

LONG ISLAND RAIL ROAD
Alphabetical Station Listing
and History

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

<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 (AT- LANTIC & PACIFIC TEA COMPANY: EARLY GROCERY STORE CHAIN) 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 (ALBERTSONS)	OYSTER BAY	BUILT: 1913, NO AGENCY AS OF 01/01/1924. RAZED: 1954 SHELTER SHED BUILT: c. 1954 AGENCY ESTABLISHED AND TICKET

OFFICE ADDED TO ONE END OF SHELTER SHED: ___? MONDAY-ONLY AGENCY INDICATED IN "LONG ISLAND RAIL ROAD TICKET OFFICE HOURS" LISTING OF 9/18/67. 1ST OF THE MONTH ADDED TO AGENCY HOURS. AGENCY CLOSED: ? . REPLACED WITH NEW SHELTER SHED: 19_?

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

AMAGANSETT

MONTAUK

BUILT: 1895, BURNED: 8/15/10
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. DEPOT BUILDING RAZED OVER SEVERAL WEEKS DURING THE MONTH OF AUGUST, 1964 (*The East Hampton Star: 08/20/64*). REPLACED WITH WOODEN SHELTER SHED: AUGUST/SEPTEMBER, 1964.
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

(SEE: "PRAIRIE GRASS FURNI-
TURE CO. WORKS")

AMITYVILLE

S. S. R. R.
(MONTAUK)

S.SIDE R.R. SVC. BEGAN:
10/28/1867. DEPOT BUILT:
NOV-DEC/1868 AT RAILROAD
AVE. MOVED TO PRIVATE PROP-
ERTY: 1889. STILL STANDING: 1/2020.
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 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. AGENCY SCHEDULED TO
CLOSE IN 2020-21.

AQUEBOGUE

MAIN LINE

BUILT: 1892 ON N. SIDE OF TRACKS
AND W. OF CROSSING. MOVED TO
PRIVATE LOCATION WITH CON-
STRUCTION OF 2ND DEPOT: 1910.
2ND DEPOT BUILT: 1910 ON S. SIDE
OF TRACKS AND E. OF CROSSING.
AGENCY CLOSED: c. 1936 (*Robt.
Emery data*). DORMER AND WIN-
DOWS REMOVED, CREATING AN
ENCLOSED SHELTER. LARGE
OPENING PROVIDED TRACKSIDE
FOR ACCESS: 19__? LATER, COM-
pletely GUTTED WITH POSTS
SUPPORTING THE HIP ROOF, AND
OPEN ON ALL FOUR SIDES: 1956.
REPLACED WITH METAL SHELTER
SHED BY 1966. LAST APPEARS IN
ETT #1, EFF. 5/22/66. RAZED: 7/67.

AQUEDUCT

ROCK. BCH

BUILT: 1883 AT N. CONDUIT BLVD.

WITH A SEPARATE SET OF LOW-LEVEL PLATFORMS FURTHER NORTH FOR RACETRACK SVC. ONLY. SUMMER AGENCY ONLY AS OF 01/01/1924 OUT OF SVC: 11/29/39. PER G.O. #1208C, TEMPORARY WESTWARD STATION FACILITIES RELOCATED SOUTH OF FORMER LOCATION AND CONVERTED FROM OUTSIDE TO ISLAND PLATFORM IN SVC: 11/29/39.

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

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

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

ARVERNE
(GASTON AVE.)

FAR ROCK.

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

ARVERNE
(STRAITON AVE.)

FAR ROCK.

IN SERVICE: 6/27/1892 AT BEACH 60TH ST. AS A RESULT OF QUARREL BETWEEN DEVELOPER AND R.R (SEE "ARVERNE, GASTON AVE." ABOVE) RAZED 1940-41 DURING GRADE ELIMINATION PROJECT. ELEVATED STRUCTURE OPENED: 4/10/42. AGENCY CLOSED AS OF 06/46. TRANSFERRED TO TA OWNERSHIP: 10/3/55

ATLANTIC AVENUE
(EAST ROCKAWAY)

LONG BEACH

OPENED: 1898 AS A SIGNAL STATION. CLOSED AT SAME TIME AS OLD EAST ROCKAWAY STATION: 12/11/51. NEW STATION COMBINING BOTH STOPS RELOCATED FURTHER SOUTH ACROSS MILL RIVER AND RENAMED "EAST ROCKAWAY." (SEE: "EAST ROCKAWAY)

ATLANTIC PARK

S.S.R.R.
ROCK. BCH.

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

ATLANTIC TERMINAL

ATLANTIC

OPENED 1/5/2010 ON THE FORM-

		ER SITE OF FLATBUSH AVE. TERMINAL. OFFICIALLY RENAMED IN ETT #1, PER G.O. #104, EFF. 3/8/2010.
ATLANTICVILLE	SAG HARBOR	OPENED JUNE/JULY, 1875. RENAMED "EAST QUOGUE" IN 1891. <i>(per Vincent Seyfried)</i> STATION STOP APPEARS IN AVAILABLE PUBLIC TIMETABLES OF 1877 THRU 1881, BUT NOT IN 1883. <i>(per Art Huneke)</i>
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: ?

AUTUMN AVE. (BROOKLYN)	ATLANTIC	OPENED: 4/28/1905 AS "RAILROAD AVENUE" WITH ELECTRIFICATION FROM FLATBUSH AVE. NAME CHANGED: _?_. OUT OF SVC: 11/1/39 PER G.O. #1204 AND RAZED WITH ATLANTIC AVENUE IMPROVEMENT PROJECT: 1939-40
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. <i>(per Art Huneke)</i> ON TT OF 12/27/1841. DROPPED FROM TT WITH OPENING OF DEER PARK STATION IN 1842.
BABYLON	S. S. R. R. (MONTAUK)	S. SIDE R.R. BEGAN SVC: 10/28/67 DEPOT OPENED. 2 ND DEPOT OPENED: 7/2/1881, RAZED: 1963 WITH GRADE CROSSING ELIMINATION. TEMPORARY STATION ACCOUNT GRADE CROSSING ELIMINATION IN SVC: 4/6/63. OUT OF SVC: 9/9/64 AND RAZED. ELEVATED STRUCTURE IN SVC: 9/9/64.
BAITING HOLLOW	MAIN LINE	SEE: "CALVERTON"
BALDWIN	S. S. R. R. (MONTAUK)	S. SIDE R.R. SVC. BEGAN: 10/28/1867 AS "BALDWINSVILLE" UNTIL 1875. DEPOT BUILT: 2/1868. PER TIMETABLE LISTINGS, RENAMED "BALDWIN" 1875-1892. DEPOT REMODELED: 5/1881. RENAMED "MILLBURN" 1892-1897. AGAIN RENAMED "BALDWIN" 1897-1900. FINALLY

		RENAMED "BALDWIN" 1900. DEPOT RAZED: 1917. 2 ND DEPOT OPENED: 12/28/1917. RAZED WITH GRADE ELIMINATION SHORTLY AFTER ELEVATED STRUCTURE OPENED ON 10/2/57 (<i>photo provenance</i>)
BALDWINS	MONTAUK	(SEE: "BALDWIN")
BALDWINSVILLE	S. S. R. R.	S. SIDE R. R. (SEE: "BALDWIN")
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 "BELLPORT." RENAMED "BARTLETT" ON THE WIN- TER TIMETABLE OF 1881-1882 WITH THE OPENING OF BELLPORT STATION ON THE SOUTH SHORE. PER " <i>Babylon Signal</i> " NEWSPAPER ARTICLE OF 03/23/1882, BARTLETT AND WAVERLY STATIONS WERE TO BE ABANDONED (<i>Art Huneke data</i>). AS THIS STATION WAS ORIGINALLY OPENED TO PRO- VIDE STAGECOACH SERVICE TO BELL- PORT ON THE SOUTH SHORE, IT PROB- ABLY NO LONGER SERVED ANY PUR- POSE AFTER 1881-82 AND THEREFORE WAS SLATED FOR ABANDONMENT.
BARTLETT (FANNY 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 SIGNAL STOP AS "BARTLETT" IN SPECIAL INSTRUCTIONS OF ETT #49: 09/09/1908. APPEARS WITH STATION DESIGNATION OF "S108" IN CR4 BOOKS OF 1913 AND 1924. (*Art Huneke data*). CLOSED: 12/31/28 (*Robt. Emery data*).

BASE BALL GROUNDS	EVERGREEN	GRAUER'S RIDGEWOOD PARK (BETWEEN SCHAEFFER & HALSEY STS. 1885-1886 PERIOD (<i>Art Huneke data and http://www.covehurst.net/ddyte/brooklyn/ridgewood.html.</i>)
BAYPORT	S. S. R. R. (MONTAUK)	S. SIDE R.R. DEPOT BUILT: 3/1869, RAZED: 1903 2 ND 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. 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 (BAY SHORE) (PENATAQUIT)	S. S. R. R. (MONTAUK)	S. SIDE R.R. DEPOT OPENED: 5/20/1868 AS "PENATAQUIT." CHANGED TO BAY SHORE: 7/1868. REPLACED: 1882. (RAZED, BURNED OR REBUILT INTO 1882 BLDG?) 2 ND DEPOT BUILT: 1882, RAZED: 1912 3 RD DEPOT OPENED: 7/17/1912 AGENCY CLOSED: 11/20/96.
BAYSIDE (ORIG. "BAY SIDE")	FLUSHING R.R. NY & FLUSHING FLUSH. & 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 LEVEL PLATFORMS IN SVC: 9/25/29 (WESTBOUND) AND 12/5/29 (EASTBOUND) AT 1924 DEPOT BUILDING.

BAYVILLE	OYSTER BAY	APPEARS ON TIMETABLE EFF: 10/1/1889. PER TOWN OF OYSTER BAY HISTORIAN JOHN HAMMOND, STATION STOP WAS A BOXCAR PLACED AT THE CROSSING OF KAIN-TUCK LANE ON W. SIDE OF SHU SWAMP. ALSO THE SITE OF 500' SIDING FOR PLACEMENT OF WORK TRAINS AND EQUIPMENT WHILE EXTENSION WAS BEING BUILT TO OYSTER BAY. PER ROBERT EMERY'S MAP, DEPOT WAS A WOODEN FRAME BLDG WITH LOW PLATFORM. BAYVILLE BECAME A SIGNAL STOP: 11/1891. DISCONTINUED AS STATION STOP: 11/1892. REPLACED BY STATION AT MILL NECK ½ MILE FURTHER EAST ON E. SIDE OF SHU SWAMP. <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"
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.

BEECHHURST	WHITESTONE	SEE: "WHITESTONE LANDING."
BELLAIRE	MAIN LINE	<p>ORIGINALLY NAMED "BRUSHVILLE." 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>). AGENCY LAST NOTED IN "LIRR TICKET OFFICE HOURS" LISTING OF 6/3/68. GONE BY LISTING OF 5/26/69 (<i>Brad Phillips data</i>). DISCONTINUED AS STATION STOP: 06/26/1972, DUE TO LOW RIDERSHIP (<i>per N.Y. Times article of 06/18/72</i>). 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>TEMPORARY STA. FACILITIES RE- LOCATED TO SHOO-FLY SOUTH OF FORMER LOCATION: 12/15/60.</p> <p>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.</p>
BELLMORE	S. S. R. R. (MONTAUK)	<p>S. SIDE R.R. DEPOT BUILT: 10/1869</p> <p>2ND DEPOT BUILT: 1886 (<i>Robt. Emery map data</i>) OR ORIGINAL DEPOT RE- MODELED (?). DEPOT AGAIN RE- MODELED POST-1925 (<i>photo prov- enance</i>) WITH STUCCO REPLACING CLAPBOARD SIDING, SPANISH TILE ROOF ADDED AND AN ADDITION TO THE WEST END OF THE STRUCT- URE. DEPOT BURNED: 2/18/1968 AND TRAILER TICKET OFFICE PLACED IN SERVICE. DEPOT SUB- SEQUENTLY RAZED.</p> <p>TEMPORARY STATION AND TRACKS RE- LOCATED TO SHOE-FLY 63' SOUTH</p>

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 PLAT-
 FORMS TO A SINGLE HIGH LEVEL
 ISLAND PLATFORM, AND TEMPORA-
 RY 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 BELL-
 PORT 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 PATCH-
 OQUE AND THEIR SAG HARBOR
 BRANCH AT THE NEWLY-CREATED
 EASTPORT JCT IN 1881. STATION
 STOP CREATED FOR THE COM-
 MUNITY OF BELLPORT ON THAT
 EXTENSION IN 1881 AND BELLPORT
 STATION ON MAIN LINE RENAMED
 "BARTLETT" PER WINTER TIMETABLE
 OF 1881-1882. STATION STOP DIS-
 CONTINUED 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.

W. OF BABYLON NEAR GREAT EAST NECK ROAD. NAMED AFTER THE NEARBY BELMONT STUD FARM OWNED BY AUGUST BELMONT. THE CENTRAL RAILROAD OF LI CROSSED THE SOUTH SIDE RAILROAD OF LI AT THIS POINT. WHEN BOTH ROADS WERE ACQUIRED BY THE LIRR, THE CRR OF LI BECAME THE LIRR'S CENTRAL BRANCH EXTENSION. THE CROSSING WAS REMOVED, A JUNCTION WAS CREATED AND TRACKS SOUTH OF THE JUNCTION WERE REMOVED. PASSENGER STATION AND TELEGRAPH OFFICE APPEARS ON TIMETABLES OF 1873 – 1880. IN 1877, 1878 AND 1880, SOME TRAINS MADE REGULAR STOPS. "LONG ISLAND AND WHERE TO GO" FROM 1877 SHOWS A DEPOT AND TELEGRAPH OFFICE WITH FIVE

DAILY TRAINS EACH WAY. BY 1880 SOME MADE "F" STOPS. TELEGRAPH OFFICE ONLY PER ETT #22, EFF: 6/18/1885 (NO TRAINS STOPPED. SWITCHMAN OR OPR. HAD TELEGRAPH). PER SEYFRIED, INTERLOCKING INSTALLED 9/10/1886. PER "RAILROAD GAZETTE" OF 2/10/1888, INTERLOCKING WAS "TO BE INSTALLED." NO DATA IF IT EVER WAS. STATION GONE FROM TIMETABLES BY 1896. (*per Art Huneke*). JUNCTION OF CENTRAL BRANCH WITH MONTAUK (BABYLON) BRANCH ELEVATED WITH BABYLON GRADE CROSSING ELIMINATION PROJECT: 1964. JUNCTION STILL IN OPERATION.

BELMONT PARK	SPUR OFF MAIN LINE	<p>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.</p>
BERLIN	ATLANTIC	<p>BUILT: 1870 AT MAURE AVE., MORRIS PARK, AT THE CROSSING OF THE SOUTH SIDE RAIL ROAD AND THE BROOKLYN CENTRAL & JAMAICA RAILROAD. CLOSED: 1878.</p>
BERLIN SWITCH	ATLANTIC	<p>SEE: "VAN WYCK AVENUE" (<i>One and the same as "BERLIN?" D.K.</i>)</p>
BETHPAGE	CRR OF LI (CENTRAL)	<p>CENTRAL RAILROAD OF L.I. DEPOT BUILT: <u>?</u> NORTH OF THE JCT.</p>

ON THE OLD "BETHPAGE BRANCH" NEAR THE OLD "BETHPAGE BRICK WORKS." CRR PSGR. TRAINS BEGAN SVC. IN LATE 1874. APPEARS ON 1876 FREIGHT REPORT. 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 WITH OPENING OF NEW DEPOT. GROUNDBREAKING BEGAN 07/02/1957 (*Per LIRR P.R. Dept. bulletin.*)
 2ND DEPOT GROUNDBREAKING: 07/03/57. DEDICATED: 10/12/57 (*per "NY Daily News" article of 10/06/57, "Centre Island News" article of 09/20/57, LIRR P.R. Dept. bulletin and "L.I. Rail-roader" employee magazine*)
 HIGH-LEVEL PLATFORMS INSTALLED c. 1986-87 DURING RONKONKOMA ELECTRIFICATION PROJECT.
 AGENCY CLOSED: 8/19/2009.
 DEPOT BUILDING USED FOR STORAGE (*Dave Morrison data regarding groundbreaking, dedication, closing of agency and storage usage*)

BETHPAGE JCT.

