

LONG ISLAND RAIL ROAD
Alphabetical Station Listing
and History

(Compiled from data researched by
Vincent F. Seyfried, Robert M. Emery, Art Huneke, Jeff Erlitz, et. al.)

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

		<p>SHELTER SHED BUILT c. 1965. HI-LEVEL PLATFORMS INSTALLED: 2000-2001 **FREIGHT STATION BUILT: 1895 STILL STANDING: 2003</p>
AMITYVILLE	S. S. R. R. (MONTAUK)	<p>S.SIDE R.R. SVC. BEGAN: 10/28/1867. DEPOT BUILT: NOV-DEC/1868. MOVED TO PRIV- ATE PROPERTY: 1889. STILL STANDING: 2003. 2ND DEPOT OPENED: 7/25/1889, RAZED: 5/29/64. REPLACED WITH TEMPORARY STA. BUILDING. IN SVC: 5/29/64. OUT OF SVC: 10/25/68 AC- COUNT RELOCATION OF TRACKS AND FACILITIES FOR GRADE CROSSING ELIMINATION. BLDG. RAZED. 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</p>
AQUEBOGUE	MAIN LINE	<p>BUILT: 1892 2ND DEPOT BUILT: 1910, GUTTED AND REMODELED INTO SHELTER SHED: 1956, RAZED: 7/67</p>
AQUEDUCT	ROCK. BCH	<p>BUILT: 1883. OUT OF SVC: 11/29/39. TEMPORARY CENTER ISLAND STA- TION WEST OF FORMER LOCATION IN SVC: 11/29/39. OUT OF SVC: 9/24/40. 2ND DEPOT RELOCATED 26' SOUTH AND CONVERTED FROM LOW LEV- EL TO HIGH LEVEL, IN SVC: 9/24/40. OUT OF SVC: 10/3/55</p>
ARVERNE	ROCK. BCH.	<p>BUILT: 1888 AT GASTON AVE. DUE TO QUARREL BETWEEN R.R. & DEVELOPER ANOTHER DEPOT BUILT AT STRAITON AVE: 1892</p>

		GASTON AVE. DEPOT REBUILT ON NEW SITE AND OPENED: MAY/ 1912. OUT OF SVC: 10/3/55.
ATLANTIC AVENUE (ISLAND PARK)	LONG BEACH	OPENED: ?. CLOSED: 12/11/51
ATLANTIC TERMINAL	ATLANTIC	OPENED 1/5/2010 ON THE FORM- ER SITE OF FLATBUSH AVE. TERMINAL. OFFICIALLY RE- NAMED IN ETT #1, PER G.O. #104, EFF. 3/8/2010.
ATLANTICVILLE	SAG HARBOR	OPENED JUNE/JULY, 1875. RE- NAMED "EAST QUOGUE" IN 1891. <i>(per Vincent Seyfried)</i> STATION STOP APPEARS IN AVAILABLE PUBLIC TIMETABLES OF 1877 THRU 1881, BUT NOT IN 1883. <i>(per Art Huneke)</i>
AUBURNDALE	PORT WASH.	BUILT: 5/1901, CLOSED: 1929 ACCOUNT GRADE CROSSING ELIM- INATION, SOLD AND MOVED TO PRIVATE LOCATION FOR USE AS A CHURCH: 1930. (CHURCH CLOSED: 1973.) TEMPORARY TRACKS RELOCATED ON SHOO-FLY 42' NORTH OF ORIG- INAL LOCATION: 6/18/29 DUE TO GRADE CROSSING ELMINITATION. HIGH LEVEL PLATFORM IN SVC: 12/5/29 AND WESTBOUND STA- TION FACILITIES RELOCATED ON ELEVATION 42' SOUTH OF FORMER LOCATION AND CONVERTED FROM OUTSIDE LOW LEVEL PLATFORM TO ISLAND HIGH LEVEL PLATFORM. AGENCY CLOSED: ?
AUTUMN AVE.	ATLANTIC	OPENED: 4/28/1905 AS "RAILROAD AVENUE" WITH ELECTRIFICATION FROM FLATBUSH AVE. OUT OF SVC: 11/1/39 AND RAZED WHEN TRACKS PUT UNDERGROUND: 1939-40

BABYLON	S. S. R. R. (MONTAUK)	S. SIDE R.R. BEGAN SVC: 10/28/67 DEPOT OPENED. 2 ND DEPOT OPENED: 7/2/1881, RAZED: 1963 WITH GRADE CROSS- ING ELIMINATION. TEMPORARY STATION ACCOUNT GRADE CROSSING ELIMINATION IN SVC: 4/6/63. OUT OF SVC: 9/9/64 AND RAZED. ELEVATED STRUCTURE IN SVC: 9/9/64.
BAITING HOLLOW	MAIN LINE	SEE: "CALVERTON"
BALDWIN	S. S. R. R. (MONTAUK)	S. SIDE R.R. SVC. BEGAN: 10/28/1867 AS "BALDWINSVILLE." DEPOT BUILT: 2/1868. REMOD- ELED: 5/1881. RAZED 1917. 2 ND DEPOT BUILT: 12/28/17, RAZED: 11/56 WITH GRADE ELIMINATION. ELEVATED STRUCTURE OPENED: 10/2/57
BALDWINSVILLE	S. S. R. R.	S. SIDE R. R. (SEE: "BALDWIN")
BARTLETT	MONTAUK	PLATFORM ONLY OPENED AS "FANNY BARTLETT": 1924, CLOSED: 12/31/28
BAYPORT	S. S. R. R. (MONTAUK)	S. SIDE R.R. DEPOT BUILT: 3/1869, RAZED: 1903 2 ND DEPOT OPENED: 8/10/1903, RAZED: 5/64, DISCONTINUED AS STATION STOP: 1980
BAY RIDGE	BAY RIDGE	TERMINAL OPENED: 1870s. 1 ST DEPOT BUILT: 6/1877. RAZED BY FIRE: 12/14/1882. 2 ND DEPOT BUILT: 1883. CLOSED WITH END OF PSGR. SVC: 1904
BAYSHORE	S. S. R. R. (MONTAUK)	S. SIDE R.R. DEPOT BUILT: c. 1868 2 ND DEPOT BUILT: 1882, RAZED: 1912 3 RD DEPOT OPENED: 7/17/1912 AGENCY CLOSED: ?

BAYSIDE (ORIG. BAY SIDE)	FLUSHING R.R. NY & FLUSHING FLUSHING & N. SIDE (PORT WASH.)	BUILT: c. 1866 WITH OPENING OF STATION STOP ON 10/27/1866 2 ND DEPOT BUILT: 1886, RAZED: 1924 3 RD DEPOT BUILT: 1924. TEMPORARY TRACKS RELOCATED TO SHOO-FLY SOUTH OF ORIGINAL LOCATION: 6/18/29 DUE TO GRADE CROS- SING ELIMINATION. TRACKS DEPRESSED AND HIGH LEV- EL PLATFORMS IN SVC: 9/25/29 (WESTBOUND) AND 12/5/29 (EAST- BOUND) AT 1924 DEPOT BUILDING.
BAYVILLE	OYSTER BAY	APPEARS ON TIMETABLE EFF: 10/1/1889. STATION STOP WAS A BOXCAR PLACED AT THE CROSSING OF KAIN TUCK LANE ON W. SIDE OF SHU SWAMP. ALSO THE SITE OF 500' SIDING FOR PLACEMENT OF WORK TRAINS AND EQUIPMENT WHILE EXTENSION WAS BEING BUILT TO OYSTER BAY. (<i>per John Ham- mond, Town of Oyster Bay Official Historian</i>) BECAME A SIGNAL STOP: 11/1891. DISCONTINUED AS STATION STOP: 11/1892. REPLACED BY STATION AT MILL NECK ½ MILE FURTHER EAST ON E. SIDE OF SHU SWAMP. (<i>per 11/3/1892 edition of "Brooklyn Daily Eagle" and John Hammond</i>). "BAYVILLE SIDING" REMAINED IN PLACE AND WAS IN USE AT MILL NECK FOR MANY YEARS AFTER. (<i>per Art Huneke</i>)
BEAVER STREET	PRESENT DAY ATLANTIC BR.	SEE "JAMAICA"
BEDFORD	ATLANTIC & ATLANTIC R.T.	ONE OF THE ORIGINAL STOPS ON THE LIRR. ALSO USED AS RAP- ID 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	<p>OPENED: 3/20/1900 AS "INTERSTATE PARK." RENAMED "BELLAIRE" IN 1907.</p> <p>2ND DEPOT OPENED: 9/20/1924 (<i>per official dedication invitation</i>), DISCONTINUED AS STATION STOP: 1972, RAZED: 19<u>?</u></p>
BELLEROSE	MAIN LINE	<p>OPENED: 1898</p> <p>2ND DEPOT BUILT: SUMMER/1909, OUT OF SVC: 12/12-15/60</p> <p>3RD DEPOT OPENED: 1960-61? NO AGENCY</p>
BELLMORE	S. S. R. R. (MONTAUK)	<p>S. SIDE R.R. DEPOT BUILT: 10/1869</p> <p>2ND DEPOT BUILT: ?. REMODELED: ?</p> <p>BURNED: 2/18/68 AND RAZED.</p> <p>TEMPORARY STATION ACCOUNT</p> <p>GRADE CROSSING ELIMINATION IN SVC: 12/4/70. OUT OF SVC: 6/28/75 AND RAZED.</p> <p>ELEVATED STRUCTURE IN SVC: 6/28/75.</p>
BELLPORT	MAIN LINE	<p>DEPOT BUILT: c. 1844 WITH OPENING OF LIRR. LOCATED 2 ½ MILES EAST OF MEDFORD TO MEET STAGE COACH SERVICE TO BELLPORT VILLAGE ON SOUTH SHORE.</p>
BELLPORT	MONTAUK	<p>BUILT: SUMMER/1882, AGENCY</p> <p>CLOSED: 1/59, RAZED: 5/64</p> <p>REPLACED WITH SHELTER SHED.</p> <p>NEW DEPOT WITH HI-LEVEL PLATFORMS BUILT: 2000-2001</p>
BELMONT JCT.	CRR OF LI CROSSING OF S.S.R.R.	<p>BABYLON. APPEARS ON TIMETABLES 1873 -1880. IN 1877, 1878 AND 1880, SOME TRAINS MADE REGULAR STOPS. BY 1880 SOME MADE "F" STOPS. TELEGRAPH OFFICE ONLY PER ETT #22, EFF: 6/18/1885</p>

(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 (OPEN DURING RACING SEASON ONLY) RAZED: 1957 WHEN TRACKS WERE CUT BACK TO N. OF HEMPSTEAD TPKE. 2 ND DEPOT BUILT: 1957 N. OF HEMPSTEAD TPKE. NO AGENCY. MANNED TOKEN BOOTHS ONLY.
BERLIN	ATLANTIC	BUILT: 1870 AT MAURE AVE., MORRIS PARK, CLOSED: 1878
BERLIN SWITCH	ATLANTIC	SEE: "VAN WYCK AVENUE" (<i>One and the same as "BERLIN?" D.K.</i>)
BETHPAGE	CRR OF LI (CENTRAL)	CENTRAL RAILROAD OF L.I. DEPOT BUILT: ? NORTH OF THE JCT. ON THE OLD "BETHPAGE BRANCH" NEAR THE OLD "BETHPAGE BRICK WORKS." CRR PSGR. TRAINS BEGAN SVC. IN LATE 1874. STATION STOP APPEARS ON LIRR TIMETABLES UP TO AND INCLUDING 3/1879. PASSENGER SVC. DISCONTINUED THEREAFTER. BRANCH LATER DESIGNATED AS "SIDING" (G.O. OF 5/24/1909)
BETHPAGE	MAIN LINE	BUILT: 1884 AS "CENTRAL PARK", (SEE: "CENTRAL PARK" FOR EARLIER HISTORY) RENAMED BETHPAGE: 10/1/36. RAZED: 1959 2 ND DEPOT BUILT: 1959. AGENCY CLOSED: 8/19/2009.

BETHPAGE JCT.	CRR OF LI (CENTRAL EXT.)	CENTRAL RAILROAD OF L.I. DEPOT FIRST APPEARS ON TIMETABLE OF 6/1873. LOCATED AT WEST SIDE OF JUNCTION. <u>USED BY BOTH CRR AND LIRR TRAINS TO AFFORD CONNECTIONS TO RI- DERS</u> (<i>Per Art Huneke</i>). ABAN- DONED: 10/1/1877 (<i>Per Vincent Seyfried</i>). STILL APPEARS ON 1897 TIMETABLES WITH MINIMAL SERVICE. (???)
BLUEPOINT	S. S. R. R. (MONTAUK)	S. SIDE R.R. DEPOT OPENED: 2/1/1870, CLOSED: 6/1/1882 2 ND DEPOT OPENED: JUNE/1900, AGENCY CLOSED: 6/1946 RAZED: 1951 CONCRETE SHELTER SHED BUILT: 1951, DISCONTINUED AS STATION STOP: 1980
BOLAND'S LANDING	ATLANTIC	EMPLOYEE-ONLY STOP AT MORRIS PARK SHOPS (1990s ?)
BRANCH (HEMPSTEAD BRANCH)	MAIN LINE	DEPOT BUILT: c. 1837 WITH OPEN- ING OF LIRR TO HICKSVILLE. THIS WAS THE STAGE CONNECTION TO HEMPSTEAD. IN 1839 THE LIRR OPENED ITS TRACKS TO HEMP- STEAD FROM HERE. RENAMED "MINEOLA" (SEE: "MINEOLA")
BRENTWOOD	MAIN LINE	BUILT: 1870, BURNED: 4/1903 2 ND DEPOT OPENED: 11/10/1903, AGENCY CLOSED: ? DEPOT CLOSED: 1987 3 RD DEPOT RELOCATED EAST OF FORMER LOCATION WITH HIGH LEVEL PLATFORMS IN SVC: 9/14/87
BRESLAU	CRR OF LI (CENTRAL)	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)	S. SIDE R. R. (SEE: "LINDENHURST")
BRIDGEHAMPTON	MONTAUK	OPENED: 6/1870, BURNED: 7/6/1884 2 ND DEPOT BUILT: 1884, AGENCY CLOSED: 1958, DEPOT CLOSED: 1/59, RAZED: 5/64 3 RD DEPOT WITH HI-LEVEL PLAT- FORMS BUILT: 2000-2001
BRIDGE STREET	FLUSHING R.R. NY & FLUSHING FLUSHING & N. SIDE (WHITESTONE)	SEE: "FLUSHING BRIDGE STREET"
BROAD CHANNEL	ROCK. BCH.	DEPOT OPENED: 1900, WOODEN SHELTER SHEDS BUILT: 1921, 1923. OUT OF SVC: 5/23/50 WITH ABAN- DONMENT OF JAMAICA BAY TRESTLE AFTER FIRE OF 1950.
BROADWAY (FLUSHING)	FLUSHING R.R. NY & FLUSHING FLUSHING & N. SIDE (PORT WASH.)	OPENED: 10/27/1866, CLOSED: 1906 2 ND DEPOT OPENED: 9/1/1906, ELE- VATED: 1912-13. AGENCY CLOSED: 8/19/2009.
BROOKHAVEN	MONTAUK	BUILT: 1884, AGENCY CLOSED: 1932, DEPOT REMODELED 1944, CLOSED AND DISCONTINUED AS STATION STOP: 10/6/58, BUILDING SOLD AND RELOCATED TO PRIVATE LOCATION: c. 1958-59
BROOKLYN	ATLANTIC	ORIGINAL NAME FOR FLATBUSH AVE. (1852 TIMETABLE)
BROOKLYN AVENUE (BROOKLYN)	ATLANTIC RT	RAPID TRANSIT STOP EAST OF NOS- TRAND AVE., BKLYN. PER ETT #11 EFF. 11/4/1878
BROOKLYN HILLS	ROCK. BCH.	OPENED: ? AT MYRTLE AVE., FOREST PARK. CLOSED: 1911 WHEN BKLYN MANOR STATION OPENED.
BROOKLYN MANOR	ROCK. BCH	OPENED: 1/9/11. OUT OF SVC:

		10/29/58. LOW PLATFORM IN SVC: 10/29/58. DISCONTINUED AS STATION STOP: 6/8/62. BRANCH ABANDONED: 6/9/62.
BRUSHVILLE	MAIN LINE	DEPOT BUILT: c. 1837 WITH OPEN- ING OF LIRR TO HICKSVILLE. LOC- ATED AT LATER DAY SITE OF BELL- AIRE. RAZED: c. 1871
BUSHWICK AVE. (BUSHWICK)	BUSHWICK	S.S.R.R. DEPOT OPENED: 7/14/1877 PSGR. SERVICE ENDED: 5/13/24
BUSHWICK JCT.	S. S. R. R. (MONTAUK)	S. SIDE R. R. (SEE: "FRESH POND")
CALVARY CEMETERY	NY & FLUSHING	APPEARS ON 1863 TIMETABLE
CALVERTON	MAIN LINE	DEPOT BUILT: 1880 AS "BAITING HOLLOW", CLOSED AND MOVED TO PRIVATE LOCATION: 1922 2 ND DEPOT BUILT FURTHER EAST: 1922. AGENCY CLOSED: 1958 AND MOVED TO PRIVATE LOCA- TION. DISCONTINUED AS STATION STOP: 19_?
CAMP BLACK	CENTRAL EXT.	2 ½ MILES EAST OF GARDEN CITY. IN SERVICE: 5/3/1896
CAMP UPTON	MAIN LINE	IN SERVICE: 1917, CLOSED: 5/24/18 WITH OPENING OF UPTON ROAD STATION 2 MILES WEST OF SITE
CAMP UPTON	UPTON SPUR OFF MAIN LINE	OPENED ON THE CAMP GROUNDS: 1917. CLOSED WITH END OF LIRR SVC. TO THE CAMP: 4/1922
CAMP UPTON	UPTON SPUR OFF MAIN LINE	OPENED ON THE CAMP GROUNDS: c. 1942. CLOSED WITH END OF LIRR SVC. TO THE CAMP: c. 1946
CANAL STREET (JAMAICA)	ATLANTIC RT	RAPID TRANSIT STOP PER TT, EFF. 6/24/1890. OUT OF SVC: <u>?</u> . GONE BY 1905.

