH ST.</td>
<td>BKLYN, NY (ON LIRR CR4 OF 1903)</td>
</tr>
<tr>
<td>UNION HALL ST. (JAMAICA)</td>
<td>MAIN LINE</td>
<td>BUILT: 1913. BELOW GRADE. ACCESS TO PLATFORM VIA STAIRS FROM IRON BRIDGE. ETT NUMBER 73 EFF: MAY 27, 1914 LISTS UNION HALL STREET STATION ON THE MONTAUK DIVISION FOR WESTBOUND TRAINS. THERE WAS NO PLATFORM FOR EASTBOUND MONTAUK DIVISION TRAINS AT THAT TIME. <em>(Art Huneke data)</em> EASTBOUND PLATFORM ADDED: <em><strong>?</strong></em>. HIGH LEVEL PLATFORM OUT OF SVC: 11/16/29 ACCOUNT &quot;JAMAICA IMPROVEMENT EAST&quot;</td>
</tr>
</tbody>
</table>
PROJECT.
TEMPORARY, LOW LEVEL PLATFORM NORTH OF TRACK 1, BETWEEN 165TH ST. AND NEW YORK AVE. IN SVC: 11/16/29. OUT OF SVC: 12/8/29.
TEMPORARY HIGH LEVEL PLATFORM SOUTH OF TRACK 1 IN SVC: 12/8/29.
TEMPORARY EASTWARD HIGH LEVEL PLATFORM BETWEEN TRACKS 2 AND 3 OUT OF SVC: 6/21/30.
TEMPORARY EASTWARD HIGH LEVEL PLATFORM S. OF TRACK 6 IN SVC: 6/21/30.
PERMANENT EASTWARD HIGH LEVEL PLATFORM BETWEEN TRACKS 3 AND 5 IN SVC. AS WESTWARD AND EASTWARD PLATFORM: 6/21/30.
TEMPORARY EASTWARD HIGH LEVEL PLATFORM OUT OF SVC: 2/26/31.
PERMANENT WESTWARD HIGH LEVEL PLATFORM IN SVC: 2/26/31.
AGENCY STILL LISTED IN "L.I.R.R. TICKET OFFICES OPEN FOR SALE OF TICKETS" OF 9/12/55 AS PART TIME.

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

UNITED NATIONS PORT WASH. 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
**UPTON ROAD**  **MAIN LINE**

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

1. DEPOT CLOSED AND MOVED TO YAPHANK FOR USE AS AGENT’S RESIDENCE FROM 1922 UNTIL 1948. (per Bob Emery’s map notes. LIRR Co. Rules and Rates of Pay eff: 01/01/1924 indicated the agent received rent as part of his pay.)

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

Slade / Art Huneke data. APPEARS IN *THE SOUTH SIDE SIGNAL* TIME-TABLES OF MARCH 2 AND JULY 17, 1874 AS FREIGHT STOPS. LISTED AS STOP IN MAY 30, 1880 EMPLOYEE TIMETABLE AND AS FLAG STOP IN JUNE 19, 1880 EMPLOYEE TIMETABLE. AGAIN LISTED AS FLAG-STOP IN JULY 28, 1881 EMPLOYEE TIMETABLE (Art Huneke data) NO LONGER LISTED ON WINTER/1881-1882 PUBLIC TIMETABLE. NAME APPEARS ON FREIGHT REPORT SHEETS: 1881 AND AS LATE AS MARCH, 1893. (Also per Art Huneke)
<table>
<thead>
<tr>
<th>Location</th>
<th>Name</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>UTICA AVENUE (BROOKLYN)</td>
<td>ATLANTIC R.T.</td>
<td>RAPID TRANSIT STOP PER TT, EFF. 6/24/1890</td>
</tr>
<tr>
<td>VALLEY STREAM (MONTAUK)</td>
<td>S. S. R. R. SVC. BEGAN:</td>
<td>10/28/1867. DEPOT OPENED: 7/1869 WITH OPENING OF BRANCH TO FAR ROCKAWAY. BUILT INSIDE LEGS OF WYE. 2nd DEPOT BUILT AT SAME LOCATION OR ORIGINAL DEPOT REMODELED: c. 1881 OUT OF SVC: 8/10/32 ACCOUNT GRADE CROSSING ELIMINATION PROJECT. RAZED: 1933. TEMPORARY STATION RELOCATED ON SHOO-FLY NORTH OF FORMER LOCATION IN SVC: 8/10/32 TRACKS AND STATION PLATFORMS ON FAR ROCKAWAY BRANCH OUT OF SVC: 8/31/32. ELEVATED TEMPORARY TRACKS AND PLATFORMS ON FAR ROCKAWAY BR. IN SVC: 2/7/33 3rd, ELEVATED, CENTER-ISLAND STRUCTURE NORTH OF FORMER LOCATION IN SVC: 6/27/33. ELEVATED JCT. OF W. HEMPSTEAD BRANCH IN SVC: 9/10/33</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</td>
</tr>
</tbody>
</table>
PER ETT #11, EFF. 11/4/1878

VAN WYCK AVENUE  S. S. R. R.  SEE: “SOUTH SIDE R. R. CROSSING”  (ATLANTIC)

WADING RIVER  WADING RIVER 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.