CRR OF LI
(CENTRAL EXT.)

CENTRAL RAILROAD OF L.I. DEPOT FIRST APPEARS ON TIMETABLE OF 6/1873. APPEARS ON 1876 FREIGHT REPORT. LOCATED AT WEST SIDE OF JUNCTION. USED BY BOTH CRR AND LIRR TRAINS TO AFFORD CONNECTIONS TO RIVERS (*Per Art Huneke*). 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, DEP-
OSITED \$1,000 WITH THE LIRR FOR
A NEW STATION WHICH WASN'T
BUILT UNTIL TEN YEARS LATER WHEN
IT OPENED IN JUNE, 1900.
2ND DEPOT OPENED: JUNE, 1900, AGEN-
CY CLOSED: 6/1946. RAZED: 1951
AND REPLACED WITH CONCRETE
SHELTER SHED. DISCONTINUED AS
STATION STOP PER G.O. #207, EFF:
9/6/1980 AND SHELTER DEMOL-
ISHED.

BOLAND'S LANDING

ATLANTIC

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

BRANCH
(HEMPSTEAD BRANCH)

MAIN LINE

APPEARS ON TIMETABLE OF MARCH,
1837 AS "HEMPSTEAD." THIS WAS
THE STAGE CONNECTION TO HEMP-
STEAD. STATION DOES NOT APPEAR
ON TIMETABLES OF 1838. DEPOT
PROBABLY OPENED IN JULY 1839
WITH OPENING OF LIRR BRANCH TO

HEMPSTEAD. DEPOT NAMED "BRANCH" AS A RESULT. LATER NAMED "HEMPSTEAD BRANCH." RE-NAMED "MINEOLA" ON TT OF JUNE 4, 1862. (SEE: "MINEOLA" FOR LATER DATA.)

BRENTWOOD	MAIN LINE	BUILT: 1870, BURNED: 4/1903 2 ND DEPOT OPENED: 11/10/1903, AGENCY CLOSED: ? DEPOT CLOSED: 1987. REMODELED WITH ADDITIONS ADDED IN PLACE OF THE FORMER COVERED PLAT- FORMS FOR PRIVATE USE: c. 2006 (?) 3 RD DEPOT RELOCATED EAST OF FORMER LOCATION WITH HIGH LEVEL PLATFORMS IN SVC: 9/14/87
BRESLAU	CRR OF LI (CENTRAL EXT.)	CENTRAL RAILROAD OF L.I. DEPOT IN SVC: JUNE OR JULY/1873, EAST OF WELLWOOD AVE. LAST LISTED ON TIMETABLE OF 3/1875.
BRESLAU	S. S. R. R. (MONTAUK)	SSRR SVC BEGAN ON 10/28/1867 AS WELLWOOD. ORIGINAL 2- STOREY, WOODEN DEPOT WITH FRONT VERANDAH-STYLE COV- ERED PLATFORM AND PORTE COCHERE AT REAR. ALSO HOUSED THE POST OFFICE. RELIGIOUS MEETINGS HELD EVERY SUNDAY AFTERNOON AND SUNDAY SCHOOL CLASSES SUNDAY MORNINGS. <i>(South Side Signal of 12-17-1870)</i> BUILT ON SOUTH SIDE OF TRACKS AND EAST OF WELLWOOD AVE. RE- NAMED "BRESLAU": 1869. 2 ND 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 TER-
RIBLE 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 "LINDEN-
HURST": 7/14/1891. (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. 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. (<i>Robert L. Myers 1999 data</i>)
BRIDGEPORT	S.S.R.R.'s HEMPSTEAD BRANCH	AT FRANKLIN AVENUE, VALLEY STREAM. NO DEPOT BUILDING CONSTRUCTED. (<i>Vincent Seyfried data</i>)
BRIDGE STREET	FLUSHING R.R. NY & FLUSHING FLUSHING & N. SIDE (WHITESTONE)	SEE: "FLUSHING BRIDGE STREET"
BROAD CHANNEL	ROCK. BCH.	DEPOT OPENED: 1900 ON A SMALL ISLAND IN JAMAICA BAY, SERVING AS A FISHERMAN'S STOP. WOODEN SHELTER SHEDS BUILT: 1921,

1923. 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.O.
 #1728 WITH ABANDONMENT OF
 JAMAICA BAY TRESTLE AFTER FIRE
 OF 1950.

BROADWAY (FLUSHING)	FLUSHING R.R. NY & FLUSHING FLUSHING & N. SIDE (PORT WASH.)	OPENED: 10/27/1866 AS "EAST FLUSH- ING." RENAMED "BROADWAY" BY TT OF MAY/1872, CLOSED: 1906. 2 ND DEPOT OPENED: 9/1/1906, ELE- VATED: 1912 WITH GRADE CROSS- ING ELIMINATION OF BROADWAY. AGENCY CLOSED: 8/19/2009.
BROOKDALE	FLUSHING & N. SIDE	SEE: "GREAT NECK"
BROOKHAVEN	MONTAUK	BUILT: 1884. BECAME ONLY A SIGNAL STOP THROUGHOUT THE 1880s AND 1890s. IN LATER YEARS, THE TICKET OFFICE HOUSED "VN" BLOCK STATION UNTIL TAKEN OUT OF SERVICE AND REPLACED WITH UNATTENDED BLOCK STATION SIGNALS IN 1927. AGENCY CLOSED: 1932. DEPOT REMODELED: 1944, REMOVING COVERED PLAT- FORMS. CLOSED AND DISCONTIN- UED 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: 1888 AT MYRTLE AVE., FOREST PARK. LITTLE USED. CLOSED: MAY, 1910 WHEN NEW STATION STOP OPENED AT JAM-

AICA 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

BROOKLYN MANOR

ROCK. BCH.

OPENED: MAY, 1910 AT JAMAICA
AVE. LISTED ON ETT #58 AND #59,
SEPTEMBER AND NOVEMBER, 1910 AS
THE RELOCATED BROOKLYN HILLS
STATION. NAME CHANGED TO
BROOKLYN MANOR: 1/9/11. PART
TIME AGENCY STILL LISTED IN
"L.I.R.R. TICKET OFFICES OPEN FOR
SALE OF TICKETS" OF 9/12/55.
AGENCY CLOSED: ___? HIGH LEVEL
PLATFORMS OUT OF SVC: 10/29/58.
LOW PLATFORM IN SVC: 10/29/58.
DISCONTINUED AS STATION STOP:
6/8/62. BRANCH ABANDONED:
6/9/62.

BRUSHVILLE
(QUEENS)

MAIN LINE

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

BUSHWICK AVE. (BUSHWICK)	BUSHWICK MANH'T'N BCH	S.S.R.R. DEPOT OPENED: 7/14/1877 ACQUIRED BY LIRR. PSGR. SERVICE ENDED: 5/13/24
BUSHWICK JCT.	S. S. R. R.	S. SIDE R. R. (SEE: "FRESH POND")
CALVARY CEMETERY	NY & FLUSHING	WEST OF WINFIELD. APPEARS ON 1863, 1866 AND 1867 TIMETABLES. (<i>Art Huneke data</i>)
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. 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. RE- NAMED "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 STA- TION SERVICED TICKET SALES FOR THE CAMP. THE EASTERN SIDE OF THE CAMP WAS KNOWN AS "AVIA- TION FIELD NO. 2". ALL RENAMED "MITCHEL FIELD" 7/16/1918. NAME CHANGE OFFICIALLY AP- PROVED: 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 (CAMP UPTON TERMINAL)	UPTON SPUR OFF MAIN LINE	OPENED ON THE CAMP GROUNDS: 1917. SMALL, SQUARE TICKET OFFICE BUILT ON CENTER ISLAND PLATFORM. REPLACED TOWARDS THE END OF 1917 BY A LONG, TAR- PAPERED DEPOT BUILT TRACK- SIDE, DIAGONALLY ACROSS FROM, AND REPLACING, THE FORMER DEPOT. TERMINAL STATION KNOWN AS "CAMP UPTON" EFF. 05/28/18 PER G.N. #87. CLOSED WITH END OF LIRR SVC. TO THE CAMP: 4/1922 <i>(Thos. R. Bayles data)</i>
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. <i>(Robt. Emery Map Data)</i> LIRR SVC. TO THE CAMP ENDED: c. 1946 (?)
CANAL STREET (E. OF JAMAICA)	ATLANTIC ATLANTIC RT	ORIGINALLY ON TIMETABLE OF 1853. REMOVED: <u>?</u> . REOPENED AS 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 BRIDGE. IN SERVICE: 1935 –1953 FOR “FISHERMAN’S SPECIAL” TRAINS
CARLE PLACE (CARLL PLACE) (MINEOLA PARK)	MAIN LINE	DEPOT BUILT: 1837 WITH OPEN- ING OF LIRR TO HICKSVILLE. APPEARS ON TT OF 6/17/1837. REMOVED AS STATION STOP FROM TIMETABLE OF 1859. 2 ND STATION OPENED WITH ONLY WOODEN SHELTER SHEDS ON WEST-

BOUND AND EASTBOUND PLAT-
FORMS. (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, CONC-
RETE ACCESS STAIRS, SEMI-EN-
CLOSED SHELTERS, PEDESTRIAN
CROSSOVER AND NEW GIRDER
BRIDGE OVER ADJACENT CHERRY
LANE: 12/21/52. NO AGENCY.

CARMAN'S RIVER

MAIN LINE

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

CEDARHURST
(OCEAN POINT)

S.S.R.R.
L.I.R.R.
(FAR ROCK.)

S. SIDE R.R. BEGAN SVC: 7/1869.
DEPOT OPENED AS "OCEAN POINT."
RIVAL NY & ROCKAWAY RR. CO.
LEASED TO L.I.R.R. IN 1871 AND
BUILT THEIR DEPOT NEARBY: 7/1872.
AFTER MERGER OF 2 ROADS, S.S.R.R.
AND L.I.R.R. DEPOTS ABANDONED:
6/1876. L.I.R.R. DEPOT MOVED TO
FAR ROCKAWAY: 8/1881. FORMER
S.S.R.R. DEPOT AT OCEAN POINT
REOPENED: 6/1887, GREATLY RE-
MODELED: 5/1888. RENAMED
"CEDARHURST" __?__
2ND DEPOT BUILT: 1913 WITH SMALLER
DEPOT BUILT ACROSS THE TRACKS.
PORTE COCHERE AT REAR OF BOTH
STRUCTURES. REMOVED FROM
SMALLER STRUCTURE: 19 __?__.

PRE-1957, TICKET OFFICE LOCATED IN DEPOT ON GEOGRAPHIC WEST SIDE OF TRACKS. POST-1957, TICKET OFFICE RELOCATED TO SMALLER DEPOT ON GEOGRAPHIC EAST SIDE OF TRACKS. AGENCY CLOSED: 8/19/2009.

CEDAR GROVE	S.S.R.R. (FAR ROCK.)	SEE: "HEWLETT."
CEDAR MANOR	S.S.R.R. (ATLANTIC)	OPENED: 1906 AS "POWER PLACE." RENAMED: 19__?. NO AGENCY AS OF 01/01/1924. OUT OF SVC: 1/28/59. DISCONTINUED AS STATION STOP. RAZED: 2/59 WITH GRADE ELIMINATION.
CENTER AVENUE	LONG BEACH	FIRST BRICK DEPOT BUILT: __? PART-TIME AGENCY AS OF 01/01/55. AGENCY CLOSED PER "L.I.R.R. TICKET OFFICES OPEN FOR SALE OF TICKETS" OF 9/12/55. BRICK DEPOT SOLD TO PRIVATE PARTY: ___? AND LEFT IN POSITION TRACKSIDE. STILL STANDING: 2016. TRAILER TICKET OFFICE INSTALLED AND MONDAY-ONLY AGENCY REOPENED PER "LONG ISLAND RAIL ROAD TICKET OFFICE HOURS" OF 9/18/67. MONDAY-ONLY AGENCY CLOSED AND TRAILER REMOVED: ___? PLATFORM SHELTERS IN SVC: ___?
CENTRE MORICHES (CENTER MORICHES)	MONTAUK	BUILT: 1881. WAS ORIGINALLY A TERMINAL AND WAS REPLACED AS SUCH WHEN A YARD WAS CONSTRUCTED AT SPEONK IN 1906. (<i>Art Huneke data</i>) MORICHES CHAMBER OF COMMERCE PETITIONED THE LIRR IN FEBRUARY, 1943, TO CHANGE THE SPELLING OF THE STATION STOP TO "CENTER" IN LIEU OF "CENTRE." (<i>Derek Stadler data</i>). AGENCY STILL LISTED IN "L.I.R.R. TICKET OFFICES OPEN FOR SALE OF TICKETS" OF 9/12/55.

RAZED: 5/64. REPLACED WITH METAL SHELTER SHED.
NEWER WOODEN SHELTER BUILT: c. 1985. DISCONTINUED AS STATION STOP: 3/16/1998

CENTERPORT	PT. JEFFERSON	BUILT: 1868 (SEE "GREENLAWN")
CENTRAL AVENUE	S.S.R.R. (ATLANTIC)	EAST OF HIGBIE AVE., LAURELTON AND WEST OF SPRINGFIELD JCT. (APPEARS ON ETT #38 SUPPLEMENT #1, EFF: 5/17/1906)
CENTRAL DEPOT	CRR OF LI (CREEDMOOR)	OPENED: ? ¼ MILE S. OF GREAT NECK JCT. DISCONTINUED: 4/30/1879.
CENTRAL ISLIP	MAIN LINE	OPENED: 11/4/1873 TO REPLACE "SUFFOLK" STATION FURTHER WEST. REMODELED c. 1916 ADDING BAY WINDOW TO TICKET OFFICE. 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	FIRST SERVICE LISTED IN ETT EFF: 1911. 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. DISCONTINUED AS STATION STOP: 1971
CENTRAL JUNCTION	CRR OF LI (CREEDMOOR)	OPENED: 7/1873, ABANDONED: 4/30/1879

CENTRAL PARK

CRR OF LI
(CENTRAL)

CENTRAL RAILROAD OF L.I. STATION IN SVC: ? LOCATED AT NORTHWEST QUADRANT OF THE STEWART AVE. (EX-CENTRAL PARK AVE.) CROSSING OF THE CRR R.O.W., 3/4 MILE GEOGRAPHICALLY SOUTH OF LIRR'S JERUSALEM/CENTRAL PARK STATION. ETT #13, EFF: 1879, INDICATES EASTBOUND TRAIN #19 WILL MAKE STATION STOP ALTHOUGH STATION IS NOT INDICATED IN TIMETABLE LISTING OF STOPS. ALTHOUGH INDICATED AS A DEPOT ON 1873 MAP, IT'S POSSIBLE NO DEPOT BUILDING WAS EVER CONSTRUCTED (?).DISCONTIUED AS STOP: ? . (Combined data Per Art Huneke, Robert M. Emery and Vincent F. Seyfried)

CENTRAL PARK
(BETHPAGE)

MAIN LINE

ORIGINALLY OPENED AS "JERUSALEM" c. 1854. STATION STOP LOCATED ONE MILE WEST OF BETHPAGE JCT. DOES NOT APPEAR ON LIRR TIMETABLES BETWEEN 1842 AND 1855, HOWEVER IT DOES APPEAR IN AN APRIL, 1854 LIRR ADVERTISEMENT IN THE "New York Times." POST OFFICE CHANGED NAME OF TOWN TO CENTRAL PARK IN 1867 AS IT WAS LOCATED MIDWAY BETWEEN HYDE PARK (LATER NEW HYDE PARK) AND DEER PARK. NAME OF STATION STOP VARIES AS FOLLOWS:
MAP OF 1873 = JERUSALEM
TT OF 1877 = CENTRAL PARK
TT OF 4/1878 = CENTRAL PARK
ETT AND TT OF 11/1878 = JERUSALEM

TT OF 3/1879 = JERUSALEM.
 ETT OF 9/1879 = JERUSALEM
 YET PHOTOGRAPH TAKEN OF
 DEPOT BY GEORGE
 BRAINARD IN SEPTEMBER,
 1879 SHOWS "CENTRAL PARK"
 STATION SIGN ON DEPOT.