CANOE PLACE	MONTAUK	LOW CINDER PLATFORM ON S.E. SIDE OF SHINNECOCK CANAL. IN SERVICE: 1935 –1953 FOR “FISHERMAN’S SPECIAL” TRAINS
CARLE PLACE (CARLL PLACE)	MAIN LINE	DEPOT BUILT: c. 1837 WITH OPENING OF LIRR TO HICKSVILLE. SHELTER SHED BUILT: 1923, REMOVED: 1950 FACILITIES RELOCATED 400’ EAST OF FORMER LOCATION: 1/21/52 NO AGENCY.
CARMAN’S RIVER	MAIN LINE	STATION STOP IN SVC: 6/26/1844 WITH ARRIVAL OF RAILROAD AND NEW TEMPORARY END-OF-TRACK NEAR CARMAN’S RIVER. MAY HAVE BEEN ONE AND THE SAME STATION STOP AS “FIRE PLACE” AND LOCATED AT OR NEAR THE LATER SITE OF MILLEVILLE STATION (LATER YAPHANK). GONE FROM THE JUNE, 1845 TIME-TABLE.
CEDARHURST	S.S.R.R. L.I.R.R. (FAR ROCK.)	S. SIDE R.R. BEGAN SVC: 7/1869. BUILT: 7/1872 (<i>Per Vincent Seyfried’s LIRR history. 3-year gap??</i>) RIVAL L.I.R.R. ALSO BUILT DEPOT: 7/1872 AFTER MERGER OF 2 ROADS, OCEAN POINT DEPOT AND L.I.R.R. DEPOT ABANDONED: 6/1876 L.I.R.R. DEPOT MOVED TO FAR ROCK-AWAY: 8/1881 S.S.R.R. DEPOT AT OCEAN POINT RE-OPENED: 6/1887, GREATLY RE-MODELED: 5/1888 3 RD DEPOT BUILT: 1913. AGENCY CLOSED: 8/19/2009
CEDAR MANOR	S.S.R.R. (ATLANTIC)	OPENED: 1906 AS “POWER PLACE.” RENAMED: 19_?. OUT OF SVC: 1/28/59. DISCONTINUED AS STATION STOP. RAZED: 2/59 WITH GRADE ELIMINATION.

CENTER MORICHES	MONTAUK	BUILT: 1881, RAZED: 5/64 NEWER SHELTER BUILT: c. 1985, DISCONTINUED AS STATION STOP: 3/16/98
CENTRAL AVENUE	S.S.R.R.	EAST OF HIGBIE AVE., LAURELTON AND WEST OF SPRINGFIELD JCT. (APPEARS ON ETT #38 SUPPLE- MENT #1, EFF: 5/17/1906)
CENTRAL ISLIP	MAIN LINE	OPENED: 11/4/1873 TO REPLACE "SUFFOLK" STATION FURTHER WEST. REMODELED c. 1916, RAZED: 8/58 2 ND DEPOT BUILT: 1958. AGENCY CLOSED: ? DEPOT CLOSED: 1987 3 RD 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
CENTRAL ISLIP STATE HOSPITAL	SPUR OFF MAIN LINE	WOODEN SHANTY AND PLATFORM BUILT NEAR LOWELL AVE.: ?, OUT OF SERVICE: c. 1930s 2 ND PLATFORM OPENED AT EAST SIDE OF CARLETON AVE.: c. 1930s, OUT OF SERVICE: 1953 3 RD PLATFORM OPENED BACK AT LOWELL AVE.: 1953. DISCONT- INUED AS STATION STOP: 1980s
CENTRAL JUNCTION	CRR OF LI (CREEDMOOR)	OPENED: 7/1873, ABANDONED: 4/30/1879
CENTRAL PARK	CRR OF LI (CENTRAL)	CENTRAL RAILROAD OF L.I. DEPOT BUILT: ? LOCATED AT NORTH- WEST QUADRANT OF THE STEW- ART AVE. (EX-CENTRAL PARK AVE.) CROSSING OF THE CRR R.O.W., 3/4 MILE GEOGRAPHIC- ALLY SOUTH OF LIRR'S JERU-

SALEM/CENTRAL PARK STATION.
NO DEPOT BUILDING EVER CON-
STRUCTED. (Combined data Per
Art Huneke, Robert M. Emery and
Vincent F. Seyfried)

CENTRAL PARK

MAIN LINE

ORIGINALLY OPENED AS "JERU-
SALEM" c. 1854. STATION STOP
LOCATED ONE MILE WEST OF
BETHPAGE JCT. DOES NOT
APPEAR ON LIRR TIMETABLES
BETWEEN 1842 AND 1855, HOW-
EVER IT DOES APPEAR IN AN
APRIL, 1854 LIRR ADVERTISE-
MENT 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 = JER-
USALEM
TT OF 3/1879 = JERUSALEM.
ETT OF 9/1879 = JERUSALEM
PHOTOGRAPH TAKEN OF
DEPOT BY GEORGE
BRAINARD IN SEPTEM-
BER, 1879 SHOWS "CEN-
TRAL 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. RAZED:
1959

CENTRE AVENUE
(LYNBROOK)

LONG BEACH

PLATFORM ONLY IN SVC: ? . NO
AGENCY

CLARENCEVILLE	S.S.R.R. (MONTAUK)	S. SIDE R. R. (SEE: "RICHMOND HILL")
CLARENCEVILLE	ATLANTIC	BUILT: 1905 (?) WITH ELECTRIFICATION FROM FLATBUSH AVE. OUT OF SVC: 11/1/39 AND RAZED WHEN TRACKS PUT UNDERGROUND: 1939-40
CLEAR STREAM RD.	MONTAUK	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: ?
CLINTON ROAD (GARDEN CITY)	CENTRAL EXT.	BUILT: 1915, USED AS TICKET OFFICE FOR CAMP MILLS IN WW I. CLOSED: 5/15/53, DISCONTINUED AS STATION STOP. USED AS FIRE STATION.
CLOWSVILLE (CLOWESVILLE)	MAIN LINE (?)	OPENED 1837 ON THE APPROX. SITE OF THE PRESENT-DAY MERILLON AVE. STATION FOR CONVENIENCE OF NEWLY-OPENED COURTHOUSE. STOPS MADE ONLY WHILE COURT WAS IN SESSION. COURTHOUSE CLOSED: 1877. STATION STOP DISCONTINUED: ?
CLUB HOUSE	S. S. R. R. (MONTAUK)	S. SIDE R.R. DEPOT. BUILT: 1869 TO SERVICE SOUTH SIDE SPORTSMEN'S ASSN. (LOCATED BETWEEN TODAY'S PRESENT M.P.45 AND M.P.46 AT BAYARD CUTTING ARBORETUM), CLOSED: 1897
COLD SPRING COLD SPRING HARBOR	PT. JEFFERSON	BUILT: 12/1875 AS "WOODBURY." RENAMED "COLD SPRING" ON 10/15/1880 PER G. O. #90. MOVED EAST ACROSS COUNTY

		LINE TO PRESENT STATION LOCATION: 1901- 02. RENAMED "COLD SPRING HARBOR." RAZED: 1948. 2 ND DEPOT BUILT: 1948. AGENCY CLOSED: <u>?</u>
COLLEGE POINT	FLUSHING R.R. NY & FLUSHING FLUSHING & N. SIDE (WHITESTONE)	OPENED: 8/14/1869, CLOSED: 2/15/32 WITH LINE ABANDON- MENT, RAZED: 9/19/34
COOPER AVENUE	EVERGREEN	OPENED: 6/2/1883 AT JUNCTION OF NY & MANHATTAN BCH. RY'S "GREENPOINT DIVISION" AND LIRR'S BAY RIDGE BRANCH. CLOSED WITH END OF PSGR. SVC: 1894
COPIAGUE	MONTAUK	BUILT: 1902, RAZED: 12/67 WITH GRADE CROSSING ELIMINATION. TEMPORARY STATION ACCOUNT GRADE CROSSING ELIMINATION IN SVC: 10/25/68. OUT OF SVC: 8/7/73 AND RAZED. ELEVATED STRUCTURE IN SVC: 8/7/73. AGENCY CLOSED: <u>?</u>
CORONA (FASHION RACE COURSE)	FLUSHING R.R. NY & FLUSHING FLUSHING & N. SIDE (PORT WASH.)	BUILT: 3/1853 AS FASHION RACE COURSE. RENAMED W. FLUSH- ING. RENAMED CORONA. 2 ND DEPOT BUILT: SEPT-OCT/1872, BURNED: 12/9/1880 WHITE LINE DEPOT MOVED TO SITE: 1890, RAZED: 9/1894 4 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) DISCONTINUED AS STATION STOP:

4/8/64

COUNTRY LIFE PRESS	HEMPSTEAD	BUILT ADJACENT TO AND SOUTH OF THE 1911 OVERPASS OVER CHESTNUT ST. FIRST APPEARS ON EMPLOYEE TIMETABLE EFF: 5/25/13 TO SERVICE EMPLOYEES OF DOUBLEDAY, PAGE & CO. (PUBLISHERS). STATION NAMED AFTER THEIR MAGAZINE: "COUNTRY LIFE." WOODEN PLATFORM AND AGENCY IN SVC: 7/8/17. AGENCY CLOSED: BY 1940.
CREEDMOOR (NAT'L RIFLE RANGE)	CRR OF LI (CREEDMOOR)	OPENED: 1/8/1873, ABANDONED BY CRR OF LI: 4/30/1879. USED BY LIRR UNTIL 1881 TO SERVICE THE RIFLE RANGE.
CUTCHOQUE	MAIN LINE	APPEARS ON TIMETABLE OF 6/14/1845. 2 ND DEPOT BUILT: 8/1875 3 RD DEPOT BUILT: 1887, REMODELED: 1944, AGENCY CLOSED: 1958, RAZED 6/62, DISCONTINUED AS STATION STOP.
CYPRESS AVENUE (RIDGEWOOD)	BAY RIDGE/ MAN. BEACH	OPENED: 1884 AS RIDGEWOOD. BECAME CYPRESS AVE. IN 1893. RAZED: 1914 ACCOUNT GRADE CROSSING ELIMINATION. 2 ND ELEVATED STATION (PLATFORM ONLY) IN SVC: 1914. DISCONTINUED: 1924 WITH END OF PASSENGER SERVICE. REMNANTS STILL VISIBLE AS LATE AS 1982.
CYPRESS AVENUE	ATLANTIC RT	RAPID TRANSIT STOP EAST OF EAST NEW YORK, BKLYN. PER ETT #11, EFF. 11/4/1878
DEER PARK	MAIN LINE	1 ST DEPOT BUILT: 1842 WITH OPENING OF LIRR TO MEET STAGE COACH SERVICE TO BABYLON. 2 ND DEPOT BUILT: APR-MAY/1884, CLOSED: 8/25/36 DUE TO GRADE

		CROSSING ELIMINATION OF DEER PARK AVE. MOVED TO PRIVATE LOCATION. 3 RD , ELEVATED DEPOT OPENED: 12/17/36. AGENCY CLOSED: <u>?</u> DEPOT CLOSED: 1987 4 TH DEPOT RELOCATED FURTHER EAST OF FORMER LOCATION WITH HI-LEVEL PLATFORMS IN SVC: 9/14/87
DeKALB AVENUE	EVERGREEN	OPENED: 7/14/1878. CHANGED TO RIDGEWOOD: 6/1882. CLOSED WITH END OF PSGR. SVC: 1894.
DOUGLASTON	FLUSHING R.R. NY & FLUSHING FLUSHING & N. SIDE (PORT WASH.)	BUILT: APR-MAY/1867, MOVED TO PRIVATE LOCATION: ? 2 ND DEPOT BUILT: 6/1887, REBUILT: 1898, RAZED: 3/62 NEWER DEPOT BUILT: 1962. AGENCY CLOSED: 8/19/2009.
DUNTON	ATLANTIC	OPENED: ? AT VAN WYCK AVE., CLOSED: 1910 2 ND , RELOCATED DEPOT BUILT: 1914, OUT OF SVC: 11/1/39 AND RAZED WITH ATLANTIC AVENUE IMPROVE- MENT PROJECT: 1939-40
EAST FLUSHING	NY & FLUSHING	APPEARS ON TIMETABLE OF 1866
EAST HAMPTON	MONTAUK	BUILT: 1895. FULL-TIME AGENCY CLOSED: <u>?</u> . SUNDAY AGENCY ONLY: 2005
EAST HINSDALE	MAIN LINE	SEE: "FLORAL PARK"
EAST MORICHES	MONTAUK	BUILT: 1897, AGENCY CLOSED: 1932, BURNED: 1936 2 ND DEPOT BUILT: ?, CLOSED: 10/6/58 AND DISCONTINUED AS STATION STOP. DEPOT STILL STANDING ON SITE IN USE AS PRIVATE RESIDENCE: 2006

EAST NEW YORK (MANHATTAN CROSSING) (MAN. BCH. R.R. CROSSING)	ATLANTIC & ATLANTIC R.T.	HOWARD HOUSE HOTEL SERVED AS ORIGINAL DEPOT: 1861 - 1902. ALSO SERVED AS RAPID TRANSIT STOP PER ETT #11, EFF. 11/4/1878 RENAMED "EAST NEW YORK": 11/1905 WITH FULL ELEC. SVC. 2 ND DEPOT BUILT: 1906, RAZED: 1941 3 RD DEPOT BUILT: 1940-41. AGENCY CLOSED: 8/19/2009.
EASTPORT	MONTAUK	BUILT: 3/1870 AS "MORICHES" STATION ON ORIGINAL SAG HARBOR BR., MOVED TO EAST- PORT SITE: 10/18/1881, NEW STOP IN SVC: 10/19/1881. RE- MODELED: <u>19 ?</u> , OUT OF SVC: 10/6/58 AND DISCONTINUED AS STATION STOP. MOVED TO PRI- VATE LOCATION: AFTER 1963.
EAST ROCKAWAY	LONG BCH.	OPENED: OCT/1880, BURNED: c. 1942, CLOSED: 12/11/51 2 ND , RELOCATED DEPOT OPENED: 12/11/51. ONE-DAY AGENCY: EARLY 1970s. AGENCY CLOSED: <u>?</u>
EAST WILLISTON	OYSTER BAY	BUILT: c. 1880. AGENCY CLOSED: 12/10/96. RAZED: 12/11/2004
EDGEMERE	FAR ROCK.	BUILT: <u>?</u> . OUT OF SVC: 8/9/40 ACCOUNT GRADE CROSSING ELIMINATION. WESTWARD STATION FACILITIES RELOCATED 600' EAST OF FORM- ER LOCATION: 8/9/40. EAST- WARD STATION FACILITIES: 8/23/40. ELEVATED STRUCTURE OPENED: 4/10/42. TRANSFERRED TO TA OWNERSHIP: 10/3/55
EDGEWOOD	MAIN LINE	OPENED: 6/1892, CLOSED: 10/21/13, BURNED: 1920

ELMHURST (NEWTOWN)	FLUSHING R.R. NY & FLUSHING FLUSHING & N. SIDE (PORT WASH.)	OPENED: 1855, RAZED: 1888 2 ND DEPOT OPENED: DEC/1888, HIGH PLATFORMS: 1912, RAZED: 1927 3 RD , ELEVATED DEPOT IN SVC: 1927 OUT OF SVC: 1/1/85 AND RAZED.
FANNY BARTLETT	MONTAUK	SEE: "BARTLETT"
FARMINGDALE	CRR OF LI (CENTRAL)	CRR OF LI (SEE: "SOUTH FARMING- DALE")
FARMINGDALE	MAIN LINE	1 ST DEPOT BUILT: c. 1842 WITH OPEN- ING OF LIRR. RAZED: 1875 2 ND DEPOT BUILT: 7/1875, RAZED: c. 1890 3 RD DEPOT BUILT: c.1890. HUNTING- TON R.R. ELECTRIC SUB-STATION INCORPORATED INTO WEST END OF DEPOT: 1908-1909). AGENCY CLOSED: 8/19/2009.
FAR ROCKAWAY (GROVE STREET)	FAR. ROCK.	GROVE STREET (LOCKWOOD'S GROVE) BUILT: 1872. STATION STOP DISCONTINUED. DEPOT MOVED TO SYOSSET: 9/1877
FAR ROCKAWAY (MOTT AVENUE)	S. S. R. R. (FAR ROCK.)	S. SIDE R. R. DEPOT OPENED: 7/1869. CONVERTED TO FREIGHT HOUSE FOR 2 ND DEPOT: 1881 2 ND DEPOT MOVED TO SITE FROM OCEAN POINT (CEDARHURST), RE- MODELED AND OPENED: 10/1/1881, SOLD AND MOVED TO PRIVATE LOCATION: 10/1890 3 RD DEPOT OPENED: 7/15/1890, USED IN CONJUNCTION WITH NEW HI-LEVEL PLATFORMS IN SVC: 4/10/42. LIRR THRU SERV- ICE TERMINATED HERE: 10/3/55 WHEN TRACKAGE TO ROCKAWAY PARK TRANSFERRED TO TA OWN- ERSHIP. BECAME TERMINUS OF FAR ROCKAWAY BRANCH. DIS- CONTINUED AS STATION STOP: 2/21/58 WHEN SERVICE WAS CUT

BACK TO NAMEOKE AVE. ELEVATED TRACKS AND OLD DEPOT RAZED SHORTLY THEREAFTER.