WAMPMISSICK  MAIN LINE  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.  (WAMPMISSIC)
<table>
<thead>
<tr>
<th>Location</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>WARDENCLYFFE</td>
<td>WADING RIVER EXTENSION FIRST APPEARS IN TIMETABLE OF JUNE, 1900. LOCATED ON WEST SIDE OF NORTH COUNTRY ROAD CROSSING. 2ND DEPOT BUILT: 1902, .2 MILES EAST OF ORIGINAL LOCATION. RENAMED &quot;SHOREHAM&quot;: 1906 (SEE: &quot;SHOREHAM&quot;)</td>
</tr>
<tr>
<td>WARWICK ST.</td>
<td>ATLANTIC ELEVATED STRUCTURE OPENED: 8/29/1905 WITH ELECTRIFICATION FROM FLATBUSH AVE. OUT OF SVC: 11/1/39 PER G.O. #1204</td>
</tr>
</tbody>
</table>

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

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

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

WATERMILL  MONTAUK  BUILT: AUG-SEPT/1875. LISTED ON TTs OF 1878 AS "WATERMILLS" AND 1883 AS "WATER MILLS" (2 WORDS). ON TTs OF 1885 AGAIN AS "WATERMILLS" (ONE WORD) AND FINALLY LISTED AS "WATERMILL" (date?) UNTIL DISCONTINUED AS A STATION STOP.


RAW TEXT

WATERLY (HOTTSVILLE) MAIN LINE

RAZED: 1940-41 WITH GRADE ELIMINATION PROJECT
2ND AND ELEVATED STRUCTURE OPENED: 4/10/42. TRANSFERRED TO TA OWNERSHIP: 10/3/55

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 "HOTTSVILLE" 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 Hunke data).

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

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

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

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<table>
<thead>
<tr>
<th>Location</th>
<th>Main Line</th>
<th>Information</th>
</tr>
</thead>
</table>
| WELLWOOD      | S. S. R. R.   | SSRR SVC BEGAN ON 10/28/1867
(MONTAUK)      | AS WELLWOOD. ORIGINAL 2-STOREY, WOODEN DEPOT WITH FRONT VERANDAH-STYLE COVERED PLATFORM AND PORTE COCHERE AT REAR. BUILT ON SOUTH SIDE OF TRACKS AND EAST OF WELLWOOD AVE. RENAMED "BRESLAU": 1869. (SEE: "BRESLAU") |
| WESTBURY HEMPSTEAD | MAIN LINE     | STATION STOP LOCATED BETWEEN HICKSVILLE AND FLUSHING AVE.. QUEENS. LISTED ON TT OF 3/1/1837. APPEARS ON TT AS LATE AS 4/24/1837. DISCONTINUED: ? |
| WEST DEER PARK | MAIN LINE     | BUILT: 5/1875 AS "WEST DEER PARK", |
RENAMED "WYANDANCE:" 01/01/1889. APPEARS AS "WYANDANCH" IN 1903 C.R.4 (SEE: "WYANDANCH")

**WEST FLUSHING**

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

**NY & FLUSHING**

**FLUSHING & N. SIDE**

**WESTHAMPTON** **MONTAUK**

BUILT: FEB-MAR/1870, MOVED TO PRIVATE LOCATION E. OF CENTRE MORICHES STATION SITE AND N. SIDE OF TRACKS: 1905. *(Robt. Emery data)*

2ND DEPOT BUILT: 1905. SUFFERED EXTENSIVE INTERIOR DAMAGE IN A FIRE SET IN FRONT OF THE TICKET OFFICE IN 1986. OFFICE CLOSED FOR 4-5 MONTHS DURING RENOVATION OF THE TICKET OFFICE AND WAITING ROOM. UPPER LEVEL DAMAGE WAS NOT REPAIRED. *(Read retired agent Fred Allen's account of the fire at the end of this listing.)*

AGAIN BURNED, BUT ONLY SLIGHTLY DAMAGED IN A WILDFIRE THRU THE AREA: 8/24/95 *(Read David M. Morrison's account of the fire at the end of this listing)* AND REPAIRED. FULL-TIME AGENCY CLOSED: 9/7/96.