TT OF 7/1880 = CENTRAL PARK
(TT info. courtesy of Art Huneke)
 POSSIBLE FINAL CHANGE OF
 NAME ON LIRR TIMETABLES IN
 9/1879.

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

CENTRE AVENUE
 (CENTER AVENUE)
 (LYNBROOK)

LONG BEACH

APPEARS ON TIMETABLE OF 4/1898
 AS "SOUTH LYNBROOK," IN USE AS A
 FLAG STOP. ROUGH PLATFORM
 ONLY ON N. SIDE OF CENTRE AVE.
 CROSSING. BECAME REGULAR
 STATION STOP AFTER OCTOBER,
 1911. NAME CHANGED TO "CENTRE
 AVE.": 1925. WOODEN BUILDING
 WITH SHELTER SHED BUILT c. LATE
 1920s/EARLY 1930s. STATION SIGN
 IN PERIOD PHOTOS READS "CENTRE
 AVENUE." NO AGENCY. WOODEN
 BLDG. RAZED: __? LOW LEVEL
 PLATFORM REMAINING IN SERVICE.
 REPLACED WITH HIGH-LEVEL PLAT-
 FORMS IN NEW LOCATION S. OF
 CENTRE AVE. CROSSING: 1968-69
 AND TRAILER TICKET OFFICE IN-
 STALLED AT PLATFORM LEVEL.
 PART-TIME AGENCY IN SERVICE AS
 LATE AS DECEMBER, 1982. TRAIL-
 ER REMOVED: __? STATION STOP
 STILL IN SERVICE: 2016.

CHESTER PARK

ATLANTIC

NEAR 104TH ST., EAST OF WOOD-
 HAVEN. OUT OF SVC. ___(?)

CLARENCEVILLE

S.S.R.R.
 (MONTAUK)

S. SIDE R. R. (SEE: "RICHMOND HILL")

CLARENCEVILLE	ATLANTIC	BUILT: 1905 (?). OUT OF SVC: 11/1/39 PER G.O. #1204 AND RAZED WITH ATLANTIC AVENUE IMPROVEMENT PROJECT: 1939-40
CLEAR STREAM RD.	MONTAUK	WEST OF VALLEY STREAM. IN SVC: 5/1906 FOR THE ROYAL LAND CO. APPEARED IN SPECIAL IN- STRUCTIONS OF ETTS OF 1908 AND 1915 AS SIGNAL STOP ONLY. PLATFORMS STILL INDICATED ON 1916 VALUATION PLAN. OUT OF SVC: ?
CLINTON ROAD (GARDEN CITY)	CENTRAL EXT.	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 STA- TION STOP. BECAME FIRE STATION No.3.
CLINTON STREET	ATLANTIC	FOR RACE TRAINS ONLY. ON LINE TO SOUTH FERRY. OUT OF SVC. ___(?)
CLOWSVILLE (CLOWESVILLE)	MAIN LINE	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 AT- TENDING THE COURTHOUSE. STOPS MADE ONLY WHILE COURT WAS IN SESSION OR BOARD OF SUPERVISORS MET. LAST LISTED ON TT OF JUNE, 1845. PER ETT #3, EFF: 6/1897, CERTAIN TRAINS MADE A STA- TION STOP.
CLUB HOUSE	S. S. R. R.	S. SIDE R.R. DEPOT. WEST OF OAKDALE. BUILT: 1869 TO SER- VICE SOUTH SIDE SPORTSMEN'S ASSN. (LOCATED BETWEEN

TODAY'S PRESENT M.P.45 AND M.P.46 AT BAYARD CUTTING ARBORETUM), CLOSED: 7/17/1884. (*Closing date per Geo. L. Weeks, Jr. in his book Isle of Shells*)

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 COLD SPRING HARBOR	PT. JEFFERSON	BUILT: 12/1875 AS "WOODBURY" WITH WATER TANK ALONGSIDE (<i>George Brainerd 1878 photo provenance</i>) RENAMED "COLD SPRING" ON 10/15/1880 PER G. O. #90. MOVED ½ MILE EAST ACROSS COUNTY LINE TO PRESENT STATION LOCATION: POST-03/28/1903 (<i>per Scott Schultz Reference Librarian Cold Spring Harbor Library and photo provenance D. Keller archive</i>). 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. 2 ND 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 ABANDONMENT, RAZED: 9/19/34
CONEY ISLAND	PROSPECT PARK & CONEY ISLAND R.R.	ON LIRR CR 4 OF 1903

CONNECTICUT AVE.	ORIG MAIN LINE BETW. BKLYN AND JAMAICA	LISTED ON TT OF 7/31/1837 AND 9/8/1837. POSSIBLY BECAME TROTTER COURSE LANE AND THEN WOODHAVEN (<i>Art Huneke data</i>)
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 RE- MOVED FROM SITE: 10/25/68. TEMPORARY WOODEN STATION CON- STRUCTED ACCOUNT GRADE CROS- SING 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. FLUSH- ING. RENAMED CORONA. 2 ND DEPOT BUILT: SEPT-OCT/1872, BURNED: 12/9/1880 NO DATA FROM 1880 FIRE TO 1890. <i>(Archival provenance of freight bill issued at Corona in 1888.)</i> 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

CUTCHOGUE	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. REPLACED WITH METAL SHELTER SHED. DISCONTINUED AS STATION STOP: 02/02/85 (<i>Jim Gillin Data</i>). STILL LISTED IN STATION LISTINGS IN ETT #4, EFF: 5/85 BUT NO LONGER LISTED IN TIMETABLE PORTION.
CYPRESS AVENUE (RIDGEWOOD)	MANH'T'N BCH	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
CYPRESS HILLS	ATLANTIC R.T.	WEST OF RAILROAD AVE. (AUTUMN AVE.) OUT OF SVC. ___(?)
DEER PARK	MAIN LINE	1 ST DEPOT OPENED: 03/12/1842 WITH OPENING OF LIRR TO THAT POINT. STAGECOACH SERVICE TO BABYLON. 2 ND 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 (<i>move is Robt. Emery data</i>). 3 RD , ELEVATED DEPOT OPENED: 12/17/36. AGENCY CLOSED: ? 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.
DeLANCY AVENUE (QUEENS)	MAIN LINE	APPEARS ON TT OF 4/10/1837, FOUR MILES EAST OF JAMAICA. ORIGINALLY INTENDED TO BE NAMED "FLUSHING AVE." BUT WAS NAMED DeLANCY AVE. ON TIMETABLES WHEN PLACED IN SERVICE. LATER BECAME BRUSHVILLE ON TT OF 10/23/1838. (SEE: BRUSHVILLE)
DOUGLASTON	FLUSHING R.R. NY & FLUSHING FLUSH. & 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.
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")
DUNTON	ATLANTIC MONTAUK	OPENED: ? S. OF THE TRACKS AND WEST OF VAN WYCK AVE. ON ATLANTIC BRANCH. DEPOT CLOSED TO THE PUBLIC: 1892 BUT STATION STOP STILL IN USE. STATION STOP AND DEPOT RELOCATED TO N. OF THE TRACKS AND EAST OF VAN WYCK AVE. TO ACCOMMODATE PASSENGERS ON BOTH ATLANTIC AND MONTAUK BRANCHES: APRIL-MAY/1897. IN SVC. 5/29/97.

		<p>CLOSED: 1910. BLDG. USED TO HOUSE ELECTRICIANS. 2ND, RELOCATED DEPOT IN SVC: BY APRIL, 1914. OUT OF SVC: 11/1/39 PER G.O. #1204 AND RAZED WITH ATLANTIC AVENUE IMPROVEMENT PROJECT: 1939-40</p>
EAST FLUSHING	NY & FLUSHING	<p>STATION OPENED 10/27/1866. LOCATED S. OF BROADWAY AND N. OF TRACKS. RENAMED "BROADWAY" BY TIMETABLE OF MAY/1872 (SEE: "BROADWAY")</p>
EAST HAMPTON	MONTAUK	<p>BUILT: 1895. FULL-TIME AGENCY CLOSED: 9/6/96. HI-LEVEL PLATFORMS INSTALLED: 1999 TO ACCOMMODATE NEWLY-ARRIVED C3 BI-LEVEL CARS WHICH WERE PLACED IN SERVICE JULY, 1999. (<i>Robert L. Myers 1999 data</i>). SUNDAY AGENCY ONLY: EFFECTIVE 2005. INTERIOR REMODELED 4/2019.</p>
EAST HINSDALE	MAIN LINE	<p>SEE: "FLORAL PARK"</p>
EAST MEADOW BROOK	CENTRAL EXT.	<p>STATION STOP EAST OF NEW BRIDGE ROAD. STATION IN SERVICE: <u>?</u>. NO INDICATION OF DEPOT BLDG. CONSTRUCTED. ETT #13, EFF: 1879, INDICATES EASTBOUND TRAIN #19 WILL MAKE STATION STOP ALTHOUGH STATION IS NOT INDICATED IN TIMETABLE LISTING OF STOPS. DISCONTINUED AS STOP: <u>?</u>.</p>
EAST MORICHES	MONTAUK	<p>BUILT: 1897, AGENCY CLOSED: 1932 (<i>Robt. Emery data</i>), OR 1934 (<i>Local newspaper article of 9/24/36</i>) BURNED: SEPTEMBER 19, 1936. TEMPORARY STATION OPENED IN SURVIVING FREIGHT HOUSE (<i>per local newspaper article of 9/24/36 discussing the fire's destruction.</i>) 2ND SMALLER, BRICK DEPOT BUILT:</p>

1936 (*Robt. Emery data*). DEPOT BLDG. CLOSED AND DISCONTINUED AS STATION STOP: 10/6/58. SOLD TO PRIVATE OWNER. DEPOT STILL STANDING ON SITE AS PRIVATE RESIDENCE: 2014.

EAST NEW YORK

ATLANTIC
(ATLANTIC R.T.)

HOWARD HOUSE HOTEL SERVED AS ORIGINAL DEPOT AS FAR BACK AS 1853. ALSO SERVED AS RAPID TRANSIT STOP PER ETT #11, EFF: 11/4/1878.
STATION STOP RELOCATED TO JCT. OF MANHATTAN BEACH BRANCH AT ATLANTIC AND VAN SINDERIN AVES. EFF: 1/1/1884 WHERE THE NY & MB RY'S NEW HOTEL/DEPOT HAD BEEN BUILT THE YEAR PREVIOUS TO REPLACE AN OLDER HOTEL/DEPOT STRUCTURE IN USE. KNOWN AS "MANHATTAN CROSSING" AND "MANHATTAN BEACH CROSSING," DEPOT WAS USED JOINTLY BY BOTH RAILROADS AND ALL STOPS AT HOWARD HOUSE CEASED. RENAMED "EAST NEW YORK" IN 11/1905 WITH INAUGURATION OF FULL ELECTRIC SERVICE. STATION BUILDING ABANDONED: 11/1915 AND RAZED DUE TO BAY RIDGE BRANCH GRADE ELIMINATION PROJECT.
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: 8/19/2009.

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

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

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 AT-
LANTIC 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. STA-
TION PLATFORM INSIDE AND OUT-
SIDE OF NEW TUNNEL. (SEE “FULTON
STREET” FOR CONTINUATION OF HIS-
TORY.)

3RD DEPOT BUILT ON A DIAGONAL IN
SW CORNER OF THE TWO BRANCHES
CROSSING, AND PARALLELING CURVED
TRACKS ACCESSING THE MANHATTAN
BEACH/ BAY RIDGE BRANCH TRACKS
AT GRADE: 1906. THIS CONNECTION
REMOVED c. JUNE, 1915 (*All Robt.
Emery data*). DEPOT RAZED ALONG
WITH WOODEN STATION PLATFORMS,
SHELTERS AND PEDESTRIAN CROSS-
OVER: 1941 AS A RESULT OF THE AT-
LANTIC AVE. GRADE ELIMINATION
PROJECT.

4th DEPOT BUILT AT GRADE WITH AT-
LANTIC AVE. RUNNING ATOP THE
STATION FACILITIES. IN SVC: 1941.

EASTPORT

MONTAUK

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

STOP IN SVC: 10/19/1881. RE-MODELED: 19 ? AGENCY STILL LISTED IN "L.I.R.R. TICKET OFFICES OPEN FOR SALE OF TICKETS" OF 9/12/55. AGENCY CLOSED: ___? DISCONTINUED AS STATION STOP: 10/6/58. MOVED TO PRIVATE LOCATION: AFTER 1963.

EAST ROCKAWAY

LONG BCH.

OPENED: OCT/1880, BURNED: c. 1942, STATION STOP DISCONTINUED: 12/11/50 (*Jeff Erlitz ETT data*) WITH RELOCATION OF NEW, COMBINED STOP.
2ND, RELOCATED DEPOT OPENED: 12/11/50. PART-TIME AGENCY AS OF 01/01/55. AGENCY CLOSED, PER "L.I.R.R. TICKET OFFICES OPEN FOR SALE OF TICKETS" OF 9/12/55. MONDAY-ONLY AGENCY PER "LONG ISLAND RAIL ROAD TICKET OFFICE HOURS" LISTING OF 9/18/67. 1ST OF THE MONTH ADDED TO AGENCY HOURS. PART-TIME AGENCY STILL IN SERVICE IN JUNE, 1972 (*Dave Keller first-hand data*) PART-TIME AGENCY CLOSED SOMETIME IN THE EARLY 1980S (?) AND DEPOT DEMOLISHED WHEN ORIGINAL HIGH-LEVEL PLATFORMS REPLACED: c. 1994.
3RD DEPOT IN THE FORM OF A TRAILER IN SERVICE WITH NEW HIGH-LEVEL PLATFORMS: c. 1994.

EAST WILLISTON

OYSTER BAY

BUILT c. 1880 300' EAST OF FORMER LOCATION OF WILLIS STATION (*Wm. Slade data*). AGENCY CLOSED: 12/10/1996. RAZED: 12/11/2004.

EDGEMERE

FAR ROCK.

OPENED: 06/21/1895 TO ACCOMMODATE THE NEW EDGEMERE HOTEL WHICH OPENED FOR BUSINESS THE NEXT DAY. OUT OF SVC: 8/9/40 ACCOUNT GRADE CROSSING ELIMINATION AND RAZED.