FAR ROCKAWAY (NAMEOKE AVE.)	FAR ROCK.	IN SERVICE: 2/21/58. AGENCY CLOSED: ?
FASHION RACE COURSE	FLUSHING R.R. NY & FLUSHING FLUSHING & N. SIDE	OPENED: 3/1853. RENAMED "WEST FLUSHING" WHEN ORIGINAL W. FLUSHING STATION ABANDONED. RENAMED CORONA.
FIFTH AVENUE	EVERGREEN	OPENED: 1878 AT THE PRESENT-DAY LOCATION OF DRIGGS AVE. CLOSED: 1879.
FIRE PLACE	MAIN LINE	STATION STOP IN SVC: 6/26/1844 WITH OPENING OF LIRR OUT TO TEMPORARY END-OF-TRACK NEAR CARMAN'S RIVER. MAY HAVE BEEN ONE AND THE SAME STATION STOP AS "CARMAN'S RIVER" AND LOCATED AT OR NEAR THE LATER SITE OF MILLE- VILLE STATION (LATER YAPHANK). GONE FROM THE JUNE, 1845 TIMETABLE.
FLATBUSH AVE.	ATLANTIC	OLD DEPOT RENOVATED: JULY-AUG/ 1878, RENOVATED AGAIN: 6/1880, REBUILT: 1893 2 ND DEPOT OPENED: 4/1/07 WITH DEPOT AT STREET LEVEL AND TRACKS UNDERGROUND. RE- FURNISHED AND EXTERIOR SAND- BLASTED: EARLY 1940s. TRACK #1 OUT OF SVC: 4/10/59. FORM- ER EXPRESS TRACKS #s 9-14 ("EX" YARD) OUT OF SVC: 3/3/71. TRACKS ORIGINALLY NUMBERED SOUTH TO NORTH RENUMBERED NORTH TO SOUTH: 7/1/78. STREET LEVEL TERMINAL BLDG. CLOSED: 1988. RAZED: c. 1990s. 3 RD DEPOT OPENED: 1/5/2010. OFF- ICIALLY RENAMED "ATLANTIC

TERMINAL" IN ETT #1, PER G.O.
#104 EFF. 3/8/2010.

FLORAL PARK:	MAIN LINE	BUILT: OCT-NOV/1878 AS "STEWART JUNCTION." RENAMED HINSDALE: 1879 WITH CLOSING OF CRR OF LI DEPOT. RENAMED EAST HINSDALE: 1887 - 1889. RENAMED FLORAL PARK: BY 1890. RAZED: 1909 2 ND , RELOCATED DEPOT BUILT: 1909, RAZED: 10/20/60 ELEVATED STRUCTURE BUILT: 1960. AGENCY CLOSED: 8/19/2009.
FLOWERFIELD	WADING RIVER	OPENED: 1909-10. AGENCY CLOSED: BETWEEN 10/10/43 (ETT #5) AND 6/11/44 (ETT #6). DISCONTINUED AS STATION STOP: 1958, RAZED: 7/59
FLUSHING (BRIDGE ST.)	FLUSHING R.R. NY & FLUSHING FLUSHING & N. SIDE (WHITESTONE)	APPEARS ON TIMETABLE OF 1863. DEPOT BUILT: OCT-NOV/1870, RAZED: 1893 2 ND DEPOT BUILT: 1893, CLOSED: 2/15/32 WITH BRANCH ABANDONMENT.
FLUSHING (BROADWAY)	PORT WASH.	SEE: "BROADWAY"
FLUSHING (MAIN STREET)	PORT WASH.	BUILT: 12/1853 BURNED: 10/13/1864 2 ND DEPOT BUILT: JAN-FEB/1865, RAZED: 1870 3 RD DEPOT BUILT: OCT-NOV/1870, ABANDONED: 11/11/12 ELEVATED STRUCTURE OPENED: 10/4/13, ELEVATED TRACK LEVEL BLDG. RAZED: c. 1958 STREET LEVEL TICKET OFFICE OPENED: c. 1958
FORD'S CORNERS	BAY RIDGE	SEE: "RUGBY"
FORGE	MONTAUK	SEE: "MASTIC"

FOREST HILLS	MAIN LINE	BUILT: 1906, CLOSED: 1911 2 ND DEPOT OPENED: 8/5/1911. AGENCY CLOSED: 8/19/2009.
FOSTER'S MEADOW	S. S. R. R. (ATLANTIC)	SEE: "ROSEDALE"
FRANK AVE.	FAR ROCK.	AT BEACH 44 TH ST. (ORIGINALLY FRANK AVENUE THEN GLEASON AVENUE. AT FIRST A TROLLEY STOP OF THE OCEAN ELECTRIC RAILWAY WHICH USED THE LIRR TRACKS. BECAME A LIRR STATION STOP: 1922. WESTWARD STATION FACILITIES RELOCATED 785' EAST OF FORMER LOCATION: 8/2/40. EASTWARD STATION FACILITIES: 8/23/40 ACCOUNT GRADE CROSSING ELIMINATION. ELEVATED STRUCTURE STRETCHING FROM BEACH 44 TH ST. TO BEACH 47 TH ST. OPENED: 4/10/42. TRANSFERRED TO TA OWNERSHIP: 10/3/55
FRANKISTON	CRR OF LI (CREEDMOOR)	OPENED: 6/1873, ABANDONED: 4/30/1879
FREEPORT	S. S. R. R. (MONTAUK)	S. SIDE R. R. SVC. BEGAN: 10/28/1867. DEPOT OPENED. MOVED: 1899, TO BECOME PART OF FREIGHT HOUSE OF 2 ND DEPOT. 2 ND DEPOT OPENED: 4/3/1899, OUT OF SVC: 5/5/59 3 RD TEMPORARY STATION IN SVC: 5/5/59 ELEVATED STRUCTURE IN SVC: EARLY 1961
FRESH POND	S. S. R. R. (MONTAUK)	S. SIDE R.R. DEPOT BUILT: 1868 AS "FRESH POND." NAME CHANGED TO "BUSHWICK JUNCTION": 1882-83 2 ND DEPOT OPENED: 4/1895, CLOSED: 1915 WITH GRADE ELIMINATION.

DEPOT STILL STANDING IN 1923
 PLATFORMS AND PEDESTRIAN
 CROSSOVER INSTALLED: c. 1915
 BOTH NAMES APPEAR ON 1918
 TIMETABLE. RENAMED "FRESH
 POND": 1919
 DISCONTINUED AS STATION STOP:
 3/16/98

FULTON STREET
 (EAST NEW YORK)

MAN. BEACH

BUILT: ? JUST NORTH OF EAST NEW
 YORK STATION ON ATLANTIC
 BRANCH WITH LOW LEVEL, WOOD-
 EN PLATFORM EXTENDING NORTH
 ALL THE WAY TO FULTON STREET.
 PROBABLY DISCONTINUED WITH
 CONSTRUCTION OF EAST NEW
 YORK TUNNEL: 1914.
 2ND STATION LOCATED AT SOUTH
 PORTAL OF EAST NEW YORK
 TUNNEL UNDER EAST NEW YORK
 AVE. BUILT: 1914-15. SERVICED
 BY AGENCY AT EAST NEW YORK
 STATION ON ATLANTIC BRANCH,
 LOCATED ALMOST ADJACENT TO
 2ND FULTON ST. STATION STAIRS
 AND PLATFORM. STATION CLOSED:
 1924 WITH ABANDONMENT OF
 MANHATTAN BEACH BRANCH
 AND STAIRS ACCESSING PLAT-
 FORM REMOVED. PLATFORM
 STILL STANDING: 2009.

GARDEN CITY

CRR OF LI
 (HEMPSTEAD)

CRR OF LI DEPOT BUILT: OCT/1872-
 APRIL/1873. CLOSED: 1898
 2ND DEPOT BUILT: 8/1898. AGENCY
 CLOSED: ?

GASTON AVENUE
 (ARVERNE)

FAR ROCK.

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

GENERAL BRONZE

CENTRAL EXT.

OPENED: 6/1949 TO SERVICE EMP-
 LOYEEES. LATER "A&P BRONZE",
 CLOSED: 5/15/53 WITH END OF
 PSGR. SERVICE ON BRANCH.

GIBSON	FAR ROCK.	BUILT: 5/1928. AGENCY CLOSED: ?
GLEN COVE (GLEN STREET)	OYSTER BAY	OPENED: 5/16/1867 2 ND DEPOT BUILT: SEPT-OCT/1898, RESTORED: c. 2001-02. AGENCY CLOSED: ?
GLEN COVE (NASSAU)	OYSTER BAY	BUILT: JULY-AUG/1895. AGENCY CLOSED: ?
GLENDALE	S. S. R. R. (MONTAUK)	S. SIDE R. R. DEPOT FIRST APPEARS ON TIMETABLE OF 5/1870. 2 ND DEPOT (?) BUILT: 1876, BURNED: 1/7/27, DISCONTINUED AS STA- TION STOP: 9/15/27, REPLACED BY PARKSIDE STATION ON ROCK. BEACH. BR. RE-OPENED AS STA- TION STOP AFTER c. 1942 AS PLATFORM ONLY. DISCONTINUED AGAIN: 3/16/98
GLEN HEAD	OYSTER BAY	ORIGINAL DEPOT OPENED: 1/23/1865 2 ND DEPOT OPENED: 5/1888, OUT OF SERVICE: 4/61 WITH OPENING OF NEW DEPOT. OLD UNUSED DEPOT STOOD FOR AWHILE AFTERWARDS AND WAS RAZED. 3 RD DEPOT IN SERVICE: 4/61. AGENCY CLOSED: ?
GOLF GROUNDS	MONTAUK	OPENED: 4/1907, DISCONTINUED AS STATION STOP: 1939, MOVED TO PRIVATE LOCATION: 1940
GOOD GROUND	MONTAUK	SEE: "HAMPTON BAYS"
GOOSE CREEK	ROCK BCH.	OPENED: 1912, CLOSED: 9/35
GRAND STREET	S. S. R. R. (EVERGREEN)	S. SIDE R.R. DEPOT OPENED: 1868 BETWEEN METROPOLITAN AVE. AND GRAND STREET AT EAST RIVER FERRY. 2 ND DEPOT (?) OPENED: 5/15/1878. CLOSED: 9/28/1885.

GRAND STREET (E. OF WOODSIDE)	MAIN LINE & ROCK BCH.	SHELTER SHED OPENED: 7/1/13, SERVING BOTH MAIN LINE AND ROCK. BCH. BRANCH, SHELTER SHED REMOVED 1922. ETT #102, EFF. 5/21/25 LISTS STATION BUT INDICATES NO TRAINS STOPPING THERE. DISCONTINUED AS STA- TION STOP BETWEEN 5/21/25 AND ISSUANCE OF ETT #103, EFF. 10/21/25 WHICH DOES NOT LIST THE STATION.
GREAT NECK:	FLUSHING R.R. NY & FLUSHING FLUSHING & N. SIDE (PORT WASH.)	BUILT: 1866, RAZED: 1883 2 ND DEPOT OPENED: 10/1883, RE- MODELED: 1893, RAZED: 1924 3 RD DEPOT IN SVC: 2/26/25. RE- LOCATED S. OF FORMER LOCA- TION ACCOUNT GRADE CROS- SING ELIMINATION: 6/8/34
GREAT RIVER (ALSO SEE: "YOUNGSPORT")	MONTAUK	BUILT: 1897, BURNED: 1943. AGEN- CY CLOSED: c. 1943 OR EARLIER. 2 ND DEPOT BUILT: c. 1950s. RAZED: 1998 3 RD DEPOT WITH HI-LEVEL PLAT- FORMS BUILT: 1998
GREENLAWN	PT. JEFFERSON	BUILT: 1868, BURNED: 1909 2 ND DEPOT OPENED: 9/1911. AGENCY CLOSED: ?
GREENPOINT	EVERGREEN	OPENED: 5/15/1878 AT OAK AND WEST STREETS. CLOSED: 9/28/1885.
GREENPORT	MAIN LINE	1 ST DEPOT IN SVC: 7/29/1844 AS TERMINUS OF LIRR. DEPOT BURNED IN TOWN FESTIVITIES: 7/4/1870 2 ND DEPOT OPENED: 10/1870 3 RD DEPOT BUILT: 1892, WITH DIS- TINCTIVE TICKET OFFICE BAY WIN- DOW. BAY WINDOW REMOVED BY 1920S. AGENCY CLOSED: 9/4/67 (AFTER LABOR DAY SVC.). REOPENED: 1968 FOR ONE

		SUMMER'S USE, SUNDAYS ONLY. DEPOT BUILDING NOW A MARI- TIME MUSEUM 4 TH DEPOT WITH HI-LEVEL PLAT- FORMS BUILT: 2000-01 **FREIGHT STATION BUILT: 1892 OCCUPIED BY RAILROAD MUS- EUM OF LONG ISLAND (RMLI)
GREENVALE	OYSTER BAY	SHELTER SHED BUILT: ?, NO AGEN- CY. STRUCK BY LOCOMOTIVE: 5/17/1891 AND DEMOLISHED. 2 ND SHELTER SHED BUILT: ?, RAZED: 1991 3 RD SHELTER SHED WITH HI-LEVEL PLATFORMS BUILT: 1991
GRINNELL	FLUSHING R.R. NY & FLUSHING FLUSHING & N. SIDE	OPENED: 1874 (JUNCTION BLVD. & 35 TH AVE.)
GRUMMAN	MAIN LINE	6,955' WEST OF BETHPAGE STATION. WOODEN SHELTER SHED IN SVC: 2/2/42 FOR EMPLOYEES OF GRUMMAN AVIATION. NO AGENCY. STATION STOP RELOCATED: 1951 WITH RELOCATION OF S. OYSTER BAY RD. CROSSING. SEVERAL WOODEN SHELTER SHEDS CON- STRUCTED. METAL SHELTER SHED BUILT: c. 1960s. DISCONTINUED AS STATION STOP: c.1970s
HABERMAN (L. I. CITY)	MONTAUK	OPENED: 9/1910, CLOSED: 1924, DISCONTINUED AS STATION STOP: 3/16/98
HAGERMAN	MONTAUK	BUILT: 10/1890, CLOSED: 1928-29, DISCONTINUED AS STATION STOP.
HAMILTON BEACH	ROCK. BCH.	FIRST APPEARS IN ETT #90 EFF: 10/16/1919. DISCONTINUED AS STATION STOP: 6/27/55 WHEN BRANCH ABANDONED SOUTH OF

OZONE PARK.