SUNDAY AGENCY ONLY: 2006

**WEST HEMPSTEAD** **W. HEMP.**


2ND DEPOT BUILT: 1959. AGENCY
<table>
<thead>
<tr>
<th>Location</th>
<th>Name</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>WESTWOOD</td>
<td>W. HEMP.</td>
<td>OPENED: 9/1929, INSIDES AND WALLS COMPLETELY GUTTED TO CREATE SHELTER SHED: 1955</td>
</tr>
<tr>
<td>WHEATLEY HILLS (NORTH ROSLYN)</td>
<td>OYSTER BAY</td>
<td>FRAME DEPOT BUILT: 1898 AND WAS A SIGNAL STOP ONLY. NAME CHANGED TO &quot;NORTH ROSLYN&quot; IN 1901. CLOSED AND DISCONTINUED AS STATION STOP: 03/19/1924.</td>
</tr>
<tr>
<td>WHITE POT (WHITEPOT)</td>
<td>MAIN LINE</td>
<td>ORIGINALLY A MAIN LINE SAND SIDING. OLD MAPS SHOW A SAND PIT NEAR FLEET ST. ON THE GLENDALE CUT-OFF. DOES NOT APPEAR IN PUBLIC TTs, ONLY IN A FEW ETTs WHERE IT IS CALLED &quot;WHITE POT SWITCH.&quot; FIRST NOTED AS SUCH IN TIMETABLE EFF: 11/08/1874. IN 1880 WHEN SOUTHERN DIVISION TRAINS WERE ALL USING THE MAIN LINE, THERE WERE MEETS THERE. A DAY-NIGHT TELEGRAPH OFFICE OPENED PROBABLY IN 1892 WHEN MANUAL BLOCK SYSTEM PLACED IN SERVICE BETWEEN JAMAICA AND WINFIELD JCT. ETT #4 EFF. 1897 SHOWS &quot;WHITE POT&quot; ON SINGLE TRACK WITH THIS DAY-NIGHT TELEGRAPH OFFICE IN SERVICE. 1903 C.R.4 SHOWS &quot;WHITE POT (SIDING).&quot; NO LONGER INDICATED AS A TELEGRAPH OFFICE AS OF ETT #34, EFF: 05/25/1905. A c.1915 LIST OF AUTOMATIC SIGNALS SHOWS SIGNAL &quot;R-58&quot; AT WHITE POT. (Art Huneke Data)</td>
</tr>
<tr>
<td>WHITESTONE</td>
<td>FLUSHING R.R. NY &amp; FLUSHING FLUSHING &amp; N. SIDE (WHITESTONE)</td>
<td>ORIGINAL DEPOT BUILT: 10/1869. 2ND DEPOT OPENED: 1/30/1871. ORIGINAL DEPOT POSSIBLY USED AS FREIGHT/EXPRESS HOUSE FOR NEW DEPOT BLDG. (Possible 3/1932 photo provenance) CLOSED: 2/19/32 WITH BRANCH ABANDON-</td>
</tr>
</tbody>
</table>
MENT.

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

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

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


WOOD’S STATION  S.S.R.R. (FAR ROCK.) (SEE: "WOODMERE.")

WOODBURY  PT. JEFFERSON  SEE: “COLD SPRING HARBOR”
WOODHAVEN (1st) ORIG MAIN LINE BETW. BKLYN AND JAMAICA (ATLANTIC) ORIGINALLY OPENED AS CONNECTI-


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

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


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

(FAR ROCK.)  
ON TIMETABLE FIRST AS "WOOD'S STATION AND THEN "WOODSBURGH."  
RENAMED "WOODMERE": __?__.

2ND DEPOT BUILT: 1902 WITH PORTE COCHERE AT REAR. PORTE COCHERE REMOVED BY 1939.  
TRACKSIDE EAVES CUT BACK AND COVERED PLATFORMS REMOVED FOR CLEARANCE DUE TO INSTALLATION OF HI-LEVEL PLATFORMS: c. 1968. AGENCY CLOSED: 8/19/2009.

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

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

2ND STATION IN SVC. AT TODAY'S 60TH ST & WOODSIDE AVE. ON OLD ALIGNMENT DURING TRACK ELEVATION: 04/1913. RAZED: 11/17/1915  
3RD AND ELEVATED STRUCTURE IN SVC. AT TODAY'S ROOSEVELT AVE. & 61ST ST. ON NEW ALIGNMENT: 10/17/1915 (Realignment data per George Chiasson, Jr.)