		WESTWARD STATION FACILITIES RELOCATED 600' EAST OF FORM- ER LOCATION: 8/9/40. EAST- WARD STATION FACILITIES: 8/23/40. ELEVATED STRUCTURE OPENED: 4/10/42. AGENCY WITH TRANSFER TO TA OWNERSHIP: 10/3/55
EDGEWOOD	MAIN LINE	2-STORY-WOODEN DEPOT E. OF DEER PARK AND W. OF PINE AIRE WHERE L. I. AVENUE SCOOTED ACROSS FROM N. OF THE TRACKS TO S. OF THE TRACKS. BUILT BY LAND DEV- ELOPER. OPENED: 6/1892 AS SIG- NAL STOP. NO TRAINS STOPPED THERE AFTER ETT #61, EFF. JUNE/1911. LAST APPEARS ON ETT #72, EFF: 10/21/13. ABANDONED. USED BY LOCALS AS A SOURCE FOR SCRAP LUMBER. (<i>Geo. G. Ayling first-hand data</i>). BURNED: 1920 (<i>Robt. Emery data</i>)
ELDERT'S GROVE	S.S.R.R. (FAR ROCK)	HAMMELS - OPENED: 07/04/1872 AT LATTER-DAY SITE OF HAMMEL'S STATION (BEACH 84 TH ST.) TO SERVE PATRONS OF THE ELDERT'S HOUSE (HOTEL). (SOUTHERN DIV- ISION IN 07/15/1878 BOOK OF RULES). ABANDONED WHEN CON- NECTION MADE BETWEEN FAR ROCKAWAY BRANCH AND ROCKA- WAY BEACH BRANCH IN 1887.
ELMHURST (NEWTOWN)	FLUSHING R.R. NY & FLUSHING FLUSHING & N. SIDE (PORT WASH.)	OPENED: 1855, AS "NEWTOWN." RAZED: 1888. 2 ND DEPOT OPENED: DEC/1888, NAME CHANGED TO ELMHURST: JUNE, 1897. HIGH PLATFORMS CONSTRUCTED: 1912, RAZED: 1927 3 RD , 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 BETWEEN QUEENS VILLAGE AND BELLE-ROSE OVER THE CROSS ISLAND PARKWAY TO SERVE BELMONT RACETRACK AND THE N.Y. ISLANDERS HOCKEY TEAM'S NEW ARENA AS WELL AS SURROUNDING NEIGHBORHOODS. IT'S THE 1 ST NEW FULL-TIME LIRR STATION TO BE BUILT SINCE 1976. CONSTRUCTION UNDERWAY: 09/2020. PLATFORM INSTALLED ATOP CONCRETE PIERS: 11/2020. FIRST PLATFORM SCHEDULED TO OPEN AUTUMN, 2021 AND THE FULL STATION BY THE END OF 2022 (<i>per MTA Construction & Development: 09/04/2020 and MTA's "A Modern L.I." of 11/20/2020</i>)
FANNY BARTLETT	MONTAUK	SEE: "BARTLETT"
FARMINGDALE	CRR OF LI (CENTRAL)	CRR OF LI (SEE: "SOUTH FARMINGDALE")
FARMINGDALE	MAIN LINE	1 ST DEPOT IN SVC. WITH OPENING OF LIRR TO THIS POINT: 10/14/1841. LOCATED ON EAST SIDE OF MAIN ST. RAZED: 1875. 2 ND DEPOT BUILT: 7/1875, RAZED: 1895. 3 RD 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 REMODELED: 4/2019.
FAR ROCKAWAY (GROVE STREET)	NY & ROCK R.R./ 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 MERGER 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), RE-
MODELED AND OPENED:
10/1/1881 (*Vincent Seyfried data.*
Brand new depot constructed per
LIRR 1881 annual report, Art Hun-
eke data), SOLD AND MOVED TO
PRIVATE LOCATION: 10/1890
3RD DEPOT OPENED: 7/15/1890.
DEPOT BLDG AT GRADE CON-
TINUED TO BE USED IN CON-
JUNCTION WITH NEW ELEVATED
PLATFORMS AND TRACKS PUT IN
SVC: 4/10/42. LIRR THRU-SERV-
ICE TERMINATED HERE: 10/3/55
WHEN TRACKAGE WEST OF MOTT
AVE. TO ROCKAWAY PARK TRANS-
FERRED TO TA OWNERSHIP. BE-
CAME TERMINUS OF FAR ROCK-
AWAY BRANCH. DISCONTINUED
AS STATION STOP: 2/21/58 WHEN
SERVICE WAS CUT BACK TO NAM-
EOKE AVE. ELEVATED TRACKS
PLATFORMS AND OLD DEPOT
RAZED SHORTLY THEREAFTER.

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."

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 MILLEVILLE STATION (LATER YAPHANK). GONE FROM THE JUNE, 1845 TIMETABLE.
FLATBUSH AVE.	ATLANTIC	<p>OLD DEPOT OPENED: ___(?) RENOVATED: JULY-AUG/ 1878, RENOVATED AGAIN: 6/1880, REBUILT: 1893.</p> <p>2ND DEPOT BUILT ON THE SITE OF THE 13TH REGIMENT ARMORY WHICH WAS DEMOLISHED IN 1906 FOR THE START OF CONSTRUCTION. TERMINAL BUILDING OPENED: 4/1/07 WITH TICKET OFFICES AND WAITING ROOM AT STREET LEVEL AND PLAFORMS AND TRACKS UNDERGROUND. REFURBISHED AND EXTERIOR SANDBLASTED: EARLY 1940s. TRACK #1 OUT OF SVC: 4/10/59. FORMER EXPRESS TRACKS #s 9-14 ("EX" YARD) OUT OF SVC: 3/3/71. TICKET OFFICES RELOCATED TO PLATFORM LEVEL c. 1972 (?) TRACKS ORIGINALLY NUMBERED SOUTH TO NORTH RENUMBERED NORTH TO SOUTH: 7/1/78. STREET LEVEL TERMINAL BLDG. RENOVATED INSIDE : c. 1978. CLOSED: 1988. RAZED: c. 1990s.</p> <p>3RD DEPOT OPENED: 1/5/2010. OFFICIALLY RENAMED "ATLANTIC TERMINAL" IN ETT #1, PER G.O. #104 EFF. 3/8/2010.</p>
FLATLANDS	MANH'T'N BCH (BAY RIDGE)	SEE: "VANDERVEER PARK"

FLORAL PARK:	MAIN LINE	<p>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: 7/1909.</p> <p>2ND, RELOCATED DEPOT OPENED: 7/1909, RAZED: 10/20/60</p> <p>TEMPORARY WESTBOUND STATION FACILITIES RELOCATED TO SHOOFLY S. OF FORMER LOCATION: 12/15/60.</p> <p>ELEVATED WESTBOUND PLATFORM IN SVC: 6/28/62.</p> <p>ELEVATED EASTBOUND PLATFORM IN SVC: 11/8/62. AGENCY CLOSED: 8/19/2009.</p>
FLOWERFIELD	WADING RIVER	<p>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</p>
FLUSHING (BRIDGE ST.)	FLUSHING R.R. NY & FLUSHING FLUSHING & N. SIDE (WHITESTONE)	<p>APPEARS ON TT 1863.</p> <p>DEPOT BUILT: OCT-NOV/1870, RAZED: 1893</p> <p>2ND DEPOT BUILT: 1893, CLOSED: 2/19/32 WITH BRANCH ABANDONMENT.</p>
FLUSHING (BROADWAY)	PORT WASH.	SEE: "BROADWAY"
FLUSHING (MAIN STREET)	PORT WASH.	<p>BUILT: 12/1853. BURNED: 10/13/1864</p> <p>2ND DEPOT BUILT: JAN-FEB/1865, RAZED: 1870</p> <p>3RD DEPOT BUILT: OCT-NOV/1870, ABANDONED: 11/11/1912</p> <p>ELEVATED STRUCTURE OPENED: 10/4/1913, 2-STORY, ELEVATED</p>

TRACK LEVEL BLDG. RAZED: EARLY 1963.
 STREET LEVEL TICKET OFFICE OPENED AND DEDICATED: MARCH, 1963 (per **L. I. Railroader** employee magazine).
 TICKET OFFICE REBUILT BETWEEN JAN 21ST AND MAR 21ST, 2005.
 NEW FACILITIES CONSTRUCTED: 2018. OPENED AND DEDICATED: 10/19/2018 (Per MTA's website).
 AGENCY SCHEDULED TO CLOSE IN 2021.

FORD'S CORNERS	MANH'T'N BCH. (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.
FORT POND	MONTAUK	WOODEN PLATFORM CONSTRUCTED c. 1899 JUST WEST OF MONTAUK STATION AT THE FISHING PIER WITH ELEVATED WOODEN WALKWAY CONNECTING STATION PLATFORM WITH THE PIER. UNOFFICIAL STATION STOP FOR FISHERMEN. NOT LISTED IN TIMETABLES AS A SCHEDULED STOP. REMOVED WITH RELOCATION OF MONTAUK STATION FACILITIES IN 1942. (Photographic provenance of station platform and connecting walkway. Name of station stop per Robert Emery data.)
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. NO AGENCY AS OF 01/01/1924. RAZED 1940 DURING GRADE ELIMINATION PROJECT.

WESTWARD STATION FACILITIES RELOCATED 785' EAST OF FORMER LOCATION: 8/2/40. EASTWARD STATION FACILITIES: 8/23/40 ACCOUNT GRADE CROSSING ELIMINATION.

ELEVATED STRUCTURE STRETCHING FROM BEACH 44TH ST. TO BEACH 47TH ST. OPENED: 4/10/42. TRANSFERRED TO TA OWNERSHIP: 10/3/55

FRANKISTON	CRR OF LI (CREEDMOOR)	OPENED: 6/1873, ABANDONED: 4/30/1879
FRANKLINVILLE	MAIN LINE	(SEE "LAUREL")
FREEPORT	S. S. R. R. (MONTAUK)	S. SIDE R. R. SVC. BEGAN: 09/23/1867 AMIDST GREAT FESTIVITIES (<i>per Bklyn. Daily Eagle article of 09/24/1867.</i>) DEPOT MOVED: 1899, TO HENRY ST. AND JOINED TO THE FREIGHT HOUSE. 2 ND DEPOT OPENED: 04/03/1899, OUT OF SVC: 05/05/59 AND RAZED. 3 RD TEMPORARY STATION EASTWARD FACILITIES RELOCATED TO SHOO-FLY 35' SOUTH AND 800' EAST OF FORMER LOCATION IN SVC: 05/05/59. TEMPORARY STATION WESTWARD FACILITIES RELOCATED TO SHOO-FLY 35' SOUTH AND 800' EAST OF FORMER LOCATION IN SVC: 05/07/59 PER G.O. 519. PROJECT COMPLETED: 10/08/60 PER G.O. 709. ELEVATED STRUCTURE IN SVC: 10/08/60
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:
 3/16/1998

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: 11/20/96.

GARDEN CITY PARK

MAIN LINE

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

GASTON AVENUE (ARVERNE)	FAR ROCK.	OPENED: _?_. AGENCY OPEN AS OF 01/01/1924. ELEVATED STRUCTURE OPENED: 04/10/42. AGENCY OPEN UNTIL END OF LIRR SERVICE WHEN PROPERTY WAS TRANSFERRED TO TA OWNERSHIP: 10/3/55
GENERAL BRONZE	CENTRAL EXT.	OPENED: 6/1949 TO SERVICE EMP- LOYEES. LATER "A&P BRONZE", CLOSED: 5/15/53 WITH END OF PSGR. SERVICE ON BRANCH.
GIBSON	FAR ROCK.	OPENED: 5/29/1929 IN VALLEY STREAM. BUILT BY LAND DEVEL- OPER WM. R. GIBSON IN AN AGREE- MENT WITH THE L.I.R.R. TO HAVE TRAINS STOP AT HIS NEWLY-ESTAB- LISHED COMMUNITY. (<i>Data per Howard F. Ruehl's <u>History of Valley Stream</u></i>). AGENCY CLOSED: 9/7/96.
GLEN COVE (GLEN STREET)	OYSTER BAY	OPENED: 5/16/1867 2 ND DEPOT BUILT: SEPT-OCT/1898, AGENCY CLOSED: 11/20/1996. STATION STOP SCHEDULED TO BE DISCONTINUED ALONG WITH OTHERS IN 1998 BUT VOCAL OP- POSITION CAUSED LIRR TO ALTER THEIR DECISION. INSTEAD OF ABANDONMENT, NEW HI-LEVEL PLATFORMS BUILT: 1999 TO AC- COMODATE NEWLY-ARRIVED C3 BI-LEVEL CARS WHICH WERE PLACED IN SERVICE JULY, 1999. (<i>Robert L. Myers 1999 data</i>) EXTERIOR RE-STORED TO ORIGINAL ARCHITEC- TURE, INTERIOR REMODELED: c. 2001-02. (<i>Dave Morrison data</i>)
GLEN COVE (NASSAU)	OYSTER BAY	BUILT: JULY-AUG/1895. SERVICED NEARBY NASSAU COUNTRY CLUB BEGINNING IN 1898 WHEN NAS- SAU COUNTY WAS FORMED. PART TIME AGENCY ONLY PER "L.I.R.R. TICKET OFFICES OPEN FOR SALE OF TICKETS" OF 9/12/55. AGENCY

CLOSED: 11/7/96.
NEW HI-LEVEL PLATFORMS BUILT:
1999 TO ACCOMMODATE NEWLY-
ARRIVED C3 BI-LEVEL CARS WHICH
WERE PLACED IN SERVICE JULY,
1999. (*Robert L. Myers 1999 data*)

GLENDALE	S. S. R. R. (MONTAUK)	<p>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 SHEED AND LOW PLATFORM ON N. SIDE OF TRACKS ACROSS FROM OLD DEPOT BLDG. LOCATION. SOUTH SIDE PLATFORM REMAINED IN PLACE FOR A TIME. SHELTER SHEED LATER SIDED WITH CORRUGATED METAL. STATION STOP AND SHELTER SHEED RELOCATED FURTHER W. CLOSER TO 73RD ST. X-ING: c. 1942. SHELTER SHEED REMOVED: 1954. STATION STOP RELOCATED W. OF 73RD ST. X-ING: PRIOR TO 1998. DISCONTINUED AS STATION STOP: 3/16/1998.</p>
GLENDALE	ROCK BCH.	<p>IN SERVICE EFF: 9/15/27 PER GEN- ERAL NOTICE #118. RENAMED "PARKSIDE." (SEE: "PARKSIDE")</p>
GLENDALE WELLS	MONTAUK	<p>EAST OF GLENDALE. PROBABLY AT GLENDALE JCT. WHERE MON- TAUK WATER CO. HAD WELLS AND SOME BUILDINGS. LOW LEVEL PLATFORM ONLY FOR EMPLOYEES OF PLANT PER 10/1926 ETT SPECIAL INSTRUCTIONS. NOT LISTED ON ANY TIME- TABLES.</p>
GLEN HEAD	OYSTER BAY	<p>ORIGINAL DEPOT OPENED: 1/23/1865 2ND DEPOT OPENED: 5/1888, OUT OF SERVICE: 4/61 WITH OPENING OF NEW DEPOT. OLD UNUSED DEPOT STOOD FOR AWHILE AFTERWARDS</p>

		<p>AND WAS RAZED. 3RD DEPOT IN SERVICE: 4/61. AGENCY CLOSED: 9/7/96. NEW STATION SHELTER WITH HI-LEVEL PLATFORMS BUILT: 1999 TO AC- COMODATE NEWLY-ARRIVED C3 BI- LEVEL CARS WHICH WERE PLACED IN SERVICE JULY, 1999. (<i>Robert L. Myers 1999 data</i>)</p>
GOLF GROUNDS	MONTAUK	<p>OPENED: 04/1907 ON W. SIDE OF TUCKA- HOE RD. FOR THE NATIONAL GOLF LINKS AT SHINNECOCK HILLS. AGEN- CY CLOSED BY 01/01/1924 (<i>no longer listed in LIRR Rules and Rates of Pay</i>). LAST LISTED ON TT OF 09/19/37 WITH NO TRAINS SCHEDULED. DISCON- TINUED AS STATION STOP AND NOT LISTED ON TT OF 06/19/38. MOVED TO PRIVATE LOCATION: c. 1940 (?).</p>
GOOD GROUND	MONTAUK	SEE: "HAMPTON BAYS"
GOOSE CREEK	ROCK BCH.	<p>FIRST APPEARS ON TIMETABLES OF JULY, 1888. LOCATED ON A SMALL ISLAND IN JAMAICA BAY, IT SERVED AS A STOP FOR FISHERMEN. SUMMER ONLY AGENCY AS OF 01/01/1924. AGENCY CLOSED _?_. STATION CLOSED: 9/35</p>
GRAND STREET	S. S. R. R. (EVERGREEN)	<p>S. SIDE R.R. DEPOT OPENED: 1868 BETWEEN METROPOLITAN AVE. AND GRAND STREET AT EAST RIVER FERRY. 2ND DEPOT (?) OPENED: 5/15/1878. CLOSED: 9/28/1885.</p>
GRAND STREET (E. OF WOODSIDE)	MAIN LINE & ROCK BCH.	<p>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.</p>

7/1/13 WHEN MAIN LINE AND ROCK. BCH. TRAINS HAD SCHEDULED STOPS. SHELTER SHED REMOVED 1922. ETT #102, EFF. 5/25/25 LISTS STATION BUT INDICATES NO TRAINS STOPPING THERE. DISCONTINUED AS STATION STOP BETWEEN 5/25/25 AND ISSUANCE OF ETT #103, EFF. 10/21/25 WHICH DOES NOT LIST THE STATION.