HAMMELS (HAMMEL)	ROCK. BCH.	BUILT: JUNE/1880, RAZED: 1941 FOR GRADE ELIMINATION 2 ND DEPOT BUILT: SPRING/1888, CLOSED: 1941
HAMPTON BAYS	MONTAUK	OPENED: 2/1871 AS "GOOD GROUND", BURNED: 11/4/1873 2 ND DEPOT OPENED: 1/10/1874, CLOSED: 1913, USED AS EX- PRESS HOUSE FOR 3 RD DEPOT. 3 RD DEPOT OPENED: SUMMER/ 1913, AGENCY CLOSED: 1958, RAZED: c. 1964. STATION STOP MOVED 2,000' WEST: 12/26/74 4 TH , RELOCATED DEPOT WITH HI- LEVEL PLATFORMS BUILT: 2000-01
HEBBARD'S	S. S. R. R.	S. SIDE R. R. DEPOT AT FLUSHING AVE. & 52 ND 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 STREET. BECAME LIRR'S HEMPSTEAD STATION AND TERMINUS IN 1878. (SEE: "HEMP- STEAD" BELOW). REMODELED: 7/1881. RAZED: 1913. 2 ND DEPOT OPENED: 2/1913. TEMPORARY STATION IN SVC: 1,265' WEST OF FORMER LOCATION: 12/30/41 WHILE TRACKS WERE CUT BACK TO COLUMBIA ST. 2 ND DEPOT MOVED TO COLUMBIA ST.: UPON COMPLETION OF TRACK WORK AND PLACED IN SVC: 1943. GUTTED BY FIRE: 12/31/62 AND REMODELED. RAZED: 1998 3 RD DEPOT BUILT: 1999-2000
HEMPSTEAD	L. I. R. R. (HEMPSTEAD)	1 ST 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 ST. USED AS NEW TERMINUS.
"HEMPSTEAD BRANCH"	MAIN LINE	SEE: "BRANCH"
HEMPSTEAD GARDENS	W. HEMPST'D	BUILT: 19_?, RAZED: 19_?
HERMANVILLE	MAIN LINE	APPEARS ON MAP OF 1857 FOR THE DEVELOPMENT OF A NEW COM- MUNITY SOUTH OF THE TRACKS AND EAST OF LAKE STATION. NO TIMETABLE EVIDENCE AS YET. <i>(Info courtesy of Art Huneke)</i>
HERMITAGE	MAIN LINE	APPEARS ON TIMETABLE OF 5/1/1848. RENAMED "PECONIC". (SEE: "PECONIC.")
HEWLETT (HEWLETTS)	FAR ROCK.	S. SIDE R.R. BEGAN SVC: 7/1869 AS "HEWLETTS." DEPOT BUILT: 1870 <i>(Per Vincent Seyfried's LIRR history)</i> . AGENCY CLOSED: 8/19/2009. ORIGINAL DEPOT STILL STANDING: 2009.
HICKSVILLE:	MAIN LINE	1 ST DEPOT OPENED: 3/1/1837 AS TEMPORARY TERMINUS OF LIRR. BURNED: 7/15/1864 2 ND DEPOT OPENED: 9/1873, MOVED TO PRIVATE LOCATION: 1909 3 RD DEPOT OPENED: 10/30/1909, RAZED: 11/62 WITH GRADE ELIM- INATION PROJECT. 4 TH AND TEMPORARY, RELOCATED DEPOT IN SVC: 11/13/62 5 TH AND ELEVATED DEPOT IN SVC: 7/1/64 ELEVATED STRUCTURE BUILT: 1962
HIGBIE AVE. (LAURELTON)	ATLANTIC	OPENED: 1908 AS "SPRINGFIELD", RENAMED: 9/1927, OUT OF SVC: 2/2/60 WITH GRADE ELIMINA- TION AND DISCONTINUED AS

		STATION STOP.
HILLSIDE	CRR OF LI (CREEDMOOR)	OPENED: 4/1874, ABANDONED: 4/30/1879
HILLSIDE:	MAIN LINE	BUILT: ?, CLOSED: 1911 2 ND DEPOT IN SVC: 5/15/11. LOW PLATFORMS OUT OF SVC: 10/1/30 ACCOUNT "JAMAICA IMPROVE- MENT EAST" PROJECT. EASTWARD HIGH LEVEL PLATFORM SOUTH OF TRACK 1, IN SVC: 10/1/30 FOR EASTWARD AND WESTWARD TRAINS. AGENCY CLOSED: ?. DEPOT USED AS PRIVATE BUSINESS. DISCONTINUED AS STATION STOP: 7/1/66.
HILLSIDE	MAIN LINE	EMPLOYEE-ONLY STOP AT HILL- SIDE MAINT. FACILITY (1990s?)
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"
HOLBROOK	MAIN LINE	BUILT: 1907, RELOCATED FROM NORTH TO SOUTH SIDE OF MAIN TRACK: 4/24/39, RAZED: 6/62
HOLLAND (HOLLANDS) ROCK. BCH. (BEACH 92 ND ST.)		BUILT: MAY-JUNE/1880, REMODELED: APR-MAY/1899, REMODELED: 1914, CLOSED: 1941 ELEVATED STRUCTURE OPENED: 1942. TRANSFERRED TO NYCTA OWNERSHIP: 10/3/55
HOLLIS	MAIN LINE	BUILT: MAY-SEPT/1885. ORIGINAL DEPOT BUILDING ELEVATED: 1915. BURNED: NOV. 2-3/67 AND RAZED.
HOLTSVILLE	MAIN LINE	OLD STORE SERVED AS ORIGINAL

		<p>“WAVERLY” DEPOT UPON OPENING OF LINE IN 1843, RENAMED HOLTSVILLE: 1860, ORIGINAL PRE-1843 STRUCTURE RAZED: 1912 2ND DEPOT OPENED: 5/14/12, BURNED: 1/4/14 3RD DEPOT BUILT: 1914, AGENCY CLOSED: 1958, RAZED: 6/62 DISCONTINUED AS STATION STOP: 3/16/98</p>
HOPEDALE	MAIN LINE	<p>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. (<i>Newtown Register</i> 8/28/1884)</p>
HOWARD BEACH	ROCK. BCH.	<p>OPENED: 4/1913, REPLACED WITH SHELTER SHED: 1923 ON OPPOSITE SIDE OF TRACKS. OUT OF SVC: 6/27/55. ACQUIRED BY NYCTA, RAZED: SUMMER: 1956</p>
HOWARD HOUSE	ATLANTIC	<p>(ALABAMA AVE., EAST NEW YORK) TRACKSIDE HOTEL WITH PLATFORM OUT FRONT. USED AS DEPOT: 1861 – 1902. SEE: “EAST NEW YORK” AND “MANHATTAN CROSSING.”</p>
HULSE TURNOUT	MAIN LINE	<p>4 MILES EAST OF MANOR (1852 TIMETABLE)</p>
HUMBOLDT STREET	EVERGREEN	<p>OPENED: 5/15/1878 BETWEEN HUMBOLD AND GRAHAM STREETS. CLOSED: 9/28/1885.</p>
HUNTER’S POINT	FLUSHING R.R. NY & FLUSHING FLUSHING & N. SIDE	<p>APPEARS ON TIMETABLE OF 1863. EXPANDED FOR USE BY CRR OF LI: 1872. ACQUIRED BY LIRR FOR BRIGHTON BEACH SVC: 1878.</p>

HUNTERSPOINT AVE. (L. I. CITY)	MAIN LINE	OPENED: AUG/1860, RENOVATED: 4/1878, BURNED: 12/1902 2 ND DEPOT OPENED: 4/26/1903 3 RD DEPOT OPENED: 10/18/14
HUNTINGTON STA.	PT. JEFFERSON	BUILT: ?, CLOSED: 1909 2 ND , RELOCATED DEPOT OPENED: 10/1909
HYDE PARK	MAIN LINE	1 ST DEPOT BUILT: c. 1837 WITH OPEN- ING OF LIRR TO HICKSVILLE. RE- NAMED "NEW HYDE PARK." (SEE: "NEW HYDE PARK")
INTERSTATE PARK	MAIN LINE	PLATFORM OPENED: 3/20/1900, E. OF HEMPSTEAD TPKE., W. OF QUEENS. RENAMED "BELLAIRE" IN 1907.
INWOOD	FAR ROCK.	SHELTER SHED OPENED: 12/3/11, RAZED: 1956
ISLAND PARK	LONG BEACH	BUILT: 5/1923. AGENCY CLOSED: <u>?</u>
ISLAND TREES	CRR of LI (CENTRAL EXT.)	ORIGINAL DEPOT BUILT BY CRR OF LI: 18__ (?) NO DEPOT BUILDING ERECTED (<i>Per Vincent F. Seyfried</i>) DISCONTINUED AS STATION STOP: 18__ (?) 2 ND STATION CONSISTING OF A 1,000 FOOT LONG, LOW, CINDER PLAT- FORM OPENED: 1916 AT HICKS- VILLE RD. CROSSING OF CENTRAL BRANCH FOR MERILLON ESTATES CORP. (REAL ESTATE DEVELOP- MENT). CLOSED: 19 <u>?</u>
ISLIP	S. S. R. R. (MONTAUK)	S. SIDE R. R. DEPOT BUILT: 1868 2 ND DEPOT BUILT: 1881, RAZED: 1963 3 RD DEPOT OPENED: 12/1963. AGEN- CY CLOSED: <u>?</u> . REMODELED: 1997.
ISLIP CENTRE	S. S. R. R.	S. SIDE R. R. DEPOT. WEST OF ISLIP. PERHAPS USED TO SERVICE MEM- BERS OF THE OLYMPIC BOAT CLUB.

DROPPED FROM TIMETABLE OF
5/1870.

JAMAICA (BEAVER STREET)	S. S. R. R. (ATLANTIC) ("OLD SOUTHERN ROAD")	S. SIDE R. R. DEPOT OPENED: 10/28/1867. RAZED: 1871 2 ND DEPOT OPENED: 12/25/1871. WHEN LIRR ACQUIRED SSRR, DEPOT MOVED TO SOUTH SIDE OF BEAVER STREET CROSSING ON A STUB TRACK. LOW PLAT- FORMS FOR STATION STOP LO- CATED ON NORTH SIDE OF BEAV- ER ST. CROSSING. STOP SHOWS ON TIMETABLES AS "JAMAICA" FOR ATLANTIC BRANCH TRAINS BOUND FOR LOCUST AVE., SPRING- FIELD AND VALLEY STREAM. ("OLD SOUTHERN ROAD"). STATION STOP LISTED ON TIMETABLES OF 1908- 1913 AS "JAMAICA (BEAVER ST.)" DISCONTINUED AS STATION STOP AND RAZED WITH GRADE ELIMIN- ATION AND RELOCATION OF JAMAICA COMPLEX IN 1913.
JAMAICA ("OLD JAMAICA")	MAIN LINE	1 ST DEPOT BUILT: c. 1836 AS TERM- INUS OF LIRR. REMODELED: 1869, AND 1872. 2 ND DEPOT BUILT: 1882-83 ADJA- CENT TO AND IN USE CONCUR- RENTLY WITH ORIGINAL DEPOT. COVERED PLATFORMS LATER IN- STALLED. RAZED: 1912-13 WITH GRADE ELIMINATION.
JAMAICA	MAIN LINE	RELOCATED, ELEVATED STATION OPENED: 3/9/13
JAMAICA RACETRACK	ATLANTIC	SEE: "LOCUST MANOR"
JAMESPORT	MAIN LINE	1 ST DEPOT APPEARS ON TIMETABLE OF 6/14/1845. DEPOT REMOVED: AUG-SEPT/ 1869. 2 ND DEPOT WAS A PRIVATE SALOON PURCHASED FOR USE AS DEPOT: 7/1878. GREATLY REMODELED:

1944, AGENCY CLOSED: 1958,
RAZED: 7/18/63.
RELOCATED SHELTER SHED OPENED:
7/18/63, DISCONTINUED AS STA-
TION STOP: 19_?

JEKYL ISLAND LONG BEACH OPENED: 1901 AS "BARNUM ISLAND"
NAME CHANGED: 1903. RENAMED
"ISLAND PARK": 10/1921, CLOSED:
7/1922

JERUSALEM MAIN LINE STATION STOP LOCATED ONE MILE
WEST OF BETHPAGE JCT. DOES
NOT APPEAR ON LIRR TIMETAB-
LES BETWEEN 1842 AND 1855,
HOWEVER IT DOES APPEAR IN
AN APRIL, 1854 LIRR ADVERTISE-
MENT 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 = JER-
USALEM
TT OF 3/1879 = JERUSALEM.
ETT OF 9/1879 = JERUSALEM
PHOTOGRAPH TAKEN OF
DEPOT BY GEORGE
BRAINARD IN SEPTEM-
BER, 1879 SHOWS "CEN-
TRAL PARK" STATION
SIGN ON DEPOT.
TT OF 7/1880 = CENTRAL PARK
(TT info. courtesy of Art Huneke)
POSSIBLE FINAL CHANGE OF
NAME ON LIRR TIMETABLES IN
9/1879. (SEE: "CENTRAL PARK")

KEW MAIN LINE OPENED: 9/8/1910 ON RE-ALIGNED
MAIN LINE TRACKS SOUTH OF

		EX-MAPLE GROVE STATION SITE. RENAMED "KEW GARDENS": 1912.
KEW GARDENS	MAIN LINE	SEE "KEW". AGENCY CLOSED: 8/19/2009.
KINGS HIGHWAY	MANH'T'N BCH.	OPENED: 1883, RAZED: 1909 DUE TO GRADE ELIMINATION 2 ND DEPOT OPENED: 1909, CLOSED: 1924 WITH BRANCH ABANDON- MENT
KINGS PARK (ST. JOHNSLAND)	PT. JEFFERSON	BUILT: NOV-DEC/1872 AS ST. JOHNS- LAND. RENAMED "KINGS PARK": 6/1891 (<i>Per V. F. Seyfried</i>). RAZED: 1948 2 ND DEPOT BUILT: 1948. REMODELED: <u>?</u> . AGENCY CLOSED: <u>?</u>
KISSENA PARK	CRR OF LI (CREEDMOOR)	OPENED: 6/1873, CLOSED: 8/1876, RE-OPENED: 6/1877, ABAND- ONED: 4/30/1879, MOVED TO PRIVATE LOCATION, BURNED: 5/8/18
KOUWENHOVEN	BAY RIDGE	BUILT: 8/1877, CLOSED: 1924 WITH LINE ABANDONMENT. SHELTER SHED RAZED: 1935
LAKELAND	MAIN LINE	AT OCEAN AVENUE. SALT-BOX FARMHOUSE CONVERTED TO HOTEL AND USED AS DEPOT. APPEARS ON 1852 TIMETABLE. LOCATED 1,250' WEST OF EAR- LIER LAKE ROAD STATION. DIS- CONTINUED AND RAZED: 1883 WHEN STATION STOP MOVED EAST TO RONKONKOMA.
LAKE ROAD	MAIN LINE	OPENED AS "LAKE STATION" WITH ARRIVAL OF LIRR IN 1843. LO- CATED 90' EAST OF POND ROAD. APPEARS AS "LAKE ROAD" ON 1848 TIMETABLE. STILL CALLED "LAKE STATION" ON 1857 MAP.

LAKE STATION	MAIN LINE	SEE: "LAKE ROAD"
LAKEVIEW	W. HEMPST'D	BUILT: 19 <u>?</u> , RAZED: 19 <u>?</u>
LAKE RONKONKOMA	MAIN LINE	SEE: "RONKONKOMA"
LANDIA	PT. JEFFERSON	LOW PLATFORMS IN SVC: 12/15/52 BOTH SIDES OF TRACK TO SERVICE EMPLOYEES OF CIRCLE WIRE (LATER CERRO WIRE). CLOSED: 10/3/73.
LANG'S CORNER	SAG HARBOR	IN SVC: 1906 (<i>per "East Hampton Star" via Richard Makse</i>) RENAMED "NOYACK ROAD" : <u>19?</u> (SEE: "NOYACK ROAD")
LAUREL	MAIN LINE	BUILT: 1901, RAZED: 1939. SHELTER SHED BUILT: 1939, RAZED: 1967 AND DISCONTINUED AS STATION STOP.
LAUREL HILL	MONTAUK	NORTHEAST CORNER OF CROSSING OF CLIFTON AVE. (46 TH ST.) EAST OF PENNY BRIDGE STATION. ON 1891 MAP. ABANDONED: c. 1900 (<i>Per Bob Emery</i>) DOES NOT APPEAR ON TIMETABLES OF 1894, 1897 OR 1899, SO DID THIS STOP REALLY EXIST?????
LAURELTON	ATLANTIC	OPENED: 4/1907. EASTBOUND FACILITIES RELOCATED S. OF FORMER LOCATION: 11/26/41. RELOCATED NORTH AGAIN: 3/10/42 WITH CANCELLATION OF PROJECT. ALL FACILITIES AGAIN RELOCATED S. OF FORMER LOCATION: 11/16-18/48 DUE TO GRADE ELIMINATION PROJECT. DEPOT RAZED: 1950. ELEVATED STRUCTURE OPENED WESTBOUND: 10/31/50, EASTBOUND: 11/27/50. AGENCY CLOSED: <u>?</u>