WOODVILLE  ORIG MAIN LINE SEE: "TROTTOING COURSE" AND "WOODHAVEN"  
BETW. BKLYN AND JAMAICA

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 (REYN-OLD’S) CHANNEL AT WATER’S EDGE. CLOSED: 12/31/27.

WYANDANCH (WYANDANCE)
MAIN LINE
BUILT: 5/1875 AS “WEST DEER PARK”, RENAMED "WYANDANCE:"
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 FROM PW TO RONKONKOMA per:
http://www.amodernli.com/project/wyandanch-station-enhancement/

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

YAPHANK
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”:
YOUNGSPORT  S.S.R.R.  (MONTAUK)  

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

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

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

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

THOS. R. SHARP, 
RECEIVER

(Thomas R. Sharp was a general in the Confederate Army during the American Civil War and later became president / receiver of the LIRR in the 1870s.  D. Keller info.)
GENERAL ORDER #60, EFFECTIVE 05/24/1909:
BETHPAGE BRANCH (Bethpage Jct. to Bethpage Brick Works) WILL BE CONSIDERED A SIDING.

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

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

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

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

COLLEGE POINT STATION AND STATION FACILITIES, OUT OF SERVICE.

MALBA STATION AND STATION FACILITIES, OUT OF SERVICE.

WHITESTONE STATION AND STATION FACILITIES, OUT OF SERVICE.

WHITESTONE LANDING STATION AND STATION FACILITIES, OUT OF SERVICE.

BRIDGE STREET DRAWBRIDGE, OUT OF SERVICE.

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

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

GENERAL ORDER #401BC, EFFECTIVE 09/15/35:
BRANCH BETWEEN WEST HEMPSTEAD STATION AND “MT” (MINEOLA) REDESIGNATED SIDING.
GENERAL ORDER #811C, EFFECTIVE 01/18/38:
WADING RIVER STATION AND STATION FACILITIES RELOCATED 1 MILE WEST OF FORMER LOCATION.

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

MILLER PLACE STATION AND STATION FACILITIES OUT OF SERVICE

ROCKY POINT STATION AND STATION FACILITIES OUT OF SERVICE

SHOREHAM STATION AND STATION FACILITIES OUT OF SERVICE

WADING RIVER STATION AND STATION FACILITIES OUT OF SERVICE

PO (Port Jefferson) UNATTENDED BLOCK STATION OUT OF SERVICE

MI (Miller Place) UNATTENDED BLOCK STATION OUT OF SERVICE

WY (Wading River) UNATTENDED BLOCK STATION OUT OF SERVICE

JF (Port Jefferson) EASTWARD BLOCK SIGNAL OUT OF SERVICE

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

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

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

ETT #15, EFFECTIVE 09/12/48 CENTRAL EXTENSION LISTED AS GARDEN-MITCHEL FIELD SECONDARY TRACK.
GENERAL ORDER #1710, EFFECTIVE 12/27/49:
JUNCTION AND MAIN TRACK MANORVILLE TO EASTPORT OUT OF SERVICE.
(TRAIN #12 THE "SHINNECOCK EXPRESS" WAS THE LAST TRAIN TO OPERATE ALONG THIS BRANCH IN 1946)

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

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

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

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

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

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

GENERAL NOTICE #4-29 EFFECTIVE 11/19/2012:
LOWER MONTAUK BRANCH OUT OF SERVICE WITH OWNERSHIP BEING TRANSFERRED TO THE NEW YORK & ATLANTIC RY.
(COPY OF ACTUAL ORDER BELOW):
Effective 12:01 AM  
Monday, November 19, 2012

**A** Entire Railroad
Montauk Branch
Beginning at 12:02 AM Monday, November 19, 2012 and until further notice, the following is in effect:

- **Montauk No.1 track** out of service between a tie bumper installed 4000 feet west of 54R Signal (Jay’s Westerly) and Bliss;
- **Montauk No.2 track** out of service between Bliss and Jay;
- **C Secondary track** out of service between Begin Secondary signs at Bliss and End Secondary signs on both Montauk No.1 and No.2 tracks at Bliss;
- **Montauk Cutoff Secondary track** out of service between Arch Street Lead and End Secondary sign at Bliss;

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

All signals and switches remain in service.

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

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**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.

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**FIRE AT WESTHAMPTON STATION - 1986**

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

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

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

The biggest benefit was the bathroom for the agent, which was now *inside* the ticket office! Prior to the fire we had to walk out of the office and all the way to the bathroom in the waiting room!
Here is an account that Dave Morrison, retired LIRR branch manager, recollects of the fire:

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

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

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

Anyway, I went to the station the next day and the building was okay. A house and several vehicles were burned up nearby, as 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!