GRAVESEND	PROSPECT PARK & CONEY ISLAND R.R.	STATION FOR BROOKLYN JOCKEY CLUB RACE TRACK (ON LIRR CR4 OF 1903)
GREAT NECK:	NY & FLUSHING R.R. FLUSHING & N. SIDE R.R. (PORT WASH.)	<p>BUILT: 1866. ON NY & FLUSHING TT OF 12/31/1866 AS "GREAT NECK" AND ON FLUSHING & N. SIDE TT OF 05/06/1872 AS "BROOKDALE (GRT. NECK)." RAZED: 1883</p> <p>2ND DEPOT OPENED: 10/1883, REMODELED: 1893, RAZED: 1924</p> <p>3RD DEPOT IN SVC: 2/26/25.</p> <p>TEMPORARY STA. FACILITIES RELOCATED S. OF FORMER LOCATION: 6/8/34 ACCOUNT GRADE CROSSING ELIMINATION.</p> <p>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).</p>
GREAT RIVER (ALSO SEE: "YOUNGSPORT")	MONTAUK	<p>BUILT: 1897. PORTE COCHERE AT REAR. AGENCY CLOSED: c. 1931 (<i>Robt. Emery data</i>). EXPRESS HOUSE REMOVED AROUND 1932. DEPOT DESTROYED BY FIRE 03/23/45 (<i>per "Newsday" article of 03/24/45</i>)</p> <p>2ND DEPOT BUILT: c. DECEMBER, 1945 (<i>per "Suffolk County News" article of 11/23/45 : "Great River to Replace the Former Depot Destroyed by Fire."</i>)</p> <p>REPLACEMENT BUILDING WAS A</p>

SMALL, ENCLOSED SHELTER WITH FLAT ROOF. ROOF REPLACED WITH PITCHED ROOF SOMETIME IN THE EARLY 1980s. DEPOT RAZED: 1998. HI-LEVEL PLATFORMS AND SHELTER INSTALLED: 1999 TO ACCOMMODATE NEWLY-ARRIVED C3 BI-LEVEL CARS WHICH WERE PLACED IN SERVICE JULY, 1999. (*Robert L. Myers 1999 data*)

GREENLAWN	PT. JEFFERSON	<p>BUILT: 1868 AS "CENTERPORT." ON ETT #15 EFF: 6/1880 AS "CENTERPORT." ON TT EFF: 10/18/1880 AS "GREENLAWN." TRACKSIDE ROOF OVERHANG DAMAGED BY DERAILMENT IN FRONT OF DEPOT: 04/08/1906 (Photographic provenance). BURNED: 1909. 2ND DEPOT OPENED: 9/1911. AGENCY CLOSED: 9/6/1996.</p>
GREENPOINT	EVERGREEN	<p>OPENED: 5/15/1878 AT OAK AND WEST STREETS. CLOSED: 9/28/1885.</p>
GREENPORT	MAIN LINE	<p>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. (<i>Sanborn Map location</i>) 3RD AND LARGER DEPOT BUILT CLOSER TO THE RAIL DOCK AND SEA WALL: 1892 (<i>Sanborn Map location</i>), 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 (<i>Photographic provenance</i>) AND REPLACED WITH DOUBLE FRONT DORMER WINDOWS. BY 1925, DORMERS AND ROOF TREE WERE</p>

GONE (*Photographic provenance*).
 AGENCY CLOSED: 10/1/67 PER OFFICIAL LIRR NOTICE. REOPENED: 1968 FOR ONE SUMMER'S USE, SUNDAYS ONLY THEN PERMANENTLY CLOSED. DEPOT BUILDING NOW HOUSES THE EAST END SEAPORT & MARITIME FOUNDATION MUSEUM. HI-LEVEL PLATFORMS AND SHELTER INSTALLED: 1999 TO ACCOMMODATE NEWLY-ARRIVED C3 BI-LEVEL CARS WHICH WERE PLACED IN SERVICE JULY, 1999. (*Robert L. Myers 1999 data*)
 **FREIGHT STATION BUILT: 1892. GARAGE DOOR INSTALLED ON WEST SIDE AND BECAME GARAGE FACILITY FOR LIRR ROAD-n'-RAIL BUS. EVENTUALLY BECAME PROPERTY OF RAILROAD MUSEUM OF LONG ISLAND (RMLI) HOUSING ARTIFACTS.
 **4-STALL ENGINE HOUSE DEMOLISHED: c. 1921 (*Robt. Emery data*)

GREENVALE
 (WEEK'S STATION)

OYSTER BAY

FREIGHT STATION IN USE AS EARLY AS 1866. ON TIMETABLE IN 1875 ONLY. BACK ON TIMETABLE DURING 1880s AND 1890s. STOP PRIMARILY FOR MILK TRAINS. SHELTER SHED BUILT: ?, NO 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 PHOTO SHOWS TWO MAIL CRANES ON NORTH (R.R. EAST) SIDE OF THE SHELTER FOR MAIL PICK-UP IN EACH DIRECTION. CRUSHED CINDER PLATFORMS WITH DIETZ KEROSENE PLATFORM LAMPS. ELECTRIC LAMPS AND PAVED PLATFORMS ADDED IN LATER YEARS. RAZED: 1991.

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

GRINNELL

FLUSHING R.R.

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

GRUMMAN

MAIN LINE

6,955' WEST OF BETHPAGE STATION. THREE WOODEN SHELTER SHEDS IN SVC: 02/02/42 PER G.O. #113C (ETT. #1 EFF: 09/14/41) FOR EMPLOYEES OF GRUMMAN AVIATION. NO AGENCY ESTABLISHED.

STATION STOP RELOCATED: 02/19/51
WITH RELOCATION OF S. OYSTER
BAY RD. CROSSING ("*Long Island
Railroader*" data). THREE WOODEN
SHELTER SHEDS CONTRUCTED.
AGAIN, NO AGENCY ESTABLISHED.
METAL SHELTER SHED BUILT: c. 1960s.
LAST SCHEDULED SERVICE TO STA-
TION: 11/29/85. STATION OFFICIAL-
LY 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 PLAT-
FORM ONLY ON SE QUADRANT OF
CROSSING. MOVED TO NE QUAD-
RANT WITH CONSTRUCTION OF MAS-
PETH HOLDING YARD IN 1942. EAST-
BOUND TRAINS STOPPED WEST OF
THE CROSSING. WESTBOUND
TRAINS STOPPED EAST OF THE
CROSSING (*Dick Makse info.*) DIS-
CONTINUED 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. AL-
THOUGH CONSIDERED EAST PATCH-
OGUE, IT WAS NEVER LISTED IN TIME-
TABLES AS SUCH. PUBLIC TIMETABLES
FROM SEPTEMBER, 1894 THROUGH
JUNE, 1900 DO NOT LIST THE STATION
STOP WHICH HAD BEEN REDUCED TO
SIGNAL STATUS DUE TO LACK OF RI-
ERSHIP. (UNABLE TO VERIFY 1901
AND 1902 AS I'VE NO ACCESS TO
THOSE TIMETABLES.) IT APPEARS IN
ETT #26, EFF. 05/27/1903 AND IS IN
THE OCTOBER PUBLIC TT OF THAT
YEAR. IT LAST APPEARS ON PUBLIC

TIMETABLES OF 10/17/1928 AND IS GONE FROM ETT #110 EFF. 06/16/29, ALTHOUGH STILL LISTED IN THE TIME-TABLE'S LIST OF STATIONS SHOWING MILEAGE AND BLOCK STATIONS.

HAMILTON BEACH	ROCK. BCH.	FIRST APPEARS IN ETT #90 EFF: 10/16/1919. AGENCY CLOSED BY 01/01/55. DISCONTINUED AS STATION STOP: 6/27/55 WHEN BRANCH ABANDONED SOUTH OF OZONE PARK.
HAMMELS (HAMMEL)	ROCK. BCH.	BUILT: JUNE/1880, RAZED: 1941 FOR GRADE ELIMINATION 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 EXPRESS HOUSE FOR 3 RD DEPOT. 3 RD 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. RELOCATED, HI-LEVEL PLATFORMS AND SHELTER INSTALLED: 1999 TO ACCOMMODATE NEWLY-ARRIVED C3 BI-LEVEL CARS WHICH WERE PLACED IN SERVICE JULY, 1999. <i>(Robert L. Myers 1999 data)</i>
HC TOWER STATION	N.Y. BAY EXT.	HEMPSTEAD CROSSING - GARDEN CITY. SMALL SHED AT THE CROSSING OF THE CENTRAL BRANCH EXTENSION AND THE N.Y. BAY EXTENSION. OUT OF SERVICE WITH OPENING OF NEARBY COUNTRY LIFE PRESS STATION IN 1913.

HEBBARD'S	S. S. R. R.	S. SIDE R. R. DEPOT AT FLUSHING AVE. & 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 AVENUE. BECAME LIRR'S HEMPSTEAD STATION AND TERMINUS IN 1878. (SEE: "HEMPSTEAD" BELOW). REMODELED: 7/1881. RAZED: 1913. 2 ND 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 (<i>Photo provenance with official valuation photo and date</i>) GUTTED BY FIRE: 12/31/62 AND REMODELED. RAZED: 1998 3 RD TERMINAL BUILDING BUILT: 1999-2000
HEMPSTEAD	L. I. R. R. (HEMPSTEAD)	1 ST DEPOT BUILT: c. 1839 AS TERMINUS OF LIRR WHICH WAS EXTENDED FROM "HEMPSTEAD BRANCH" (MINEOLA) TO MAIN ST., HEMPSTEAD. STATION FACILITIES RAZED: 1878 AND NEWLY ACQUIRED EX-CENTRAL R.R.'S HEMPSTEAD DEPOT AT FULTON 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. CONVERTED INTO SKATING RINK AND BURNED TO THE GROUND IN JULY, 1888. (<i>Vincent Seyfried data</i>)
"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 BATTERY CAR SHUTTLE SERVICE ONLY.
HEMPSTEAD GARDENS W. HEMPST'D	BUILT: 19 <u>?</u> , SHORT, COVERED PLATFORM SHELTER AND TINY DEPOT BUILDING. NO AGENCY ESTABLISHED. RAZED: 19 <u>?</u> 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. <i>(Info courtesy of Art Huneke)</i>
HERMITAGE MAIN LINE	APPEARS ON TIMETABLE OF 5/1/1848. RENAMED "PECONIC". (SEE: "PECONIC.")
HEWLETT (HEWLETTS)	S. SIDE R.R. BEGAN SVC: 6/1869 AS "CEDAR GROVE." 7/1869 AS "HEWLETTS." DEPOT BUILT: 1870. IN 1890s WAS KNOWN AS "FENHURST" AND THEREAFTER "HEWLETT." <i>(Per Vincent Seyfried's LIRR history)</i> 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 <i>(per David Morrison)</i> 2 ND DEPOT OPENED: 7/28/2003, ON N. SIDE OF, AND PERPENDICULAR TO, THE TRACKS AND W. OF FRANKLIN AVE. AGENCY CLOSED: 8/19/2009. ORIGINAL DEPOT STILL STANDING: 2018.

HICKSVILLE:	MAIN LINE	<p>1ST DEPOT OPENED: 3/1/1837 AS TEMPORARY TERMINUS OF LIRR. BURNED: 7/15/1864</p> <p>2ND DEPOT OPENED: 9/1873, MOVED TO PRIVATE LOCATION: 1909</p> <p>3RD DEPOT OPENED: 10/30/1909, RAZED: 11/62 WITH GRADE ELIM- INATION PROJECT.</p> <p>4TH AND TEMPORARY DEPOT RELOCAT- ED TO SHOO-FLY NORTH OF ORIGI- NAL LOCATION IN SVC: 11/13/62</p> <p>5TH AND ELEVATED STRUCTURE IN SVC: 7/1/64.</p>
HIGBIE AVE. (LAURELTON)	ATLANTIC	<p>OPENED: 1908 AS "SPRINGFIELD", RENAMED: 9/1927. STILL LISTED IN "L.I.R.R. TICKET OFFICES OPEN FOR SALE OF TICKETS" OF 9/12/55. AGEN- CY CLOSED SOMETIME IN 1956. RE- PLACED WITH TEMPORARY STATION IN 1958 DUE TO GRADE ELIMINATION PROJECT. OLD DEPOT RAZED LATE 1958-EARLY 1959. TEMPORARY STA- TION OUT OF SVC: 2/2/60 WITH COM- PLETION OF GRADE ELIMINATION PROJECT AND DISCONTINUED AS STATION STOP.</p>
HILLSIDE (FLUSHING)	CRR OF LI (CREEDMOOR)	<p>OPENED: 4/1874, ABANDONED: 4/30/1879</p>
HILLSIDE	MAIN LINE	<p>BUILT: ?, APPEARS IN PUBLIC TIME- TABLE OF NOV/1909. CLOSED: 1911.</p> <p>2ND DEPOT IN SVC: 5/15/11. LOW PLATFORMS OUT OF SVC: 10/1/30 ACCOUNT "JAMAICA IMPROVE- MENT EAST" PROJECT.</p> <p>EASTWARD HIGH LEVEL PLATFORM SOUTH OF TRACK 1, IN SVC: 10/1/30 FOR EASTWARD AND WESTWARD TRAINS. AGENCY STILL LISTED IN "L.I.R.R. TICKET OFFICES OPEN FOR SALE OF TICK- ETS" OF 9/12/55 AS PART-TIME.</p>

AGENCY CLOSED: ?. DEPOT
 USED AS PRIVATE BUSINESS. DIS-
 CONTINUED AS STATION STOP:
 7/1/66.