LAWRENCE	S. S. R. R. (MONTAUK)	S. SIDE R. R. BEGAN SVC: 7/1869. DEPOT BUILT: JUNE-JULY/1872 <i>(Per Vincent f. Seyfried's LIRR history. 3-year gap???)</i> MOVED TO PRIVATE LOCATION: 7/31/1906 2 ND DEPOT OPENED: 8/1906. AGENCY CLOSED: <u>?</u>
LEFFERTS AVENUE	ATLANTIC	118 TH ST. APPEARS ON TIMETABLES OF 1867. LAST LISTED IN 6/1870.
LINDENHURST	S. S. R. R. (MONTAUK)	SOUTH SIDE R.R. BEGAN SVC: 10/28/1867 AS "WELLWOOD." DEPOT BUILT. RENAMED "BRESLAU." RENAMED "LINDEN- HURST." BURNED: 1/23/1901. 2 ND DEPOT BUILT: 1902. EXPRESS HOUSE MERGED INTO DEPOT AS ONE STRUCTURE: c. 1940s (?) CLOSED: 1968 WITH GRADE ELIMINATION AND MOVED TO PRIVATE LOCATION. EXPRESS HOUSE SEPARATED FROM DEPOT AS ORIGINALLY BUILT AND RE - STORED AS MUSEUM: 1971. TEMPORARY STATION ACCOUNT GRADE CROSSING ELIMINATION IN SVC: 10/25/68. ELEVATED STRUCTURE IN SVC: 8/7/73. AGENCY CLOSED: 8/19/2009.
LINWOOD STREET (BROOKLYN)	ATLANTIC R.T.	RAPID TRANSIT STOP PER TT, EFF. 6/24/1890
L.I.R.R. SHOPS	MONTAUK	SEE: "SHOPS"
LITTLE NECK	FLUSHING R.R. NY & FLUSHING FLUSHING & N. SIDE (PORT WASHINGTON)	APPEARS ON TIMETABLE OF 1866. DEPOT OPENED: JULY/1870 2 ND DEPOT OPENED: 12/1890. AGENCY CLOSED: 8/19/2009.
LOCUST AVENUE (“RACETRACK”)	S. S. R. R. (ATLANTIC)	S. SIDE R.R. SVC. BEGAN: 10/28/1867. DEPOT OPENED: 6/1869 <i>(2-Year gap??)</i> SVC. TO RACETRACK

		<p>BEGAN: <u>?</u>. LISTED WITH BOTH NAMES ON TIMETABLES. 2ND, WOODEN DEPOT BLDG. WITH LOW-LEVEL PLATFORMS IN SERVICE: 1898 (<i>Per Robert Emery</i>) WESTBOUND, COVERED, HIGH-LEVEL WOODEN AND EASTBOUND, OPEN, LOW-LEVEL CINDER PLATFORMS, EAST OF DEPOT AND CROSSING TO ACCOMODATE JAMAICA RACETRACK IN SVC: 1906 SHELTER SHED ADJACENT TO AND NEARLY TOUCHING DEPOT BLDG ERECTED: 1927. STATION RENAMED "LOCUST MANOR": 1929.</p>
LOCUST MANOR (JAMAICA RACETRACK)	ATLANTIC	<p>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: <u>?</u></p>
LOCUST VALLEY	OYSTER BAY	<p>OPENED: 4/19/1869 2ND DEPOT OPENED: 11/1872, REMODELED: 1885, MOVED TO PRIVATE LOCATION: c. 1906 3RD DEPOT OPENED: 12/1906. AGENCY CLOSED: <u>?</u></p>
LONG BEACH	LONG BEACH	<p>BUILT: 1880, CLOSED: 1909 2ND DEPOT OPENED: 6/1909, RESTORED: c. 1988</p>
LONG ISLAND CITY	MONTAUK	<p>OPENED: 5/9/1861, ENLARGED: 1870, 1875, 1878, 1879, APRIL/1881</p>

		2 ND DEPOT OPENED: 7/1891, BURNED: 12/18/1902, REBUILT AND REOPENED: 4/26/03. RAZED: 1938 DURING CONSTRUCT- ION OF MIDTOWN TUNNEL.
		3 RD DEPOT (SHELTER SHED) OP- ENED: <u>?</u> STATION STOP IN LIMITED USE. NO AGENCY.
LYNBROOK	S. S. R. R. (LONG BCH./MTK. BR.)	S. SIDE R. R. SVC. BEGAN: 10/28/1867 AS "PEARSALL'S CORNER." DEPOT OPENED. 2 ND DEPOT BUILT: 1881. REMODELED: c. 1920. RAZED: 1938 WITH GRADE ELIMINATION. ELEVATED STRUCTURE, 1,113' WEST OF FORMER LOCATION, IN SVC: 10/18/38
MALBA	WHITESTONE	BUILT: 1909, CLOSED: 1932 WITH BRANCH ABANDONMENT.
MALVERNE	WEST HEMPST'D	OPENED: 2/1913. AGENCY CLOSED: <u>?</u>
MANHASSET	PORT WASH.	BUILT: 1899. PARTIALLY RAZED: LATE 1924. MAIN DEPOT POR- TION MOVED ADJACENT TO TOWN HALL FOR USE AS BICY- CLE SHOP. 2 ND DEPOT OPENED: 3/23/25. RESTORED: 2001
MANHATTAN BEACH	MANH'T'N BCH.	OPENED: 11/1909, CLOSED: 1924 WITH BRANCH ABANDONMENT. USED AS PRIVATE BUSINESS AS LATE AS 1938
MANHATTAN CROSSING (NY & MANHATTAN BCH. R.R. CROSSING)	ATLANTIC & ATLANTIC R.T.	EAST NEW YORK, BKLYN. ALSO USED AS RAPID TRANSIT STOP PER ETT #11, EFF. 11/4/1878. RENAMED "EAST NEW YORK": 11/1905 WITH INAUGURATION OF FULL ELECTRIC SVC. FROM FLATBUSH AVENUE. (SEE: "EAST NEW YORK.")

MANOR	MAIN LINE	SEE: "MANORVILLE"
MANORVILLE	MAIN LINE	<p>APPEARS ON TIMETABLE OF 6/14/1845 AS "ST. GEORGE'S MANOR" AND LATER SHORTENED TO "MANOR." RAZED: 9/1869 (<i>Per local history, the first station agent, Seth Raynor, a patriot, painted out the "St. George's," leaving "Manor." 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.</i>)</p> <p>2ND DEPOT BUILT: 5/1871. STATION RENAMED "MANORVILLE" c. 1910. RAZED: 6/41</p> <p>SHELTER SHED BUILT: 1941, RAZED: c. 1968 AND DISCONTINUED AS STATION STOP.</p>
MAPLE GROVE	MAIN LINE	<p>OPENED: MAY/1879 AS FLAG STOP FOR MAPLE GROVE CEMETERY. CLOSED: 1882. REOPENED: 1883. REMOVED IN 1909 WITH REALIGNMENT OF TRACKS. MOVED APPROX. 600' SOUTH ALONGSIDE NEW SITE OF KEW STATION (WHICH OPENED 9/8/1910) AND PERPENDICULAR TO TRACKS FOR USE AS REAL ESTATE OFFICE FOR DEVELOPERS OF KEW. RAZED A SHORT TIME LATER.</p>
MASPETH	FLUSHING R.R. NY & FLUSHING FLUSHING & N. SIDE	OPENED: 1855. ABANDONED: 1858
MASPETH	MONTAUK	OPENED: 2/1895, CLOSED: 10/1903, REOPENED: ?, AND AGAIN CLOSED: 1924, BLDG. REMOVED: 1925 DISCONTINUED AS STATION STOP.
MASSAPEQUA	MONTAUK	2 ND , RELOCATED DEPOT BUILT: MAY-JUNE/1891, RAZED: 1/53 WITH GRADE ELIMINATION.

		TEMPORARY STATION RELOCATED WEST OF FORMER LOCATION IN SVC: 1/12/53. ELEVATED STRUCTURE IN SVC: 12/14-18/53
MASSAPEQUA PARK	MONTAUK	ORIGINALLY EASTBOUND AND WEST- BOUND PLATFORMS ONLY. IN SVC: 12/3/33 (G.O. 121-2) SHELTER SHED ON EACH PLAT- FORM ADDED: <u>?</u> TRAILER INSTALLED AS TICKET OFC: <u>?</u> TEMPORARY STATION ACCOUNT GRADE CROSSING ELIMINATION IN SVC: 12/21/77. OUT OF SVC: 12/13/80 AND RAZED. ELEVATED STRUCTURE IN SVC: 12/13/1980. AGENCY CLOSED: 8/19/2009
MASTIC	MONTAUK	BUILT: 1882 AS "FORGE", RENAMED: 1893. STATION STOP DISCONTIN- UED: 7/15/60. MOVED 7,010' WEST TO MASTIC-SHIRLEY. RAZED: 8/60
MASTIC-SHIRLEY	MONTAUK	IN SERVICE: 7/15/60. AGENCY CLOSED: <u>?</u>
MATAWOK	ROCK BCH.	PROBABLY BUILT 1908 WITH OPEN- ING OF GLENDALE CUT-OFF. LO- CATED AT FLEET ST. (FORMERLY WHITE POT RD) UNDER-GRADE CROSSING S. OF WHITEPOT JCT. LISTED ON ETT #58, EFF. 9/8/1910. NO INDICATION OF STATION BLDG. NO TRAINS INDICATED AS STOP- PING THERE. DOES NOT APPEAR ON PUBLIC TIMETABLES AT ALL. LAST LISTED ON ETT #69, EFF. 5/25/13, MISSING FROM ETT EFF. 5/27/14.
MATAWOK	MAIN LINE	SHELTER SHED OPENED: 6/25/22 AT 66 TH AVE. / MP6 FOR SERVICE

TO MATAWOK LAND CO. ETT #99
 EFF. 10/9/23 INDICATES 3 TRAINS
 A DAY MAKING AN "F" STOP. LAST
 APPEARS WITH TRAIN SVC. IN ETT
 #101, EFF. 10/21/24. ETT #102,
 EFF. 5/21/25 LISTS STATION BUT
 INDICATES NO TRAIN SERVICE.
 STATION OUT OF SVC: 7/1925.
 NOT LISTED IN ETT #103, EFF.
 10/21/25

MATTITUCK	MAIN LINE	<p>1ST DEPOT APPEARS ON TIMETABLE OF 6/14/1845. 2ND DEPOT BUILT: 1878, REMODELED: 1944, AGENCY CLOSED: 1/59, RAZED: 7/67 3RD DEPOT WITH HI-LEVEL PLAT- FORMS BUILT: 2000-01</p>
MEADOWBROOK	CENTRAL EXT.	<p>1ST DEPOT BUILT: ?, CLOSED: 6/1917 2ND DEPOT OPENED: 6/23/17, CLOSED: 1923 3RD STATION OPENED: 1923 AS LOW, CINDER PLATFORM, CLOSED: c. 1939</p>
MEADOWBOOK- ROOSEVELT RACEWAY	CENTRAL EXT.	<p>LOW, CINDER PLATFORM OPENED: c. 1939 JUST WEST OF THE OLD MEADOWBROOK STATION SITE. IN USE FOR RACEWAY TRAINS. STOP DISCONTINUED: 1961</p>
MEDFORD	MAIN LINE	<p>1ST DEPOT OPENED: 6/26/1844 WITH OPENING OF LIRR OUT TO TEMPORARY END-OF-TRACK AT CARMAN'S RIVER. BURNED: 8/20/1863 2ND (?) DEPOT BUILT: 1889 WITH ATTACHED AGENT'S QUARTERS. RAZED: 1940 WITH GRADE CROS- SING ELIMINATION OF RT. 112. 3RD, ELEVATED DEPOT OPENED: 11/9/40. AGENCY CLOSED: 1958. RAZED: 1964 4TH, ELEVATED DEPOT WITH HI-LEVEL PLATFORMS BUILT: 2000-01</p>

MELVILLE	MAIN LINE	SEE: "PINELAWN"
MERILLON AVE.	MAIN LINE	BUILT: 1912. AGENCY CLOSED: PRE-1950. RAZED: 1958 2 ND DEPOT BUILT: 4/58. ONE-DAY AGENCY IN SVC: EARLY 1970s. AGENCY CLOSED: <u>?</u>
MERRICK	S. S. R. R. (MONTAUK)	S. SIDE R. R. SVC. BEGAN: 10/28/1867. HOTEL BUILT: 1869 BY CHAS. FOX, PRES. OF SOUTH SIDE RAILROAD, TO ALSO SERVE AS STATION FOR HIS RAILROAD. <i>(2-year gap??)</i> 2 ND DEPOT BUILT: 1885 3 RD DEPOT BUILT: 1902, RAZED: 6/69 WITH GRADE CROSSING ELIMINATION. TEMPORARY STATION ACCOUNT GRADE CROSSING ELIMINATION IN SVC: 12/4/70. OUT OF SVC: 6/28/75 AND RAZED. ELEVATED STRUCTURE IN SVC: 6/28/75.
METROPOLITAN AVE.	BUSHWICK	BUILT: <u>?</u> CLOSED WITH END OF PSGR. SVC: 5/13/24 AND RE- MOVED
METS-WILLETS POINT	PORT WASH.	FORMERLY SHEA STADIUM STA- TION. RENAMED WITH CON- STRUCTION AND OPENING OF NEW "CITI FIELD" STADIUM. IN SERVICE: TIMETABLE EFFEC- TIVE 4/3/2009.
MILLER'S PLACE (MILLER PLACE)	WADING RIVER EXTENSION	BUILT: 1898, BURNED: 1902 2 ND DEPOT BUILT: 1902, AGENCY CLOSED c. 1928. DEPOT BURNED: <i>(1928 per Vincent Sey- fried, 10/1934 per Bob Emery)</i> THEREAFTER PLATFORM ONLY. LAST REVENUE TRAIN: 10/9/38. OUT OF SVC: 3/29/39 WITH BRANCH ABANDONMENT

MILL NECK	OYSTER BAY	<p>ORIGINAL DEPOT OPENED: 11/1892 ON E. SIDE OF SHU SWAMP TO REPLACE DISCONTINUED BAY-VILLE STATION ½ MILE FURTHER WEST. (<i>per 11/3/1892 edition of "Brooklyn Daily Eagle" and John Hammond, Town of Oyster Bay official historian</i>). DEPOT BURNED: 4/3/11.</p> <p>2ND DEPOT OPENED: 1912. DEPOT BURNED: 1918.</p> <p>3RD DEPOT OPENED: 1919 SLIGHTLY E. OF PREVIOUS DEPOTS. U.S. POST OFFICE BUILDING ADDED STRUCTURALLY TO EAST SIDE OF DEPOT BUILDING: 19<u>?</u>. AGENCY CLOSED: 1958. DISCONTINUED AS STA. STOP: 3/16/98. STILL IN USE AS VILLAGE HALL AND U.S. POST OFFICE (2003).</p>
MILLVILLE (MILLEVILLE)	MAIN LINE	SEE: "YAPHANK"
MINEOLA	MAIN LINE	<p>1ST DEPOT BUILT: c. 1837 AS "BRANCH" AND LATER "HEMPSTEAD BRANCH" WITH OPENING OF LIRR TO HICKSVILLE. RENOVATED: JUNE/1872</p> <p>2ND DEPOT BUILT: MAY-JUNE/1883, RAZED: 1923</p> <p>3RD, RELOCATED DEPOT IN SVC: 9/22/23</p>
MITCHELL FIELD (MITCHEL FIELD)	CENTRAL EXT.	WOODEN SHELTER SHED BUILT: ? DISCONTINUED AS STATION STOP: 5/15/53 WITH END OF PSGR. SERVICE ON BRANCH.
MONTAUK	MONTAUK	<p>BUILT: 1895, REMODELED TO 2ND STOREY: c. 1907, RAZED: 1927</p> <p>2ND DEPOT OPENED PERPENDICULAR TO END OF TRACK: 6/1/27, CLOSED: 2/42 WITH TRANSFER OF RAILROAD PROPERTY TO U.S.</p>

NAVY.
 3RD DEPOT OPENED JUST SOUTH OF
 PRIOR LOCATION: SPRING /1942
 YEAR-ROUND AGENCY CLOSED:
 1/21/72. OPEN SUMMERS ONLY
 THEREAFTER. CLOSED PERMAN-
 ENTLY: 19_? . IN USE AS STORE.
 4TH DEPOT WITH HI-LEVEL PLAT-
 FORMS OPENED: 2000-01.

MORICHES	LIRR ORIG. SAG HARBOR	SEE: "EASTPORT"
MORRIS GROVE	ATLANTIC	EX-S. S.R.R. DEPOT AT BERLIN MOVED 2 BLOCKS WEST IN 1878 AND RE- NAMED "MORRIS GROVE." LATER RENAMED "MORRIS PARK." CLOSED: 1886
MORRIS PARK	ATLANTIC	BUILT: 1886, OUT OF SVC: 11/1/39 AND RAZED WHEN TRACKS PUT UNDERGROUND: 1939-40
MORRIS PARK SHOPS	MONTAUK	SEE: "SHOPS"
MURRAY HILL	PORT WASH.	BUILT: 1889-90, RAZED: 10/1912 2 ND , ELEVATED DEPOT OPENED: 7/1914 (STATION BLDG. SPANNED DEPRESSED TRACKS) RAZED: 9/64
MYRTLE AVENUE	EVERGREEN	OPENED: 5/15/1878. CLOSED: MAY/1882
MYRTLE AVENUE	BAY RIDGE/ MAN. BEACH	OPENED: 1893. RAZED: 1914 AC- ACCOUNT GRADE CROSSING ELIM- INATION. 2 ND ELEVATED STATION (PLATFORM ONLY) IN SVC: 1914. DISCON- TINUED: 1924 WITH END OF PAS- SENGER SERVICE. REMNANTS STILL VISIBLE AS LATE AS 1982.
NAPEAGUE BEACH	MONTAUK	BUILT: 1895, SHELTER SHED OPENED 1924, RAZED: 12/5/27 AND DIS- CONTINUED AS STATION STOP.

NASSAU BLVD. (GARDEN CITY)	HEMPSTEAD	BUILT: 1907. AGENCY CLOSED: <u>?</u> DEPOT REMODELED: 2005.
NAT'L RIFLE RANGE	CRR OF LI (CREEDMOOR)	SEE: "CREEDMOOR"
NECK ROAD	BAY RIDGE	OPENED: 1893, RAZED: 1909 WITH GRADE ELIMINATION 2 ND DEPOT OPENED: 1909, CLOSED: 1924 WITH BR. ABANDONMENT.
NEW BROOKLYN	ATLANTIC	EARLY STOP BETWEEN BEDFORD AND EAST NEW YORK. APPEARS ON 1852 TIMETABLE ONLY.
NEW HYDE PARK	MAIN LINE	1 ST DEPOT BUILT: c. 1837 AS "HYDE PARK" WITH OPENING OF LIRR TO HICKSVILLE. RENAMED "NEW HYDE PARK. 2 ND DEPOT BUILT: 1870, RAZED: SUM- MER/1947 3 RD DEPOT BUILT: 1947, REMODELED: c. 1990s, RAZED: 2002-2003 4 TH DEPOT BUILT: 2002-2003. AGEN- CY CLOSED: 8/19/2009.
NEWSDAY	CENTRAL EXT.	OPENED: 6/49 TO SERVICE NEWS- DAY EMPLOYEES, CLOSED: 5/15/53 WITH END OF PSGR. SERVICE ON BRANCH.
NEWTOWN	NY & FLUSHING	APPEARS ON TIMETABLES OF 1863 AND 1866 AS "NEWTOWN"
NEWTOWN	PORT WASH.	SEE: "ELMHURST"
NEW YORK AVENUE (JAMAICA)	ATLANTIC R.T.	RAPID TRANSIT STOP PER TT, EFF. 6/24/1890. OUT OF SVC: <u>?</u> . GONE BY 1905.
NORTHPORT (NORTHPORT EAST PER 1901 TT) (NEW NORTHPORT)	PT. JEFFERSON	BUILT: MAY-JULY/1873, MOVED TO PRIVATE LOCATION: 1927. RAZED: 1959 2 ND DEPOT BUILT: 1927 **FREIGHT STATION MOVED HERE IN PIECES FROM CAMP UPTON

WHEN LIRR ENDED OPERATIONS
THERE AFTER 4/1922. AGENCY
CLOSED: 8/19/2009.

NORWOOD AVENUE (BROOKLYN)	ATLANTIC R.T.	RAPID TRANSIT STOP PER TT, EFF. 6/24/1890. OUT OF SVC: ETT OF 11/5/1905.
NOSTRAND AVE. (BROOKLYN)	ATLANTIC & ATLANTIC R.T.	1 st DEPOT BUILT: <u>18 ?</u> (BRICK BLDG.) ALSO USED AS RAPID TRANSIT STOP PER ETT #11, EFF. 11/4/1878. ELEV. TRACKS IN SVC: 11/21/1903 DEPOT AT STREET LEVEL IN USE. 2 ND DEPOT (AT TRACK LEVEL) IN SVC: 8/29/1905. AGENCY CLOSED: 8/19/2009.
NOYACK ROAD	SAG HARBOR	IN SVC: 1906 AS "LANG'S CORNER" <i>(Per "East Hampton Star" via Richard Makse)</i> RENAMED <u>19 ?</u> . SHELTER SHED BUILT: 1922. OUT OF SVC: 5/3/39 AND RAZED WITH BRANCH ABANDONMENT.
OAKDALE	S. S. R. R. (MONTAUK)	S. SIDE R. R. DEPOT BUILT: 1868. RAZED: 1890 2 ND DEPOT OPENED: 12/1890. AGEN- CY CLOSED: <u>?</u>
OCEAN AVE. (MAN. BCH. JCT.)	BAY RIDGE	OPENED: 1877, CLOSED: 1924 WITH ABANDONMENT OF MAN. BCH. BR.
OCEAN POINT	S. S. R. R.	S. SIDE R. R. (SEE: "CEDAR- HURST")
OCEANSIDE	LONG BEACH	OPENED: 5/1/15, BURNED: c. 1958-59 2 ND DEPOT BUILT: 1959, RAZED: SUMMER/2002 3 RD DEPOT OPENED: 2/26/2003. AGENCY CLOSED: 8/19/2009.
OLD NORTHPORT	OLD NORTHPT.	BUILT: JAN-MAR/1868, ABANDONED: 10/17/1899
OYSTER BAY	OYSTER BAY	BUILT: 6/25/1889, EXTENSIVELY REMODELED: 1902, COVERED

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

ADDED: 1997

PEARSALL'S CORNER (PEARSALL'S)	S. S. R. R. (MONTAUK)	S. SIDE R. R. (SEE: "LYNBROOK")
PECONIC	MAIN LINE	1 ST DEPOT APPEARS ON TIMETABLE OF 5/1/1848 AS "HERMITAGE." RENAMED "PECONIC". 2 ND DEPOT BUILT: 8/1876, RAZED: 4/42 SHELTER SHED BUILT: 1942. RAZED: <u>?</u> . DISCONTINUED AS STATION STOP: c. 1970
PENNSYLVANIA STA.	NEW YORK CITY	JOINT TERMINAL OF THE PENNSYLVANIA AND LONG ISLAND RAILROADS. OPENED: 9/11/1910. CONCOURSE OPEN TO TRACKS AND PLATFORMS BELOW. RENOVATED: <u>?</u> TO CLOSE THIS AREA AND PROVIDE MORE WAITING ROOM SPACE. UPPER STRUCTURE DEMOLISHED: 1964 AND REPLACED BY MADISON SQUARE GARDEN AND OFFICE BLDG. LOWER PORTION COMPLETELY RENOVATED: 1994
PENNY BRIDGE	FLUSHING R.R. NY & FLUSHING FLUSHING & N. SIDE	OPENED: 1854. ABANDONED: 1869
PENNY BRIDGE	MONTAUK	SHELTER SHED BUILT: 1902 2 ND SHELTER SHED BUILT: 1921, CLOSED: 3/16/98 AND DISCONTINUED AS STATION STOP: 3/16/98
PILGRIM STATE HOSPITAL	SPUR OFF MAIN LINE	COVERED PLATFORM OPENED AFTER 1931. DISCONTINUED AS STATION STOP: 5/21/78. STILL STANDING: 2005 BUT HEAVILY OVERGROWN.
PINEAIRE	MAIN LINE	BUILT: 1915, RAZED: 6/62, DISCONTINUED AS STATION STOP: 10/86

PINELAWN	MAIN LINE	<p>1ST DEPOT OPENED: c. 1895-1897 AS "MELVILLE" ON N.E. SIDE OF WELLWOOD AVENUE. LISTED ON TIMETABLES AS FLAG STOP. THEN AS "PINELAWN (MELVILLE)" IN TIMETABLE OF JUNE, 1898. LISTED AS "PINELAWN" IN TIMETABLE OF 1899.</p> <p>2ND DEPOT BUILT: 1915, CLOSED: 1925 AND RELOCATED TO S.E. SIDE OF WELLWOOD AVENUE. OPENED AT NEW LOCATION: 1925. AGENCY CLOSED: 19<u>?</u>. GREATLY REMODELED: 6/79 AND REOPENED AS SHELTER ONLY.</p>
PINELAWN CEMETERY MAIN LINE		<p>OPENED: 8/30/1904 WITH FANCY TICKET OFFICE LOCATED IN THE MAIN LOBBY. IT WAS SAID THE OFFICE WAS NEVER PUT IN SVC. BUILDING REMAINED IN SERVICE FOR CEMETERY BUSINESS UNTIL IT WAS DESTROYED BY FIRE IN 4/1928. WALLS STILL STANDING IN 1960. ARCHED ENTRANCE STILL STANDING UNTIL ELECTRIFICATION PROJECT BEGAN IN 1985.</p>
PINELAWN-MELVILLE	MAIN LINE	SEE: "PINELAWN"
PLAINFIELD	MAIN LINE	<p>EXISTS ON MAPS BETWEEN 1873 AND 1878 EAST OF CARNATION AVE. AT PRESENT-DAY FLORAL PARK DOES NOT APPEAR ON 1874, 1877 OR 1878 LIRR TIMETABLES.</p>
PLANDOME	PORT WASH.	<p>BUILT: 1909, BURNED: 1987 2ND DEPOT BUILT: 1987. AGENCY CLOSED: <u>?</u></p>
PLAYLAND	ROCK. BCH.	<p>(SEE: "STEEPLECHASE") RENAMED "PLAYLAND": 5/15/33 ELEVATED STRUCTURE OPENED: 1942. OUT OF SVC: 10/3/55.</p>

PORT JEFFERSON	PT. JEFFERSON	<p>OPENED: 1/1873, BURNED: 2/1/1874 2ND DEPOT BUILT: 6/1875, CLOSED: 1903 AND USED AS YARD BLDG, RAZED: 4/1963 3RD DEPOT OPENED: 7/25/03, RE- MODELED: 1968. STATION FACIL- ITIES TEMPORARILY OUT OF SVC: 4/18/88. TEMPORARY STATION FACILITIES 75' WEST OF MAIN ST. IN SVC: 4/25/88. MAIN BUILDING BACK IN SVC: <u>?</u> RESTORED TO ORIGINAL ARCHI- TECTURE: 2000-01</p>
PORT WASHINGTON	PORT WASH.	<p>BUILT: 1898, REMODELED WITH BRICK FACING: 1930</p>
POWER PLACE	S.S.R.R. (ATLANTIC)	SEE: "CEDAR MANOR"
PROMISED LAND	MONTAUK	<p>PLATFORM ONLY OPENED: 1924, CLOSED: 12/31/28</p>
QUEENS	MAIN LINE	SEE: "QUEENS VILLAGE"
QUEENS VILLAGE	MAIN LINE	<p>OPENED: 10/1881 AS "QUEENS", MOVED TO PRIVATE LOCATION: 1924 WITH GRADE ELIMINATION. ELEVATED STRUCTURE OPENED: 9/20/1924 (<i>per official dedication invitation</i>) AS "QUEENS VILLAGE." AGENCY CLOSED: <u>?</u></p>
QUEENSWATER	LONG BEACH	OPENED: ?, CLOSED: 6/36
QUOGUE	MONTAUK	<p>BUILT: 6/1875 2ND DEPOT BUILT: 1882, MOVED TO PRIVATE LOCATION: 1905 3RD DEPOT BUILT; 1905, AGENCY CLOSED: 1958, RAZED: 4/64 DISCONTINUED AS STATION STOP: 3/16/98</p>
RACETRACK	S.S.R.R. (ATLANTIC)	SEE: "LOCUST AVENUE"

RAILROAD AVENUE	ATLANTIC	SEE: "AUTUMN AVENUE."
RALPH AVENUE (BROOKLYN)	ATLANTIC R.T.	RAPID TRANSIT STOP PER ETT #11, EFF. 11/4/1878
RAMBLERSVILLE	ROCK. BCH.	OPENED: ? CLOSED: 1913
THE RAUNT	ROCK. BCH.	OPENED: 1900. OUT OF SVC: 5/23/50 WITH ABANDONMENT OF JAMAICA BAY TRESTLE AFTER FIRE OF 1950.
REGO PARK	MAIN LINE (FOR ROCK BCH)	OPENED: 5/1928. OUT OF SVC: 10/29/58. LOW PLATFORMS IN SVC: 10/29/58. DISCONTINUED AS STATION STOP: 6/8/62. BRANCH ABANDONED: 6/9/62.
REPUBLIC	MAIN LINE	WOODEN SHELTER SHEDS OPENED: 12/9/40 TO SERVICE EMPLOYEES OF REPUBLIC AVIATION. DISCONT- INUED AS STATION STOP DURING RONKONKOMA ELECTRIFICATION PROJECT AND DROPPED FROM JULY, 1987 TIMETABLE.
RICHMOND HILL	S. S. R. R. (MONTAUK)	S. SIDE R. R. DEPOT BUILT: APR/MAY, 1869 AS "CLARENCEVILLE." USED AS CHAPEL ON SUNDAYS BEGIN- NING 7/25/1869. RENAMED "RICH- MOND HILL": OCT/NOV, 1871. RAZED DUE TO GRADE CROSSING ELIMINATION AT JAMAICA AVENUE: 1923-24 2 ND , ELEVATED DEPOT BUILT: 1923-24. IN SVC; 6/18/24. CLOSED: ?, DISCONTINUED AS STATION STOP: 3/16/98
RIDGEWOOD	S. S. R. R. (MONTAUK)	S. SIDE R. R. (SEE: "WANTAGH")
RIDGEWOOD	MONTAUK	OPENED: 6/2/1883, CLOSED: 1924
RIDGEWOOD	EVERGREEN	OPENED: 7/14/1878 AS DeKALB

		AVENUE. CHANGED TO RIDGEWOOD: 6/1882. CLOSED WITH END OF PSGR. SVC: 1894
RIVERHEAD	MAIN LINE	1 ST DEPOT APPEARS ON TIMETABLE OF 6/14/1845. MOVED FOR USE AS RAILROAD BUNKHOUSE: 3/1870 2 ND DEPOT OPENED: 3/1870 3 RD DEPOT OPENED: 6/2/10. AGENCY CLOSED: 11/13/72. HOUSED SIGNAL MAINTAINERS UNTIL DEPOT WAS RESTORED AND OWNERSHIP TRANSFERRED TO THE TOWN OF RIVERHEAD: c. 2001 4 TH DEPOT WITH HI-LEVEL PLATFORMS BUILT: 2000-01
ROCHESTER AVENUE (BROOKLYN)	ATLANTIC R.T.	RAPID TRANSIT STOP PER ETT #11, EFF. 11/4/1878
ROCKAWAY AVENUE (BROOKLYN)	ATLANTIC R.T.	RAPID TRANSIT STOP PER ETT #11, EFF. 11/4/1878
ROCKAWAY JCT. (HILLSIDE)	MAIN LINE & ATLANTIC R.T.	BUILT: c. 1890. ALSO USED AS RAPID TRANSIT STOP FOR ATLANTIC BRANCH PER TT, EFF: 6/24/1890. RAZED: 1905-06 FOR CONSTRUCTION OF HOLBAN YD.
ROCKAWAY PARK (BEACH 116 TH ST.)	ROCK. BCH.	BUILT: APR-MAY/1882, RAZED: 1917 2 ND DEPOT BUILT: SPRING/1917, TRANSFERRED TO TA OWNERSHIP: 10/3/55
ROCKVILLE CENTRE	S. S. R. R. (MONTAUK)	S. SIDE R.R. DEPOT OPENED: 10/28/1867. REMODELED: 7/1881, MOVED TO PRIVATE LOCATION: 1901, RAZED: 2004 2 ND DEPOT OPENED: 10/14/1901, RAZED: 3/49 WITH GRADE ELIMINATION. TEMPORARY STATION FACILITIES RELOCATED S. AND EAST OF FORMER LOCATION: 4/19-22/49 ELEVATED STRUCTURE IN SVC: 7/17-18/50

ROCKY POINT	WADING RIVER EXTENSION	BUILT: 1895. LARGE, COVERED PLAT- FORM SHEDS ADDED: 1928 TO HANDLE CROWDS THAT ARRIVED WHEN BUILDING LOTS WERE BEING SOLD CHEAPLY BY THE "NEW YORK DAILY MIRROR." AGEN- CY CLOSED: c. 1929. LAST REV- ENUE TRAIN: 10/9/38. OUT OF SVC: 3/29/39 WITH BRANCH ABANDONMENT. MOVED SLIGHT- LY EAST FOR USE AS PART OF THURBER LUMBER CO. STILL STANDING: 2006
RONKONKOMA (LAKE RONKONKOMA)	MAIN LINE	ORIGINAL LAKELAND DEPOT RAZED: 1883 2 ND , RELOCATED DEPOT OPENED: 1883, TO SERVICE BOTH COM- MUNITIES. BURNED: 1934 3 RD , TEMPORARY, RECTANGULAR ONE-STOREY BUILDING WITH GABLE ROOF IN SVC: 1934-1937. 4 TH DEPOT OPENED: 9/37, CLOSED WITH ELECTRIFICATION OF LINE: 1987 AND USED FOR STORAGE. RAZED: 1994 WHEN PARKING LOT WAS REBUILT AND EXTENDED W. 5 TH DEPOT RELOCATED 300' EAST OF FORMER LOCATION WITH HI- LEVEL CENTER ISLAND PLAT- FORM AND TEMPORARY TICKET AGENCY IN SVC: 11/16/87. ADD'L OUTER PLATFORMS ADDED: 1993. MULTI-LEVEL PARKING GARAGE OPENED: 1996. PERMANENT TICKET OFFICE IN SERVICE: 1998.
ROOSEVELT RACEWAY	CENT. EXT.	SEE "MEADOWBROOK-ROOSEVELT RACEWAY"
ROOSEVELT ST.	S. S. R. R.	S. SIDE R. R. WESTERN TERMINUS. BUILT: c. 1868-69. ACCESSED EAST RIVER FERRY.