HILLSIDE	MAIN LINE	LIRR EMPLOYEE-ONLY STOP AT HILL- SIDE 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 STA- TION DESIGNATION OF S115 IN 1913 CR4. GONE FROM 1924 CR4 <i>(Art Huneke data)</i> .
HOLBROOK (OLD HOLBROOK)	MAIN LINE	STATION STOP OPENED: <u>?</u> IN JUNE-JULY, 1875 A COMBINA- TION CIGAR FACTORY AND DEPOT WAS BUILT BY A LARGE LAND- OWNER NAMED McCOTTER. THE BLDG WAS 40' x 40', TWO STORIES, WITH CUPOLA ATOP. HALF THE GROUND FLOOR WAS USED AS A TICKET OFFICE, EXPRESS OFFICE AND WAITING ROOM AND THE OTHER HALF USED AS A SHIPPING ROOM BY THE FACTORY WHICH OCCUPIED THE 2 ND FLOOR <i>(Vincent Seyfried data)</i> . PER "Babylon Signal" NEWSPAPER ARTICLE OF 03/25/1882, THIS STATION ALONG WITH LAKE- LAND WAS TO BE CONSOLIDATED AND REPLACED WITH A NEW STATION NAMED "RONKONKOMA" <i>(Art Huneke data)</i> . 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

HOLLAND (HOLLANDS)	(S.S.R.R.) ROCK. BCH.	FIRST LISTED ON TT OF 7/1872 AT BEACH 92 ND ST. LIRR DEPOT BUILT: MAY- JUNE/1880. REMODELED: APR-MAY/ 1899, REMODELED: 1914, CLOSED: 1941. ELEVATED STRUCTURE OPENED: 1942. AGENCY CLOSED WITH TRANS- FER TO TA OWNERSHIP: 10/3/55.
HOLLIS	MAIN LINE	BUILT: MAY-SEPT/1885. ORIGINAL DEPOT BUILDING ELEVATED: 1915. LAST NOTED IN LIRR TICKET OFFICE LISTING OF 5/31/66. GONE BY LISTING OF 9/25/66 (<i>Brad Phillips data</i>) BURNED: NOV. 2-3/67 AND RAZED. 2 ND ELEVATED STATION TO BE CON- STRUCTED AND PLATFORMS EX- TENDED (<i>per LIRR pres. Eng: 2/2020.</i>)
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 WAV- ERLY AVE. SERVED AS ORIGINAL "WAVERLY" DEPOT. IN SVC: __?__ WITH FEMALE STATION AGENT M. E. BLOOMER (<i>PER 1878 LIRR BOOK OF RULES</i>). POST OFFICE RENAMED "HOLTSVILLE" IN 1860, BUT LIRR RETAINED THE OLD NAME. PER <i>"Babylon Signal"</i> NEWSPAPER ART- ICLE OF 03/23/1882, WAVERLY AND BARTLETT STATIONS WERE TO BE ABANDONED (<i>Art Huneke data</i>). ACCORDING TO A <i>"Babylon Signal"</i> NEWS- PAPER ARTICLE OF APRIL, 1884, AFTER A TWO-YEAR PERIOD WITH NO TRAIN SERVICE, WAVERLY STA- TION WAS REOPENED IN THE POST

OFFICE BUILDING WITH MRS. M. E. BLOOMER AGAIN THE STATION AGENT. "NEW PLATFORMS HAVE BEEN ERECTED AND OTHER IMPROVEMENTS MADE" (*Art Huneke data*). RENAMED "HOLTSVILLE" SOMETIME IN THE MID-LATE 1890s. DEPOT BUILDING RAZED: 1912.

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

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

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

METAL AND PLEXIGLASS SHELTER SHED INSTALLED: EARLY-MID 1970s WHICH REMAINED IN PLACE UNTIL DISCONTINUED AS STATION STOP: 3/16/1998.

HOPEDALE	MAIN LINE	DEPOT BUILT OCT-NOV/1875 AT UNION TURNPIKE. DUE TO PLANNED 2 ND TRACK ADDITION AND PROXIMITY TO MAPLE GROVE, DEPOT CLOSED AND RELOCATED AS PRIVATE RESIDENCE BY 8/28/1884. (<i>Newtown Register 8/28/1884</i>)
HOPKINSON AVE. (BROOKLYN)	ATLANTIC R.T.	EAST OF SARATOGA AVE., BKLYN. OUT OF SVC. ___(?)
HOWARD	ROCK. BCH.	0.1 MILES SOUTH OF "WD" TOWER

(WEST END OF TRESTLE) ON ETT
 #37 EFF.: 11/05/1905.
 OUT OF SVC: 04/1913 (?)

HOWARD BEACH	ROCK. BCH.	OPENED: 04/1913, AS "RAMBLERS-VILLE" REPLACING ORIGINAL STOP 0.2 MILES SOUTH. RENAMED: 04/1916. SUMMER AGENCY ONLY AS OF 01/01/1924. AGENCY CLOSED: _?_. DEPOT REPLACED WITH SHELTER SHED ON OPPOSITE SIDE OF TRACKS SOMETIME IN THE MID-1930s. STATION STOP OUT OF SVC: 06/27/55. ACQUIRED BY NYCTA, RAZED: SUMMER, 1956 .
HOWARD HOUSE	ATLANTIC	(ALABAMA AVE., EAST NEW YORK) TRACKSIDE HOTEL WITH PLATFORM OUT FRONT. USED AS DEPOT 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)
HUMBOLDT STREET	EVERGREEN	OPENED: 5/15/1878 BETWEEN HUMBOLDT AND GRAHAM STREETS. CLOSED: 9/28/1885.
HUNTER'S POINT	FLUSHING R.R. NY & FLUSHING FLUSHING & N. SIDE	APPEARS ON TIMETABLE OF 1863. EXPANDED FOR USE BY CRR OF LI: 1872. ACQUIRED BY LIRR FOR BRIGHTON BEACH SVC: 1878.
HUNTERSPOINT AVE. (L. I. CITY)	MAIN LINE	OPENED: AUG/1860, RENOVATED: 4/1878, BURNED: 12/1902 2 ND DEPOT OPENED: 4/26/1903 3 RD DEPOT OPENED: 10/18/14
HUNTINGTON STA.	PT. JEFFERSON	BUILT: 1868 (?), CLOSED: 1909 2 ND , RELOCATED DEPOT OPENED: 10/1909

HYDE PARK	MAIN LINE	1 ST 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 (<i>per "Brooklyn Eagle"</i>) RENAMED "QUEENS": 10/1881. (SEE: "QUEENS")
INNER BEACH	LONG BEACH	SEE "QUEENSWATER"
INTERSTATE PARK	MAIN LINE	FORMERLY "BRUSHVILLE." NEW FRAME DEPOT OPENED: 3/20/1900, E. OF HEMPSTEAD TPKE., W. OF QUEENS TO SERVICE VISITORS TO THE INTERSTATE PARK ASSOCIATION'S GROUNDS. RENAMED "BELLAIRE" IN 1907.
INWOOD	FAR ROCK.	SHELTER SHED OPENED: 12/3/11, NO AGENCY ESTABLISHED. RAZED: 1956. REPLACED WITH METAL SHELTER SHED.
ISLAND PARK	LONG BEACH	APPEARS AS SIGNAL STOP IN APRIL, 1898 TIMETABLE AS "THE DYKES." RENAMED "ISLAND PARK": 7/1922 WHEN IT REPLACED THE ISLAND PARK STATION THAT WAS FORMERLY BARNUM ISLAND (JEKYL ISLAND). (ALSO SEE: "BARNUM ISLAND"). AGENCY CLOSED AS OF 06/46, BUT OPEN AGAIN AS OF 09/12/55. AGENCY FINALLY CLOSED: ?
ISLAND TREES	CRR of LI (CENTRAL EXT.)	ORIGINAL DEPOT BUILT BY CRR OF LI: 18__ (?) NO DEPOT BUILDING ERECTED (<i>Per Vincent F. Seyfried</i>) DISCONTINUED AS STATION STOP: 18__ (?) 2 ND STATION CONSISTING OF A 1,000 FOOT LONG, LOW, CINDER PLATFORM OPENED: 1916 AT HICKS-

VILLE RD. CROSSING OF CENTRAL BRANCH FOR MERILLON ESTATES CORP. (REAL ESTATE DEVELOPMENT). CLOSED: 19?

ISLIP

S. S. R. R.
(MONTAUK)

S. SIDE R. R. DEPOT OPENED: 5/20/1868
REPLACED: 1881 BY NEW DEPOT.
RAZED?
2ND DEPOT BUILT: 1881, RAZED:
12/1963
3RD DEPOT DEDICATION AND OPEN-
ING: 12/7/1963 (*Brad Phillips Info*).
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 BUILD-
ING FOR THE "CLUB HOUSE" STATION
STOP WHICH OPENED IN 1869 TO
SERVICE MEMBERS OF THE SOUTH
SIDE SPORTSMEN'S CLUB.

JAMAICA
(BEAVER STREET)
(JAMAICA SOUTH-
ERN)

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

S. SIDE R. R. DEPOT OPENED:
10/28/1867. CLOSED:
12/25/1871 AND SOLD TO A RES-
IDENT.
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 "JAMAI-
CA SOUTHERN" IN TIMETABLE
EFF. 6/17/1877 ONLY, FOR

LIRR TRAINS ON WHAT WAS THEN TERMED THE "OLD SOUTHERN ROAD" TO ELIMINATE THE NEED FOR A REVERSE MOVE TO STOP AT THE MAIN LINE STATION. WHILE TRAINS CONTINUED TO STOP AT THIS LOCATION AS LATE AS 1913, THERE WAS NO INDICATION OF A NEW DEPOT STRUCTURE UNTIL POSSIBLY 1905, WHEN ELECTRIFICATION MAY HAVE MOVED THE STATION STOP SLIGHTLY EAST OF THE ORIGINAL LOCATION. (*Art Huneke data*).

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

JAMAICA
("OLD JAMAICA")

MAIN LINE

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

2ND DEPOT PLACED IN SERVICE AFTER LIRR ACQUIRED SSRR. THE SSRR DEPOT WAS MOVED TO THE WEST SIDE OF THE MAIN LINE STATION IN 1877, ALTHOUGH THE LIRR UTILIZED THE FORMER SSRR STOP, NOW RENAMED "JAMAICA SOUTHERN" IN TIMETABLE EFF. 6/17/1877 ONLY, FOR LIRR TRAINS

ON WHAT WAS THEN
 TERMED THE "OLD SOUTHERN
 ROAD" TO ELIMINATE THE NEED
 FOR A REVERSE MOVE TO STOP
 AT THE MAIN LINE STATION.
 WHILE TRAINS CONTINUED TO
 STOP AT THIS LOCATION AS LATE
 AS 1913, THERE WAS NO INDICA-
 TION OF A NEW DEPOT STRUCT-
 URE UNTIL POSSIBLY 1905, WHEN
 ELECTRIFICATION MAY HAVE
 MOVED THE STATION STOP
 SLIGHTLY EAST OF THE ORIGINAL
 LOCATION. (*Art Huneke data*).
 SSRR DEPOT IN USE CONCUR-
 RENTLY WITH ORIGINAL LIRR
 DEPOT FOR AN UNKNOWN PERIOD
 OF TIME, ALSO HOUSED A LUNCH
 ROOM AND BAR. ORIGINAL
 DEPOT WAS MUCH SMALLER
 THAN THE SSRR STRUCTURE,
 SO IT WAS EVENTUALLY EITHER
 REBUILT INTO AN EXPRESS HOUSE
 OR WAS REPLACED BY ONE (*Photo
 evidence*). TWO-STOREY GENERAL
 OFFICES BLDG ADDED ADJACENT
 TO DEPOT IN 1880 ALONG WITH
 INSTALLATION OF COVERED PLAT-
 FORMS. GENERAL OFFICES NOT
 PLEASING TO LIRR PRES. AUSTIN
 CORBIN AND ORDERED TORN
 DOWN SHORTLY THEREAFTER.
 DEPOT RAZED: 1912-1913 WITH
 GRADE ELIMINATION AND STATION
 RELOCATION PROJECT.

JAMAICA

MAIN LINE

RELOCATED, ELEVATED STATION
 AND GENERAL OFFICES BLDG.
 AT SUTPHIN BLVD. MAJOR RE-
 WORKING OF TRACK AND TERM-
 INAL LAYOUT. NEW INTERLOCK-
 ING SYSTEMS INSTALLED. GEN-
 ERAL CONSTRUCTION BEGAN:
 1910. NEW DEPOT AND TERM-
 INAL OPENED: 3/9/1913.

JAMAICA (SOUTH ST.)	ATLANTIC	SEE; "SOUTH STREET."
JAMAICA (UNION HALL ST.)	MAIN LINE	SEE: "UNION HALL STREET."
JAMAICA RACETRACK	ATLANTIC	SEE: "LOCUST MANOR"
JAMESPORT	MAIN LINE	<p>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. <i>(Derek Stadler data)</i></p> <p>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.</p> <p>SHELTER SHED RELOCATED WITH ONE CAR LENGTH PLATFORM NORTH OF TRACKS AND WEST OF ORIGINAL STATION SITE, IN SVC: SOMETIME IN OR AFTER OCTOBER, 1963 <i>(Photo provenance)</i>. SHELTER SHED REMOVED AND DISCONTINUED AS STATION STOP: 02/02/85 <i>(Jim Gillin Data)</i>.</p>
JEKYL ISLAND	LONG BEACH	OPENED: c. 1897 AS "BARNUM ISLAND" RENAMED "JEKYL ISLAND": JAN, 1901. RENAMED "ISLAND PARK": 10/1921, CLOSED: 7/1922
JERUSALEM	MAIN LINE	STATION STOP LOCATED ONE MILE WEST OF BETHPAGE JCT. DOES NOT APPEAR ON LIRR TIMETABLES BETWEEN 1842 AND 1855, HOWEVER IT DOES APPEAR IN AN APRIL, 1854 LIRR ADVERTISEMENT IN THE "New York Times." POST OFFICE CHANGED NAME OF TOWN TO CENTRAL PARK IN 1867 AS IT WAS LOCATED MIDWAY BETWEEN HYDE PARK

(LATER NEW HYDE PARK) AND DEER PARK. NAME OF STATION STOP VARIES AS FOLLOWS:

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

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

DEPOT BY GEORGE BRAINARD IN SEPTEMBER, 1879 SHOWS "CENTRAL PARK" STATION SIGN ON DEPOT.

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

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

KEW	MAIN LINE	OPENED: 9/8/1910 ON RE-ALIGNED MAIN LINE TRACKS SOUTH OF EX-MAPLE GROVE STATION SITE. RENAMED "KEW GARDENS": 1912.
KEW GARDENS	MAIN LINE	SEE "KEW". AGENCY CLOSED: 8/19/2009.
KINGS HIGHWAY	MANH'T'N BCH.	OPENED: 1883, RAZED: 1909 DUE TO GRADE ELIMINATION 2 ND DEPOT OPENED: 1909, CLOSED: 1924 WITH BRANCH ABANDONMENT
KINGS PARK (ST. JOHNSLAND)	PT. JEFFERSON	BUILT: NOV-DEC/1872 AS ST. JOHNSLAND. RENAMED "KINGS PARK": 6/1891 <i>(Per V. F. Seyfried)</i> . RAZED: 1948 2 ND DEPOT BUILT: 1948. REMODELED: <u>?</u> . AGENCY CLOSED: 11/7/96.
KINGS PARK STATE HOSPITAL	PT. JEFFERSON	FIRST APPEARS AS STATION STOP IN ETT EFFECTIVE: 1911. DISCONTINUED AS STATION STOP PER ETT #5, EFF: 5/1969.

KINGSTON AVE. (BROOKLYN)	ATLANTIC R.T.	EAST OF BROOKLYN AVE. OUT OF SVC. ___(?)
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	MANH'T'N BCH	BUILT: 8/1877, CLOSED: 1924 WITH LINE ABANDONMENT. SHELTER SHED RAZED: 1935
LAKELAND	MAIN LINE	AT OCEAN AVENUE. SALT-BOX FARMHOUSE CONVERTED TO HOTEL AND USED AS DEPOT. APPEARS ON 1852 TIMETABLE. LOCATED 1,250' WEST OF EARL- IER LAKE ROAD STATION. PER <i>"Babylon Signal"</i> NEWSPAPER ARTICLE OF 03/25/1882, THIS STA- TION AND HOLBROOK WERE TO BE CONSOLIDATED AND REPLACED WITH A NEW, RELOCATED STATION NAMED "RONKONKOMA." DISCON- TINUED AND RAZED WITH OPENING OF NEW STATION PER <i>"Babylon Sig- nal"</i> NEWSPAPER ARTICLE OF 08/04/1883 (<i>Art Huneke data</i>). (SEE: "RONKONKOMA")
LAKE ROAD (LAKE STATION)	MAIN LINE	OPENED AS "LAKE STATION" WITH ARRIVAL OF LIRR IN 1843. LO- CATED 90' EAST OF THE THEN POND ROAD. AND 1,250' EAST OF OCEAN AVE. APPEARS AS "LAKE ROAD" ON 1845 AND 1848 TIME- TABLES. CALLED "LAKE STATION" ON 1857 MAP.
LAKE STATION	MAIN LINE	SEE: "LAKE ROAD"
LAKEVIEW	W. HEMPST'D	BUILT: 19_?, NO AGENCY AS OF 01/01/1924. RAZED: 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 (<i>per "East Hampton Star"</i> <i>via Richard Makse</i>) APPEARS IN SPECIAL INSTRUCTIONS OF ETT #49: 9/09/1908 AS "NOYACK ROAD." (<i>Art Huneke data</i>). (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 AP- PEAR 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 (<i>per LIRR Rules and Rates of Pay eff.</i> <i>01/01/1924</i>). LIRR PETITIONED THE PSC IN 1925 TO CLOSE THE AGENCY BUT REQUEST WAS DENIED. APPROV- AL 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. (46 TH ST.) EAST

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

LAURELTON	ATLANTIC	<p>OPENED: 4/1907. NOTED FOR ITS FINE LANDSCAPING. NO AGENCY AS OF 01/01/1924. EASTBOUND FACILITIES RELOCATED S. OF FORMER LOCATION: 11/26/41. RELOCATED NORTH AGAIN: 3/10/42 WITH CANCELLATION OF PROJECT. ALL FACILITIES AGAIN RELOCATED S. OF FORMER LOCATION: 11/16-18/48 DUE TO GRADE ELIMINATION PROJECT. DEPOT RAZED: 1950.</p> <p>ELEVATED STRUCTURE OPENED WESTBOUND: 10/31/50, EASTBOUND: 11/27/50. PART-TIME AGENCY AS OF 01/01/55. AGENCY CLOSED: 12/10/96.</p>
LAWRENCE	S. S. R. R. (FAR ROCK)	<p>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</p> <p>2ND DEPOT OPENED: 8/1906. AGENCY CLOSED: 9/6/96.</p>
LEFFERTS AVENUE	ATLANTIC	<p>118TH ST. APPEARS ON TIMETABLES OF 1867. LAST LISTED IN 6/1870.</p>
LINDENHURST	S. S. R. R. (MONTAUK)	<p>SSRR SVC BEGAN ON 10/28/1867 AS WELLWOOD. ORIGINAL 2-STORY, WOODEN DEPOT WITH FRONT VERANDAH-STYLE COV-</p>

ERED 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 PER-
FORMANCE AT THE FESTIVITIES
AND RECEIVED SUCH SCATH-
ING REVIEWS FROM *THE BROOK-
LYN DAILY EAGLE* THAT IT'S BE-
LIEVED THE OFFER TO GIVE
THE SSRR THE DEPOT WAS CAN-
CELLED AND MOVED OFF-SITE
WITHIN A FEW MONTHS TO BE-
COME A MUCH-NEEDED SCHOOL
WHICH OPENED ON 12/12/1870,
BUT WAS FOUND TO BE TOO
SMALL AND "WOULD BE RE-
PLACED SOON" (*R. M. Bayles, 1874*).
THIS 2ND STRUCTURE BECAME A
FIRE HOUSE. ORIGINAL 1867 DE-
POT REMAINED IN SERVICE ON
ITS ORIGINAL SITE. CHURCH
SERVICES WERE HELD THERE ON
SUNDAYS ("*South Side Signal*" of
12/7/1870 - *Courtesy of Art Hun-
eke*). STATION NAME CHANGED
TO "LINDENHURST": 1891. TICK-
ET BAY EXTENDED TO FULL
WIDTH OF VERANDAH-STYLE
PLATFORM. DEPOT DESTROYED

BY FIRE ON 1/22/1901.
TEMPORARY QUARTERS ESTABLISHED IN PEARSALL'S BARBER SHOP AND THE FREIGHT HOUSE FOR SEVERAL DAYS UNTIL A COMBINE CAR WAS PLACED ON SIDING SERVING AS TICKET OFFICE AND WAITING ROOM.

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

LINWOOD STREET
(BROOKLYN)

ATLANTIC R.T.

RAPID TRANSIT STOP PER TT, EFF.
6/24/1890

L.I.R.R. SHOPS	MONTAUK	SEE: "SHOPS" (MORRIS PARK)
LITTLE NECK	FLUSHING R.R. NY & FLUSHING FLUSHING & N. SIDE (PORT WASHINGTON)	APPEARS ON TIMETABLE OF 1866. TRACKSIDE GENERAL STORE SERVED AS THE ORIGINAL DE- POT. LIRR-CONSTRUCTED DE- POT OPENED: JULY/1870 2 ND DEPOT OPENED: 12/1890. AGENCY CLOSED: 8/19/2009.
LOCKWOOD'S GROVE	NY & ROCK R.R.	(SEE: "FAR ROCKAWAY")
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>) S. SIDE OF TRACKS AND WEST SIDE OF LOCUST AVE. CROSSING. LISTED WITH BOTH NAMES ON TIMETABLES. 2 ND , WOODEN DEPOT BLDG. WITH LOW-LEVEL PLATFORMS IN SVC: 1898 (<i>Per Robert Emery</i>). N. SIDE OF TRACKS AND WEST SIDE OF LOCUST AVE. CROSSING. WESTBOUND, COVERED, HIGH-LEV- EL WOODEN AND EASTBOUND, OPEN, LOW-LEVEL CINDER PLAT- FORMS, EAST OF DEPOT AND CROSSING TO ACCOMMODATE JAMAICA RACETRACK IN SVC: 1906 (TRACK OPENED IN 1903). NO AGENCY AS OF 01/01/1924. SHELTER SHED ADJACENT TO AND NEARLY TOUCHING DEPOT BLDG ERECTED: 1927. STATION RE- NAMED "LOCUST MANOR": 1929.
LOCUST MANOR (JAMAICA RACETRACK)	ATLANTIC	FORMERLY "LOCUST AVENUE" OR "RACETRACK" STATION. RE- NAMED: 1929. HIGH-LEVEL, WOODEN, COVERED PLATFORM EXTENDED EAST- WARD TO ACCOMMODATE TWO, 10-CAR, RACE TRAINS: 1947. HIGH LEVEL PLATFORM AND REGULAR PASSENGER STATION

		OUT OF SVC: 1/28/59 WITH GRADE ELIMINATION PROJECT AND RAZED. ELEVATED STRUCTURE IN SVC: 1959. AGENCY CLOSED: ?
LOCUST VALLEY	OYSTER BAY	OPENED: 4/19/1869 2 nd DEPOT OPENED: 11/1872, RE-MODELED: 1885, POSSIBLY ADDING A 2 ND STORY FOR AGENT'S LIVING ACCOMMODATION. OUT OF SERVICE c. 1906 AND MOVED TO PRIVATE LOCATION. 3 RD 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. (<i>Robert L. Myers data</i>)
LONG BEACH	LONG BEACH	WOODEN FRAME STRUCTURE WITH CLOCK TOWER BUILT: 1880 ON THE BEACH SAND WITH WOODEN WATER TANK AND CONCESSION STAND BETWEEN THE DEPOT AND THE OCEAN AND WOODEN BOARDWALK TO THE WATER'S EDGE. CLOSED: 1909. 2 ND DEPOT OPENED: 6/1909. BRICK STRUCTURE RELOCATED FURTHER NORTH GEOGRAPHICALLY INLAND. OVER THE YEARS STOREFRONTS WERE ADDED TO THE FRONT OF THE DEPOT, OBLITERATING THE ORIGINAL ARCHITECTURAL DESIGN. STOREFRONTS REMOVED AND TERMINAL BUILDING RESTORED TO ORIGINAL 1909 LOOK: c. 1988.
LONG ISLAND CITY	MONTAUK	WESTERN TERMINUS OF LIRR'S MONTAUK BRANCH. OPENED: 5/9/1861, ENLARGED: 1870, 1875, 1878, 1879, APRIL/1881 2 ND DEPOT OPENED: 7/1891, BURNED: 12/18/1902, REBUILT

		<p>AND REOPENED: 4/26/1903. AGENCY CLOSED: 1917 (<i>Robt. Emery data</i>). NORTH PORTION OF BUILDING RAZED: 1938 DURING CONSTRUCTION OF MIDTOWN TUNNEL. SOUTH PORTION OF BUILDING REMAINED AND BECAME COMMERCIAL SCRAPYARD OFFICES AFTER 1957.</p> <p>3RD DEPOT (SHELTER SHED) IN SVC: <u>?</u>. CLOSED/REMOVED: <u>?</u>. HIGH-LEVEL PLATFORMS INSTALLED FOR BI-LEVEL CARS. STATION STOP IN LIMITED USE. NO AGENCY.</p>
LYNBROOK	S. S. R. R. (LONG BCH./MTK. BR.)	<p>S. SIDE R. R. SVC. BEGAN: 10/28/1867 AS "PEARSALL'S CORNER." DEPOT OPENED <u>?</u>. BECAME "PEARSALLS" AFTER APRIL, 1875.</p> <p>2ND DEPOT BUILT: 1881. RENAMED "LYNBROOK": 1893. REMODELED: c. 1920. RAZED: 1938 WITH GRADE ELIMINATION PROJECT.</p> <p>ELEVATED STRUCTURE, 1,113' WEST OF FORMER LOCATION, IN SVC: 10/18/38. AGENCY SCHEDULED TO CLOSE IN 2020-21.</p>
MALBA	WHITESTONE	<p>BUILT: 1909 TO SERVICE PRIVATE LAND DEVELOPMENT IN WHITESTONE. CLOSED: 2/19/1932 WITH BRANCH ABANDONMENT.</p>
MALVERNE	WEST HEMP.	<p>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: <u>?</u></p>
MANHASSET	PORT WASH.	<p>BUILT: 1899. PARTIALLY RAZED: LATE 1924. MAIN DEPOT PORTION MOVED ADJACENT TO</p>

		TOWN HALL FOR USE AS BICY- CLE SHOP. 2 ND DEPOT OPENED: 3/13/1925 <i>(per LIRR Information Bulletin of June, 1925).</i> BUILDING RESTORED: 2001
MANHATTAN BEACH	MANH'T'N BCH.	OPENED: 11/1909, CLOSED: 1924 WITH END OF PSGR. SVC. AND LATER BRANCH ABANDONMENT. USED AS PRIVATE BUSINESS AS LATE AS 1938
MANHATTAN JCT. (MANHATTAN BCH. JCT.)	MANH'T'N BCH (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. REG- ULARLY LISTED AGAIN BEGINNING IN 1898. LASTED UNTIL END OF PASSENGER SERVICE ON BRANCH IN 1924.
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	APPEARS ON TIMETABLE OF 6/14/1845 AS "ST. GEORGE'S MANOR" AND IN 1852, SHORTENED TO "MANOR." RAZED: 9/1869 <i>(Per local history, the first station agent, Seth Raynor, a patriot of the Amer- ican Revolution, painted out the</i>

“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 TERM-
 INATING AT SAG HARBOR CON-
 STRUCTED: EARLY 1870.

2ND DEPOT BUILT: 5/1871. AGENCY
 CLOSED: _?_. RAZED: 06/41.
 CONCRETE BLOCK SHELTER SHED
 BUILT: 1941. JUNCTION AND
 SPUR TRACK TO MONTAUK
 BRANCH CONNECTION AT EAST-
 PORT OUT OF SVC: 12/27/49.
 STRUCTURE RAZED: 1968.
 STILL LISTED AS STATION STOP
 IN ETT #1, EFF: 5/79. NO LONG-
 ER LISTED IN ETT #2, EFF.
 5/12/80.

MAPLE GROVE

MAIN LINE

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

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
(SO. OYSTER BAY)

MONTAUK
(S.S.R.R.)

ORIGINALLY OPENED AS SOUTH OYSTER BAY BY THE SSRR c. 1867. LOCATED WEST OF THE HICKSVILLE RD. CROSSING. RENAMED "MASSAPEQUA" IN MAY, 1889. (*Art Huneke data*)
2ND, RELOCATED DEPOT BUILT: MAY-JUNE/1891, EAST OF HICKSVILLE ROAD CROSSING. RAZED: 1/53 WITH GRADE ELIMINATION.
TEMPORARY STATION RELOCATED WEST OF FORMER LOCATION IN SVC: 1/12/53.
ELEVATED STRUCTURE IN SVC: 12/14-18/53. AGENCY SCHEDULED TO CLOSE IN 2020-21.

MASSAPEQUA PARK

MONTAUK

ORIGINALLY EASTBOUND AND WESTBOUND PLATFORMS ONLY. IN SVC: 12/3/33 (G.O. 121-2)
SHELTER SHED ON EACH PLATFORM ADDED: ?. NO AGENCY AS OF 01/01/55. AGENCY OPENED SOMETIME AFTER 09/55. TICKET OFFICE INTEGRATED INTO CORNER OF WESTBOUND SHELTER SHED AT THAT TIME. TICKET OFFICE CLOSED AND TRANSFERRED TO TRAILER
TICKET OFC: 8/3/65 (*Brad Phillips data*) REPLACED BY TEMPORARY STATION DURING GRADE CROSSING ELIMINATION PROJECT: 12/21/77.
TEMPORARY STATION ACCOUNT GRADE CROSSING ELIMINATION IN SVC: 12/21/77. OUT OF SVC: 12/13/80 AND RAZED.
ELEVATED STRUCTURE IN SVC: 12/13/1980. AGENCY CLOSED: 8/19/2009

MASTIC

MONTAUK

BUILT: 1882 AS "FORGE", RENAMED: 1893. STATION STOP DISCONTINUED: 7/15/60. MOVED 7,010' WEST TO MASTIC-SHIRLEY AND

NEW DEPOT CONSTRUCTED. OLD DEPOT RAZED: 8/60.

MASTIC-SHIRLEY	MONTAUK	IN SERVICE: 7/15/60. AGENCY CLOSED: ? HI-LEVEL PLATFORMS AND SHELTER INSTALLED: 1999 TO ACCOMMODATE NEWLY-ARRIVED C3 BI-LEVEL CARS WHICH WERE PLACED IN SERVICE JULY, 1999. <i>(Robert L. Myers 1999 data)</i>
MATAWOK	ROCK BCH.	OPENED: JUNE (?), 1910 WITH OPENING OF GLENDALE CUT-OFF. ORIGINALLY LOCATED 500' SOUTH (RAILROAD EAST) OF TROTTER 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. <i>(Data and LIRR blueprint and photo provenance by Art Huneke)</i> 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. <i>(Data and map provenance by Richard F. Makse)</i> . NO TRAINS INDICATED AS STOPPING 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 66 TH AVE. / MP 6 FOR SERVICE TO MATAWOK LAND CO.'S DEVELOPMENT AT FOREST HILLS WEST. STATION ACCESSED BY TWO STEEL PEDESTRIAN OVERPASS GIRDER SEC-

TIONS OVER THE MAIN LINE AND BY SEVEN SPANS OVER THE ROCK-AWAY BEACH BRANCH TRACKS. *(Vincent Seyfried data and photo 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)*

MAYWOOD

CRR OF LI
 (CENTRAL EXT.)