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

		<p>2/1871, BURNED: 11/1873 2ND DEPOT BUILT: 1873, MOVED TO S. SIDE OF TRACKS: 1902, UNDER RENOVATION 10/1908, WHEN MONEY FOR NEW DEPOT WAS DONATED. USED AS FREIGHT / STORAGE BLDG FOR 3RD STATION. 3RD DEPOT BUILT: 1910, AGENCY CLOSED: 1932. OUT OF SVC: 5/3/39 WITH BRANCH ABAND- ONMENT: 5/3/39. USED AS PRI- VATE BUSINESS, RAZED: 1966 **EXPRESS HOUSE BUILT: 1900. IN USE AS PRIVATE BUSINESS: 2003</p>
SALISBURY PLAINS	CENTRAL EXT.	<p>WOODEN SHELTER SHED BUILT: c. 1916. USED TO STORE LUMBER DURING CONSTRUCTION OF 2ND DEPOT. RAZED: 1923 (?) 2ND DEPOT OPENED: 12/10/23, CLOSED: c. 1940. TRACKS RE- MOVED: 1956. DEPOT PRIVATELY OWNED. RAZED: c. 1990s</p>
SAYVILLE	S. S. R. R. (MONTAUK)	<p>S. SIDE R. R. DEPOT BUILT: 1868. TERMINUS UNTIL 4/1869 WHEN LINE EXTENDED TO PATCHOGUE. RAZED: 1906 2ND DEPOT OPENED: 8/3/1906, RENOVATED: c. 2001. AGENCY CLOSED: ?</p>
SCHENECTADY AVE. (BROOKLYN)	ATLANTIC R.T.	<p>RAPID TRANSIT STOP PER ETT #11, EFF. 11/4/1878</p>
SEA CLIFF	OYSTER BAY	<p>OPENED: 5/16/1867 2ND DEPOT OPENED: 5/1888. AGEN- CY CLOSED: ? PORTION OF EASTWARD STATION FACILITIES W. OF SEA CLIFF AVE. OUT OF SVC. AND REMOVED: 12/16/83.</p>
SEAFORD	MONTAUK	<p>OPENED: 5/26/1899, RAZED: 4/15/66 WITH GRADE CROSSING ELIMINATION. TEMPORARY STATION ACCOUNT</p>

		<p>GRADE CROSSING ELIMINATION IN SVC: 8/24/66. OUT OF SVC: 10/22/68 AND RAZED. ELEVATED STRUCTURE IN SVC: 10/22/68. TRACK LEVEL WAITING ROOMS, PLATFORMS REMOVED AND REPLACED: MAR./APR., 2008. AGENCY CLOSED: 8/19/2009.</p>
SEASIDE (BEACH 103 RD ST.)	ROCK. BCH.	<p>BUILT: 1880 AT BEACH 102ND ST. 2ND DEPOT BLDG. ACQUIRED AT BEACH 104TH ST.: APR/1888, BURNED: 9/20/1892 3RD DEPOT BUILT: 1892, BURNED: 8/29/1893 4TH DEPOT BUILT: 1894, RENOVATED: APR-MAY/1899, RAZED: 1941 ELEVATED STRUCTURE OPENED: 1942. TRANSFERRED TO TA OWNERSHIP: 10/3/55</p>
SETAUKET	PT. JEFFERSON	<p>FREIGHT STATION BUILT: 2/1877 AND USED AS DEPOT. ACTUAL DEPOT BUILT: JAN-FEB/1883, AGENCY CLOSED: ? . RAZED: 10/3/60. DISCONTINUED AS STATION STOP: c. 1980</p>
SHEA STADIUM	PORT WASH.	<p>PREVIOUSLY "WORLD'S FAIR" STA- TION OF 1964-65 N. Y. WORLD'S FAIR- FLUSHING MEADOWS – 1964 RENAMED "SHEA STADIUM": 4/15/66. NO AGENCY. FLASHING YELLOW LIGHT MOUNTED ON SIG- NAL MASTS TO INDICATED STOP TO BE MADE IN SVC: 3/21/88. OUT OF SERVICE: END OF BASE- BALL SEASON: SEPTEMBER 29, 2008. SHEA STADIUM TORN DOWN AND REPLACED WITH NEW "CITI FIELD" STADIUM AND STA- TION STOP RENAMED "METS- WILLETS POINT."</p>
SHEEPSHEAD BAY	MANH'T'N BCH.	<p>OPENED: 1877</p>

		<p>2ND DEPOT BUILT: JULY-AUG/1884, RAZED: 1909 WITH GRADE ELIMINATION</p> <p>3RD DEPOT OPENED: 1909, CLOSED: 1924 WITH BRANCH ABANDONMENT</p>
SHINNECOCK HILLS	MONTAUK	<p>BUILT: APR-MAY/1887, CLOSED: 9/32, USED AS U.S. POST OFFICE. NOW PRIVATE RESIDENCE. STILL STANDING: 2003</p>
SHINNECOCK HILLS: 2	MONTAUK	<p>FORMER SITE OF "SOUTHAMPTON COLLEGE" STATION. TEMPORARY PLATFORMS AND PEDESTRIAN CROSSOVERS IN SERVICE: 6, 2004 FOR SERVICE TO U. S. OPEN. LISTED ON SPECIAL TIMETABLES AS "SHINNECOCK HILLS."</p>
SHOPS (L.I.R.R. SHOPS) (MORRIS PARK SHOPS)	MONTAUK	<p>SHELTER SHED BUILT: c. 1900 FOR LIRR SHOP EMPLOYEES, WHEN MONTAUK BRANCH WAS AT GRADE. LOCATED APPROXIMATE- LY OPPOSITE THE FORMER SITE OF "R" TOWER AT LATTER-DAY RICHMOND HILL STORAGE YARD. NO LONGER LISTED IN 5/1913 ETT.</p>
SHOREHAM	WADING RIVER EXTENSION	<p>BUILT: 1895 AS "WARDENCLYFFE." ON WEST SIDE OF NORTH COUNTRY ROAD CROSSING.</p> <p>2ND DEPOT BUILT: 1902, ON EAST SIDE OF NORTH COUNTRY ROAD CROSSING, .2 MILES EAST OF FORMER LOCATION. RENAMED "SHOREHAM": 1906. AGENCY CLOSED: 1935. DEPOT CLOSED WITH LAST REVENUE TRAIN: 10/9/38. OUT OF SVC: 3/29/39 WITH BRANCH ABANDONMENT. <i>(Per Vincent Seyfried: used as real estate office and razed: 1950. Per Bob Emery, with photographic proof, building remained abandoned and was repeatedly vandalized for lumb-</i></p>

*er as late as 12/1944. Demolished
in 1950.)*

SMITHTOWN	PT. JEFFERSON	BUILT: NOV-DEC/1872, CLOSED: 11/6/36, WITH GRADE CROSSING ELIMINATION OF ROUTES 25 AND 25A. MOVED TO PRIVATE LOCA- TION: EARLY IN 1937. 2 ND , ELEVATED DEPOT IN SVC: 2/18/37. REMODELED: 1987 WITH HI-LEVEL PLATFORM INSTALLA- TION. AGENCY CLOSED: ?
SOUTHAMPTON	MONTAUK	OPENED: 2/1871, RAZED: 1902 2 ND DEPOT BUILT: 1902. FULL-TIME AGENCY CLOSED: ?. SUNDAY AGENCY ONLY: 2005.
S'HAMPTON COLLEGE (S'HAMPTON CAMPUS)	MONTAUK	OPENED: 5/24/76 AT OLD "GOLF GROUNDS" STATION SITE, 528' WEST OF MP86. DISCONTINUED AS STATION STOP AND REMOVED: 3/16/98. REOPENED IN TEMP- ORARY SVC: 6/2004 WITH TEMP- ORARY PLATFORMS AND PEDES- TRIAN CROSSOVERS FOR U. S. OPEN. LISTED ON SPECIAL TIMETABLES AS "SHINNECOCK HILLS."
SOUTHOLD	MAIN LINE	1 ST DEPOT APPEARS ON TIMETABLE OF 6/14/1845. 2 ND DEPOT OPENED: 1/1870, AGENCY CLOSED: 1958, RAZED: 6/62 3 RD DEPOT WITH HI-LEVEL PLAT- FORMS BUILT: 2000-01
SOUTH 8 TH STREET	S. S. R. R.	S. SIDE R. R. DEPOT: WILLIAMSBURG, BROOKLYN. BUILT: 1868.
SO. FARMINGDALE	CRR OF LI (CENTRAL)	CRR OF LI STATION STOP: FIRST LISTED ON TIMETABLE OF 5/1873 AS "FARMINGDALE" ON EAST SIDE OF MAIN STREET. DEPOT BUILT 8-9/1873. LAST LISTED ON TIME- TABLE OF 3/1875.

SO. FARMINGDALE	CENTRAL	STATION STOP IN SERVICE AND SHELTER SHED BUILT: 6/1936. RAZED AND DISCONTINUED AS STATION STOP: 1974
SOUTH GREENFIELD	MANH'T'N BCH.	OPENED: 1877, RAZED: 1909 DUE TO GRADE ELIMINATION. 2 ND DEPOT OPENED: 1909, CLOSED: 1924 WITH BRANCH ABANDONMENT
SOUTH OYSTER BAY (MASSAPEQUA)	S. S. R. R. (MONTAUK)	S. SIDE R. R. SVC. BEGAN: 10/28/1867. DEPOT BUILT. DISCONTINUED AS STATION STOP AND ABANDONED: c. 1890
SOUTH SIDE R.R. CROSSING	EVERGREEN	OPENED: 5/15/1878 AT THE CROSSING OF THE BUSHWICK BRANCH. CLOSED: 5/25/1881. REOPENED: 6/1886 WHEN SERVICE STARTED OUT OF BUSHWICK TERMINAL AS A SUBSTITUTE FOR THE GREENPOINT ABANDONMENT. CLOSED: AT END OF 1890 SEASON.
SOUTH SIDE R.R. CROSSING	S. S. R. R. (ATLANTIC)	S. SIDE R. R. DEPOT. APPEARS ON TIMETABLES OF 1867 AS "VAN WYCK AVENUE." RENAMED "SOUTH SIDE R. R. CROSSING": 10/1870. LAST LISTED: 11/1874. REAPPEARED ON TIMETABLES OF 7/1877 AS "BERLIN SWITCH." (<i>One and the same as "BERLIN"(??) D.K.</i>)
SOUTH STREET (JAMAICA)	ATLANTIC	OPENED: 11/15/17, DISCONTINUED AS STATION STOP: 6/1922 AND RAZED
SPEONK	MONTAUK	BUILT: 2/1870, BURNED: 6/22/1901 2 ND DEPOT OPENED: 12/1901, AGENCY AND DEPOT CLOSED: 1958. IN USE AS SNACK BAR. STILL STANDING: 2003 3 RD , RELOCATED DEPOT WITH HI-LEVEL PLATFORMS BUILT: 2000-01

SPRINGFIELD	S. S. R. R. (ATLANTIC)	S. SIDE R. R. SVC. BEGAN: 10/28/67. DEPOT BUILT: AUGUST SEPT/1871 (<i>4-year gap??</i>). MOVED TO LAURELTON: 8/1876. RAZED: 1906.
SPRINGFIELD (SPRINGFIELD GDNS.)	MONTAUK (SPRINGFIELD)	BUILT: 1889 AS SPRINGFIELD. LIST- ED AS SPRINGFIELD GARDENS IN ETT OF 10/1927. RAZED: 1935 WITH GRADE ELIMINATION. TEMPORARY STRUCTURE IN SVC: 5/1/35. ELEV. STRUCTURE IN SVC: 7/24/36 DISCONTINUED AS STATION STOP: 10/30/79.
ST. ALBANS	MONTAUK (SPRINGFIELD)	OPENED: 7/1/1898, RAZED: 1935 WITH GRADE ELIMINATION ELEV. STRUCTURE IN SVC: 10/22- 10/23/35. AGENCY CLOSED: <u>?</u>
ST. JAMES	PT. JEFFERSON	OPENED: 10/1873, RESTORED: 1964, AGAIN RESTORED: 1997. AGENCY CLOSED: <u>?</u>
ST. GEORGE'S MANOR	MAIN LINE	SEE: "MANOR" AND "MANORVILLE"
ST. JOHNSLAND	PT. JEFFERSON	SEE "KINGS PARK"
STEEPLECHASE	ROCK. BCH.	OPENED: APR/1903, RENAMED "PLAYLAND": 5/15/33, RAZED: 1941 WITH GRADE ELIMINATION
STEWART AVE.	N.Y. BAY EXT	GARDEN CITY, NORTH OF HEMP- STEAD CROSSING. LOW WOODEN PLATFORM AND SHELTER SHED IN USE FOR LIRR'S SHUTTLE WITH BATTERY CARS. OUT OF SVC: 5/19/26 WHEN ELECTRIFICATION COMPLETED BETWEEN VALLEY STREAM AND MINEOLA AND BRANCH RENAMED "WEST HEMP- STEAD"
STEWART JCT.	MAIN LINE	SEE: "FLORAL PARK"

STEWART MANOR	HEMPSTEAD	BUILT: 1909. AGENCY CLOSED: <u>?</u> . REMODELED: 2006
STONY BROOK	PT. JEFFERSON	BUILT: 1873, GREATLY REMODELED: 1917. AGENCY CLOSED: <u>?</u>
STRAITON AVE. (ARVERNE)	FAR ROCK.	ELEVATED STRUCTURE OPENED: 4/10/42. TRANSFERRED TO TA OWNERSHIP: 10/3/55
SUFFOLK STA.	MAIN LINE	OPENED: 7/14/1842 AT ISLIP AVE., CLOSED: 1873 WHEN NEW STA- TION OPENED FURTHER EAST AT CENTRAL ISLIP.
SUFFOLK DOWNS	MONTAUK	BUILT: 1907, CLOSED: 1921. PUR- CHASED BY LIRR BLOCK OPR. JAMES V. OSBORNE AND MOVED TO PRIVATE LOCATION ON PEC- ONIC BAY: 2/6/23. DISCONTIN- UED AS STATION STOP: 1927.
SYOSSET	PT. JEFFERSON	BUILT: 1872 AT LOCKWOOD'S GROVE, FAR ROCKAWAY, MOVED: 9/1877, GREATLY REMODELED: 1944, RAZED: 1948 2 ND DEPOT BUILT: 1948
THOMPSON'S STA. (THOMPSONS)	MAIN LINE	PRIVATE HOME WHERE SAGTIKOS PKY NOW INTERSECTS THE LIRR. SERVED AS DEPOT, INN AND GEN- ERAL STORE: OPENED: 6/24/1842 WITH OPENING OF LIRR. CLOSED: 12/1869 AND STATION STOP RELO- CATED TO BRENTWOOD
TROY AVENUE. (BROOKLYN)	ATLANTIC R.T.	RAPID TRANSIT STOP PER TT, EFF. 6/24/1890
UNION COURSE	ATLANTIC	OPENED: 4/28/1905, PLATFORMS WIDENED: 1911. OUT OF SVC: 11/1/39 AND RAZED WHEN TRACKS PUT UNDERGROUND: 1939-40

UNION HALL ST.	MAIN LINE	<p>BUILT: 1913. BELOW GRADE. ACCESS TO PLATFORM VIA STAIRS FROM IRON BRIDGE.HIGH LEVEL PLATFORM OUT OF SVC: 11/16/29 ACCOUNT "JAMAICA IMPROVEMENT EAST." 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 CLOSED: ?. DISCONTINUED AS STATION STOP: 1976. RAZED: c. 2001</p>
UNITED NATIONS (FLUSHING MEADOWS)	PORT WASH.	<p>EAST OF CORONA STATION. IN SVC: 9/15/46. OUT OF SVC: c. 1952 (SITE OF 1939 WORLD'S FAIR STATION)</p>
UNQUA	MONTAUK	<p>BETWEEN S. OYSTER BAY (LATER MASSAPEQUA) AND AMITYVILLE STATIONS, EITHER NEAR UNQUA ROAD OR NEAR UNQUA CREEK NEAR THE BROOKLYN WATER SUPPLY PUMPING STATION. LISTED AS STOP IN MAY 30, 1880 EMPLOYEE TIMETABLE AND AS FLAG STOP IN JUNE 19, 1880 EMPLOYEE TIME-</p>

TABLE. AGAIN LISTED AS FLAG-STOP IN JULY 28, 1881 EMPLOYEE TIMETABLE (*Per Art Huneke*) NO LONGER LISTED ON WINTER/1881-1882 PUBLIC TIMETABLE. NAME APPEARS ON FREIGHT REPORT SHEETS: 1881 AND AS LATE AS MARCH, 1893. (*Also per Art Huneke*)

UPTON ROAD	MAIN LINE	<p>EAST OF YAPHANK AND 2 MILES W. OF UPTON JCT. OPENED 5/24/18 WHEN CAMP UPTON WAS IN USE. WHEN CAMP CLOSED: 1922, TWO STORIES OF DISPOSITIONS GIVEN:</p> <ol style="list-style-type: none"> 1. DEPOT CLOSED AND MOVED TO YAPHANK FOR USE AS AGENT'S RESIDENCE UNTIL 1948. (<i>per Bob Emery's map notes. DK</i>) 2. DEPOT PURCHASED BY LIRR CONDR. FRANK ERTHAL AND MOVED TO PRIVATE LOCATION FOR USE AS HIS CLUBHOUSE. (<i>per LIRR conductor Jeff Skinner at a testimonial to Frank Erthal at Mr. Erthal's retirement dinner.</i>)
UTICA AVENUE (BROOKLYN)	ATLANTIC R.T.	RAPID TRANSIT STOP PER TT, EFF. 6/24/1890
VALLEY STREAM	S. S. R. R. (MONTAUK)	<p>S. SIDE R. R. SVC. BEGAN: 10/28/1867. DEPOT OPENED: 7/1869 WITH OPENING OF BRANCH TO FAR ROCKAWAY. BUILT INSIDE LEGS OF WYE. RAZED: 1933 FOR GRADE CROSSING ELIMINATION. TEMPORARY STATION RELOCATED ON SHOO-FLY NORTH OF FORMER LOCATION IN SVC: 8/10/32 ACCOUNT GRADE CROSSING ELIMINATION. RELOCATED BACK SOUTH: 8/31/32. ^{3RD}, ELEVATED, CENTER-ISLAND STRUCTURE NORTH OF FORMER LOCATION IN SVC: 2/7/33.</p>

VANDERBILT AVENUE (BROOKLYN)	ATLANTIC R.T.	RAPID TRANSIT STOP PER ETT #11, EFF. 11/4/1878
VANDERVEER PARK	BAY RIDGE	BUILT: 1878, RAZED: 1906 WITH GRADE ELIMINATION. 2 ND DEPOT BUILT: 1906, BECAME FREIGHT STATION WITH TER- MINATION OF PSGR SVC: 1924
VAN WICKLENS	ATLANTIC	EAST OF EAST NEW YORK. ALSO USED AS A RAPID TRANSIT STOP PER ETT #11, EFF. 11/4/1878
VAN WYCK AVENUE	S. S. R. R. (ATLANTIC)	SEE: "SOUTH SIDE R. R. CROSSING"
WADING RIVER	WADING RIVER EXTENSION	BUILT: 1895, REMODELED TO TWO STOREY: 1906. AGENCY CLOSED: c. 1933. STATION FACILITIES RE- LOCATED 1 MILE WEST OF FORM- ER LOCATION TO RANDALL ROAD: 1/18/38 (MILLER FAMILY RE- CLAIMED THEIR PROPERTY FROM RIVERHEAD TOWN LINE EAST TO END OF TRACK). WOODEN DEPOT RAZED SOMETIME AFTER AND LUMBER USED TO BUILD STORE NORTH OF STATION SITE. LAST REVENUE TRAIN: 10/9/38. RE- LOCATED STATION OUT OF SVC: 3/29/39 WITH BRANCH ABAND- ONMENT AND TRACK CUT-BACK.
WAINSCOTT	MONTAUK	BUILT: 1898 2 ND DEPOT BUILT: 1915 WITH ONLY SEGREGATED WAITING ROOM ON THE L.I.R.R. CLOSED AND DIS- CONTINUED AS STATION STOP: c.1936, MOVED TO PRIVATE SITE AS BEACH HOUSE. STILL STAND- ING: 2005
WAMPMISSICK	MAIN LINE	4 MILES EAST OF YAPHANK AND 2 MILES WEST OF MANOR. AP- PEARS ON 1852-53 TIMETABLE

		ONLY. ALSO USED AS A MEETING / PASSING LOCATION. APPEARS ON AN 1855 MAP. A SIDING AT THIS LOCATION BORE THE NAME "WAMPMISSIC" ON 1916 LIRR VALUATION PLANS AND IN THE LIRR'S 1924 CR4 BOOK WHICH INDICATED FREIGHT SIDING LOCATIONS. <i>(Info courtesy of Art Huneke)</i>
WANTAGH	S. S. R. R. (MONTAUK)	S. SIDE R. R. SVC. BEGAN: 10/28/67. DEPOT BUILT: 1875 AS "RIDGEWOOD" (8-year gap??) RENAMED "WANTAGH": ? CLOSED AND MOVED: 1966 WITH GRADE CROSSING ELIMINATION, RESTORED AS MUSEUM: 1969 TEMPORARY STATION ACCOUNT GRADE CROSSING ELIMINATION IN SVC: 8/24/66. OUT OF SVC: 10/22/68 AND RAZED. ELEVATED STRUCTURE IN SVC: 10/22/68.
WARDENCLYFFE	WADING RIVER EXTENSION	BUILT: 1895. REPLACED BY NEWER BUILDING: 1902, .2 MILES EAST OF ORIGINAL LOCATION. RENAMED "SHOREHAM": 1906 (SEE: "SHOREHAM")
WARWICK ST. (BKLYN.)	ATLANTIC	ELEVATED STRUCTURE OPENED: 8/29/1905 WITH ELECTRIFICATION FROM FLATBUSH AVE. OUT OF SVC: 11/1/39 AND RAZED DURING ATLANTIC AVENUE IMPROVEMENT PROJECT: 1939-40
WASHINGTON AVE. (BROOKLYN)	ATLANTIC RT	RAPID TRANSIT STOP PER ETT #11, EFF. 11/4/1878
WASHINGTON ST.	CENTRAL EXT.	GARDEN CITY. LOW PLATFORM IN SERVICE FOR LIRR'S SHUTTLE SERVICE WITH BATTERY CARS.
WATER STATION	MAIN LINE	APPEARS ON 1857 MAP. STATION

STOP INDICATED WEST OF LAKE STATION AND EAST OF NICOL'S ROAD ("FOOT'S CROSSING"). NO TIMETABLE EVIDENCE AS YET. (*Info: Art Huneke*)

WATERMILL	MONTAUK	BUILT: AUG-SEPT/1875 2 ND DEPOT OPENED: 8/1903, CLOSED: 1940s, DISCONTINUED AS STATION STOP. RENOVATED: 1968 FOR USE AS PRIVATE BUSINESS.
WAVECREST	FAR ROCK.	OPENED: 5/1928. WESTWARD STATION FACILITIES RELOCATED 800' EAST OF FORMER LOCATION: 8/5/40. EASTWARD STATION FACILITIES: 8/23/40. RAZED: 1941 WITH GRADE ELIMINATION. 2 ND AND ELEVATED STRUCTURE OPENED: 4/10/42. TRANSFERRED TO TA OWNERSHIP: 10/3/55
WAVERLY	MAIN LINE	OLD STORE SERVED AS ORIGINAL DEPOT UPON OPENING OF LINE IN 1843-44, RENAMED HOLTSVILLE: 1860 (SEE: "HOLTSVILLE")
WC-PASSING SIDING	MAIN LINE	FORMER UPTON JCT. EAST OF YAP-HANK STATION AND UPTON ROAD AND WEST OF WAMPMISSIC SIDING. APPEARS ON ETT #98 EFF. 5/23/1923 (<i>per Richard Makse</i>)
WELLWOOD	S. S. R. R. (MONTAUK)	S. SIDE R. R. (SEE: "LINDENHURST")
WESTBURY	MAIN LINE	1 ST DEPOT BUILT: c. 1837 WITH OPENING OF LIRR TO HICKSVILLE. 2 ND DEPOT BUILT: APR-JUNE/1883 3 RD DEPOT BUILT: 1914, GREATLY REMODELED: c. 1972. AGAIN GREATLY REMODELED: c. 2005
WESTBRIDGE	MAIN LINE	SHELTER SHED OPENED: 6/28/16,

(HIGH BRIDGE)		WITH TICKET OFFICE AT STREET LEVEL. OUT OF SVC: 1/1/39. DISCONTINUED AS STATION STOP.
WEST DEER PARK	MAIN LINE	SEE: "WYANDANCH"
WEST FLUSHING	FLUSHING R.R. NY & FLUSHING FLUSHING & N. SIDE	OPENED: 1854. ABANDONED: ? AFTER ABANDONMENT, STATION NAME GIVEN TO "FASHION RACE COURSE" STATION.
WESTHAMPTON	MONTAUK	BUILT: FEB-MAR/1870, MOVED TO PRIVATE LOCATION. 2 ND DEPOT BUILT: 1905, BURNED: 1995, RENOVATED: ?. FULL-TIME AGENCY CLOSED: ?. SUNDAY AGENCY ONLY: 2006
WEST HEMPSTEAD	W. HEMPST'D	OPENED: 1928, NORTH OF HEMPSTEAD AVE.(RAILROAD E.) AND S. OF TRACKS. MOVED SOUTH (RAILROAD W.) OF HEMPSTEAD AVE. AND N. OF TRACKS: 9/15/35. BURNED AND RAZED: 1959. 2 ND DEPOT BUILT: 1959. AGENCY CLOSED: ?
WESTWOOD	W. HEMPST'D	OPENED: 9/1929, INSIDES AND WALLS COMPLETELY GUTTED TO CREATE SHELTER SHED: 1955
WHEATLEY HILLS (NORTH ROSLYN)	OYSTER BAY	BUILT: 1898, CLOSED AND DISCONTINUED AS STATION STOP: 1924
WHITESTONE	FLUSHING R.R. NY & FLUSHING FLUSHING & N. SIDE (WHITESTONE)	TEMPORARY DEPOT BUILT: 10/1869 2 ND DEPOT OPENED: 1/30/1871, CLOSED: 2/15/32 WITH BRANCH ABANDONMENT.
WHITESTONE LDG.	WHITESTONE	BUILT: 8/9/1886, MOVED BACK FROM SHORELINE: 6/1892, CLOSED: 2/15/32 WITH BRANCH ABANDONMENT
WILLOW TREE	MAIN LINE	BUILT: c. 1837 WITH OPENING OF LIRR TO HICKSVILLE.

WINFIELD	NY & FLUSHING FLUSHING & N. SIDE (PORT WASHINGTON)	FLUSHING & N. SIDE DEPOT BUILT: JULY/1854, MOVED TO WINFIELD JCT: 8/1876 2 nd DEPOT BUILT: ?, RAZED: 1915 3 RD DEPOT BUILT: 1915, DISCONTIN- UED AS STATION STOP AND RAZED: 1929
WOODBURY	PT. JEFFERSON	SEE: "COLD SPRING HARBOR"
WOODHAVEN	ATLANTIC	OPENED: 4/28/1905 WITH ELECT- RIFICATION FROM FLATBUSH AVE. PLATFORMS WIDENED: 1911, OUT OV SVC: 11/1/39 AND RAZED WHEN TRACKS PUT UNDER- GROUND: 1939-40
WOODHAVEN JCT.	ATLANTIC	OPENED: 7/1895, RAZED: 1939 WHEN BRANCH WENT UNDER- GROUND. 2 ND , UNDERGROUND DEPOT OPENED: c. 1939, RENAMED "WOODHAVEN". THE JUNCTION WAS TAKEN OUT OF SERVICE: 6/8/62 AND ROCK- AWAY BEACH BRANCH ABAND- ONED: 6/9/62. DISCONTINUED AS STATION STOP: 1/10/77.
WOODHAVEN JCT.	ROCK BCH.	OPENED: ?, RAZED: c. 1940-41 2 ND DEPOT OPENED: c. 1941, DIS- CONTINUED AS STATION STOP: 6/8/62. BRANCH ABANDONED: 6/9/62. STILL STANDING: 2003
WOODMERE	S. S. R. R. (FAR ROCK.)	S. SIDE R. R. SVC. BEGAN: 7/1869. ON TIMETABLE AS "WOODSBURGH" 2 ND DEPOT BUILT: 1902, COVERED PLATFORMS REMOVED WITH INSTALLATION OF HI-LEVEL PLATFORMS: c. 1968. AGENCY CLOSED: 8/19/2009.
WOODSBURGH	S. S. R. R. (FAR ROCK.)	S. SIDE R. R. DEPOT. (SEE: "WOOD- MERE")

WOODSIDE	MAIN LINE	FLUSHING & N. SIDE DEPOT OPENED: 11/15/1869, CLOSED: 1914 DUE TO GRADE ELIMINATION, RAZED: 11/17/15 ELEVATED STRUCTURE OPENED FURTHER EAST: 10/17/15
WORLD'S FAIR	PORT WASH.	1 ST STATION IN SVC: 1939-40, RAZED 2 ND STATION IN SVC: 1/11/61. RE- NAMED "SHEA STADIUM": 4/15/66
WRECK LEAD	LONG BEACH	LOW CINDER PLATFORM ON N.E. SIDE OF REYNOLDS CHANNEL. OPENED: ?, CLOSED: 12/31/27
WYANDANCH	MAIN LINE	BUILT: 5/1875 AS "WEST DEER PARK", RAZED: 2/58 2 ND , RELOCATED DEPOT OPENED: 6/58 3 RD , RELOCATED DEPOT BUILT: 1987 ON SITE OF 1 ST DEPOT. AGENCY CLOSED.
YAPHANK	MAIN LINE	1 ST DEPOT APPEARS ON TIMETABLE OF 6/14/1845 AS "MILLEVILLE" PROBABLY REPLACING THE TEMPORARY CARMAN'S RIVER/ FIRE PLACE STATION OPENED AT OR NEAR THE SITE IN JUNE, 1844 WITH TEMPORARY END OF TRACK. RENAMED "YAPHANK": 1846. 2 ND DEPOT BUILT: 1875. AGENCY CLOSED: 1958, RAZED: 1961 3 RD DEPOT BUILT WITH HI-LEVEL PLATFORMS: 2000-01
YOUNGSPORT	S.S.R.R. (MONTAUK)	ORIGINAL NAME FOR GREAT RIVER. S. SIDE RAILROAD FREIGHT STATION ONLY UNTIL 1897 WHEN PSGR. DEPOT BUILDING CON- STRUCTED AND OPENED AS "GREAT RIVER." APPEARS AS "YOUNGSPORT" ON LIRR FREIGHT REPORT FORM OF 1893 BUT DOES NOT APPEAR ON ANY TIME-

TABLES (PUBLIC OR EMPLOYEE)
OF THAT ERA.

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

BETHPAGE BRANCH (*Bethpage Jct. to Bethpage Brick Works*) WILL BE CONSIDERED A SIDING.

GENERAL ORDER: EFFECTIVE 1921:

BETHPAGE AND CREEDMOOR BRANCHES AND CENTRAL EXTENSION "HC" TO BETHPAGE JCT. WILL BE CONSIDERED SIDINGS.

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

STEAM LOCOMOTIVES ARE RESTRICTED FROM USING WYE AT WADING RIVER.

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

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

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

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

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

SINGLE TRACK FROM A POINT 1,550' EAST OF EAST LEG OF WYE, PORT JEFFERSON STATION TO WADING RIVER STATION OUT OF SERVICE.
(*Last revenue train was on 10/9/38. DK*)

MILLER PLACE STATION AND STATION FACILITIES OUT OF SERVICE

ROCKY POINT STATION AND STATION FACILITIES OUT OF SERVICE

SHOREHAM STATION AND STATION FACILITIES OUT OF SERVICE

WADING RIVER STATION AND STATION FACILITIES OUT OF SERVICE

PO (Port Jefferson) UNATTENDED BLOCK STATION OUT OF SERVICE

MI (Miller Place) UNATTENDED BLOCK STATION OUT OF SERVICE

WY (Wading River) UNATTENDED BLOCK STATION OUT OF SERVICE

JF (Port Jefferson) EASTWARD BLOCK SIGNAL OUT OF SERVICE

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

GENERAL ORDER #1002B/1013C, EFFECTIVE 5/3/39:

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

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

HEMPSTEAD BRANCH
COUNTRY LIFE PRESS

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

GENERAL ORDER #1-21, EFFECTIVE 12/27/66:

LEAD TRACK FROM EAST END OF JERICHO TURNPIKE OVERGRADE BRIDGE TO CREEDMOOR STATE HOSPITAL, OUT OF SERVICE.

GENERAL ORDER #119, EFFECTIVE 10/1/73:

HAND-OPERATED ELECTRIC LOCKED SWITCH IN NO. 1 TRACK LOCATED 1,800 FEET EAST OF FLORAL PARK LEADING TO CREEDMOOR LEAD TRACK REMOVED FROM SERVICE.

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

FLATBUSH AVENUE TERMINAL RENAMED ATLANTIC TERMINAL.