DEPOT APPEARS ON LATE 19TH CENTURY MAP AT THE PRESENT-DAY LOCATION OF THE BROAD HOLLOW ROAD (RT. 110) CROSSING HOWEVER TIMETABLES DO NOT LIST A STATION FOR PSGR. SERVICE. “MAYWOOD SIDING” IS INDICATED IN CR4 BOOKS WHICH LIST SIDINGS AND WAS USED PROBABLY AS A TEAM TRACK. IT IS DOUBTFUL THAT A FREIGHT DEPOT WAS IN USE AS THE SIDING IS INDICATED IN THE CR4 AS BEING HANDLED BY THE

AGENT AT FARMINGDALE. THE SIDING WAS GONE BY THE LATE 1920s AND THE GRADE CROSSING ELIMINATED.

MEADOW BROOK	CENTRAL EXT.	1 ST DEPOT BUILT: ?, CLOSED: 6/1917 BECAME SITE OF SALISBURY PLAINS STATION. MEADOW BROOK OPENED FURTHER WEST.
MEADOW BROOK	CENTRAL EXT.	LOW, CINDER PLATFORMS ON EITHER SIDE OF TRACKS OPENED FURTHER WEST OF ORIGINAL LOCATION SOMETIME AFTER 1924 (STATION DOES NOT APPEAR IN 1924 C.R.4 BOOK). CLOSED: c. 1939.
MEADOWBOOK-ROOSEVELT RACEWAY	CENTRAL EXT.	LOW, CINDER PLATFORM RE-OPENED AS A CENTER-ISLAND STATION PLATFORM: 19_?_. IN USE FOR RACEWAY TRAINS. STOP DISCONTINUED: 1961
MEDFORD	MAIN LINE	1 ST 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 (<i>Per Robt. Emery's data, the house portion was the 1st building in Medford ? constructed in 1844 and the depot portion was added to the west side of the 1844 structure in 1889.</i>) 2 ND (?) DEPOT BUILT: 1889 WITH ATTACHED AGENT'S QUARTERS (?). LOCATED ALONGSIDE OLD PATCHOGUE/PORT JEFFERSON ROAD. SOMETIME BETWEEN 1922 AND 1932 DEPOT WAS MOVED SLIGHTLY EAST AND FURTHER SOUTH OF THE TRACKS (PHOTOGRAPHIC EVIDENCE), POSSIBLY TO PROVIDE SOME SAFE DISTANCE BETWEEN THE DEPOT AND PATCHOGUE/PORT JEFFERSON RD. WHICH FACILITATED THE 1937 CONSTRUCTION OF THE NEWER AND

WIDER RT. 112. PSGR. & FRT. STATION, MAIN TRACK AND PASSING SIDING PLACED OUT OF SVC. PER G.O. #1223 EFF: 6/7/40. DEPOT RAZED: SUMMER/1940 ACCOUNT RT. 112 GRADE CROSSING ELIMINATION PROJECT.

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

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

3RD DEPOT AND MAIN TRACK RELOCATED TO ELEVATION PER G.O. #1402 EFF: 9/9/40. PASSING SIDING ON ELEVATION IN SVC. PER G.O. #1406 EFF: 11/2/40. DEPOT DEDICATED: 11/9/40 (*Robt. Emery data*). TICKET OFFICE/ WAITING ROOM AT TRACK LEVEL. EXPRESS/BAGGAGE/FRT. OFFICE AT GRADE WITH LONG, CONCRETE RAMP EXTENDING TO PLATFORM LEVEL. PART TIME AGENCY CLOSED: 1958. PASSING SIDING REMOVED SOMETIME BETWEEN JULY AND NOVEMBER, 1963. (*per photo provenance*). 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. SHELTER SHED VANDALIZED AND LIRR REMOVED FROM STATION SITE BY 1969.

SHELTER SHED REPLACED SOMETIME IN MID-LATE 1970s/EARLY 1980S (?) LOWER STRUCTURE AND CONCRETE STAIRS TO TRACK LEVEL GONE BY AUGUST, 1996 (*photo provenance*). FOUNDATION LEFT IN PLACE WITH GUARDRAIL INSTALLED AROUND PERIMETER AND FORMER EXPRESS

RAMP USED TO ACCESS TRACK LEVEL. STATION STOP SCHEDULED TO BE DISCONTINUED ALONG WITH OTHERS IN 1998 BUT VOCAL OPPOSITION CAUSED LIRR TO ALTER THEIR DECISION (*David M. Morrison data*). DUE TO AN EXPECTED INCREASE IN RIDERSHIP, ABANDONMENT WAS RETHOUGHT.

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

MELVILLE

MAIN LINE

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

MERILLON AVE.
(GARDEN CITY PARK)

MAIN LINE

BUILT: 1911 (VALUATION PHOTO PROVENANCE). NO AGENCY INDICATED AS OF 01/01/1924. RAZED: 1958. 2ND DEPOT OPENED: 4/58. MONDAY ONLY AGENCY IN SVC. PER "LONG ISLAND RAIL ROAD TICKET OFFICE HOURS" LISTING OF 9/18/67. 1ST OF THE MONTH ADDED TO AGENCY HOURS. PART-TIME AGENCY CLOSED: ?. PLATFORMS REMOVED FOR THIRD TRACK ADDITION AND TEMPORARY PLATFORMS CONSTRUCTED WEST OF THE DEPOT: SUMMER/2020.

MERRICK

S. S. R. R.
(MONTAUK)

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

(2-year gap??)

2ND DEPOT BUILT: 1885

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

1ST TEMPORARY STATION BUILT: 1968 WEST OF FORMER STATION LOCATION WITH HIGH LEVEL PLATFORMS FOR ACCOMMODATION OF NEWLY ARRIVING M1 ELECTRIC CARS.

1902 DEPOT BUILDING RAZED: 6/69 ACCOUNT GRADE ELIMINATION PROJECT.

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

4TH STATION FACILITIES RELOCATED ON ELEVATION 63' NORTH OF FORMER LOCATION AND CONVERTED FROM TWO HIGH-LEVEL OUTSIDE PLATFORMS TO A SINGLE HIGH 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-WILLETS POINT PORT WASH. FORMERLY SHEA STADIUM STATION. RENAMED WITH CONSTRUCTION AND OPENING OF NEW "CITI FIELD" STADIUM. IN SERVICE: TIMETABLE EFFECTIVE 4/3/2009.

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

ORIGINAL DEPOT OPENED: 11/1892 ON E. SIDE OF SHU SWAMP TO REPLACE DISCONTINUED BAYVILLE STATION ½ MILE FURTHER WEST. (*per 11/3/1892 edition of "Brooklyn Daily Eagle" and John Hammond, Town of Oyster Bay official historian's data*). SMALL, ONE-STORY WOODEN STRUCTURE ALSO SERVED AS POST OFC. DESTROYED BY FIRE 4/3/1911 (*Per "Brooklyn Daily Eagle" article.*)

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. U.S. POST OFFICE BUILDING ADDED STRUCTURALLY TO EAST SIDE OF DEPOT BUILDING: MID-1950s (?) AGENCY CLOSED: 1958. DEPOT BUILDING CONVERTED TO THE TOWN HALL AND POLICE DEPT. c. MARCH, 1958 (*per*

"NEW YORK TIMES" article of 3/10/58).
 POST OFFICE REMAINED IN USE. STA-
 TION STOP DISCONTINUED: 3/16/98.
 FORMER DEPOT STILL IN USE AS VIL-
 LAGE HALL, POLICE DEPT. AND U.S.
 POST OFFICE (2019).

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 HEMP-
 STEAD. STATION DOES NOT APPEAR
 ON TIMETABLES OF 1838. DEPOT
 PROBABLY OPENED IN JULY 1839
 WITH OPENING OF LIRR BRANCH TO
 HEMPSTEAD. DEPOT NAMED
 "BRANCH" AS A RESULT. LATER
 NAMED "HEMPSTEAD BRANCH."
 LAST LISTED AS "HEMPSTEAD
 BRANCH" IN TT OF JUNE 6, 1861.
 LISTED AS "MINEOLA" IN TT OF
 JUNE 4, 1862. RENOVATED:
 JUNE/1872.
 2ND DEPOT BUILT: MAY-JUNE/1883,
 RAZED: 1923
 3RD, RELOCATED DEPOT IN SVC:
 9/22/23. ORIGINAL HIGH-LEVEL
 PLATFORMS REMOVED FOR THIRD
 TRACK ADDITION: 09/2020. TEMP-
 ORARY PLATFORMS INSTALLED
 WEST OF THE DEPOT LOCATION.

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 OFFICIAL-
LY 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
BY 1898 (*Photo provenance*). ENLARGED
AND 2ND STORY ADDED: c. 1911 (*based
on news article below. Photo postcard
cancellation of 1908 shows no remodel
as of yet*). LARGER STRUCTURE 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 PROP-
ERTY 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*)

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 PER G.O. #1204 AND RAZED WITH ATLANTIC AVENUE IMPROVEMENT PROJECT: 1939-40
MORRIS PARK SHOPS	MONTAUK	SEE: "SHOPS"
MOTOR PARKWAY	CENTRAL	EAST OF MITCHEL FIELD AT GRAND- STAND. SPECIAL TRAINS RUN FOR VANDERBILT CUP RACES IN EARLY PART OF 20th CEN- TURY
MURRAY HILL	PORT WASH.	BUILT: 1889-90, RAZED: 10/1912 2 ND , ELEVATED DEPOT OPENED: 7/1914 (STATION BLDG. SPANNED DEPRESSED TRACKS). AGENCY STILL LISTED IN "L.I.R.R. TICKET OFFICES OPEN FOR SALE OF TICK- ETS" OF 9/12/55. RAZED: 9/64
MYRTLE AVENUE	EVERGREEN	OPENED: 5/15/1878. CLOSED: MAY/1882
MYRTLE AVENUE	BAY RIDGE/ MAN. BEACH	OPENED: 1893. RAZED: 1914 AC- COUNT GRADE CROSSING ELIM- INATION. 2 ND ELEVATED STATION (PLATFORM ONLY) IN SVC: 1914. DISCON- TINUED: 1924 WITH END OF PAS- SENGER SERVICE. REMNANT OF PLATFORM STILL VISIBLE AS LATE AS 1985 (<i>Photo provenance</i>).
NAPEAGUE BEACH	MONTAUK	OPENED: SOMETIME AFTER 1903 FOR EMPLOYEES OF NEIGHBORING FISH

PROCESSING PLANTS. APPEARS AS SIGNAL STOP IN SPECIAL INSTRUCTIONS OF ETT #27: 6/25/1903. APPEARS WITH STATION DESIGNATION OF "S110" IN 1903, 1913 AND 1924 CR4 BOOKS. IS LISTED IN TRAIN SCHEDULE OF ETT #49: 9/09/1908. (*Art Huneke data*). IS LISTED IN TRAIN SCHEDULE OF ETT OF NOVEMBER, 1910. SHELLER SHED CONSTRUCTED: c. 1918 OR EARLIER. APPEARS ON LIRR 1918 VALUATION MAP AS "FRAME PASSENGER" STRUCTURE (*R. Makse data*). APPEARS AS FLAG STOP IN SCHEDULE PAGES OF ETT #106: 5/1927. ROBT. EMERY STATES STATION RAZED: 12/5/27 AND STATION STOP DISCONTINUED, HOWEVER ETT #107: 12/26/27 LISTS STATION STOP IN SCHEDULE PAGES BUT NO STOPS INDICATED. NO LONGER INDICATED IN ETT #108: 5/23/28 (*Art Huneke data*).

NASSAU	OYSTER BAY	(SEE: "GLEN COVE-NASSAU")
NASSAU BLVD. (GARDEN CITY)	HEMPSTEAD	BUILT: 1907. AGENCY CLOSED: 11/7/96. DEPOT REMODELED: 2005.
NAT'L RIFLE RANGE	CRR OF LI (CREEDMOOR)	SEE: "CREEDMOOR"
NECK ROAD	MANH'T'N BCH.	OPENED: 1893, RAZED: 1909 WITH GRADE ELIMINATION 2 ND DEPOT OPENED: 1909, CLOSED: 1924 WITH BR. ABANDONMENT.
NEPTUNE HOUSE	S.S.R.R. ROCK. BCH.	BUILT: 1875 AT BEACH 116 TH 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 INDICATED IN TIMETABLE LISTING OF STOPS. DISCONTINUED AS STOP: <u>?</u>
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 (<i>Robt. Emery data</i>). APPEARS ON 1877 TIMETABLE AND 1877 "TICKETS SOLD" FORM. APPEARS ON 1877 "STATIONS" LIST AND 1882 "EXPRESS-FREIGHT" FORM. APPEARS ON 1898 STATION LIST. GONE FROM STATION LIST OF 1900. (<i>Art Hunke data</i>)
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, S. SIDE OF TRACKS. RAZED: SUMMER/1947 3 RD DEPOT BUILT: 1947, N. SIDE OF TRACKS. REMODELED: c. 1990s RAZED: 2002-2003. 4 TH DEPOT BUILT: 2002-2003. AGENCY 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. SERVICE ON BRANCH.

NEWTOWN	NY & FLUSHING	APPEARS ON TIMETABLES OF 1863 AND 1866 AS "NEWTOWN"
NEWTOWN	PORT WASH.	SEE: "ELMHURST"
NEWTOWN	MAIN LINE	APPEARS ON TIMETABLE OF JUNE 4, 1862. LOCATED 4-1/2 MILES EAST OF WINFIELD.
NEW YORK AVENUE (JAMAICA)	ATLANTIC R.T.	RAPID TRANSIT STOP PER TT, EFF. 6/24/1890. OUT OF SVC: <u>?</u> . GONE BY 1905.
NICHOLS ROAD	MAIN LINE	ON TIMETABLE OF 12/01/1852. LOCATED BETWEEN SUFFOLK STATION AND LAKELAND STATION (JUST EAST OF TODAY'S VETERANS MEMORIAL HWY OVERPASS AT A SPOT ONCE KNOWN AS "FOOT'S CROSSING.") PROBABLY USED AS A MEETING / PASSING POINT FOR THE ONE SCHEDULED EASTBOUND PSGR. TRAIN AND ONE SCHEDULED WESTBOUND FREIGHT TRAIN BOTH DUE AT THIS POINT AT THE SAME TIME. DROPPED FROM TT: <u>?</u>
NORTH ISLIP	MAIN LINE	SEE: "SUFFOLK" STATION
NORTHPORT	NORTHPORT	SEE: "OLD NORTHPORT")
NORTHPORT (NEW NORTHPORT) (NORTHPORT-EAST STATION) (NORTHPORT EAST)	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. 2 ND DEPOT BUILT: 1927 **FREIGHT STATION MOVED HERE IN PIECES FROM CAMP UPTON WHEN LIRR ENDED OPERATIONS THERE AFTER 4/1922. TICKET AGENCY CLOSED: 08/19/2009.

STATION "HISTORICALLY REMODELED:" 01/2019		
NORTH ROSLYN	OYSTER BAY	(SEE: "WHEATLEY HILLS")
NORWOOD	S.S.R.R.'s HEMPSTEAD BRANCH	HEMPSTEAD & CORNWELL AVES. OPENED: <u>?</u> . NO DEPOT BUILDING. DISCONTINUED AS STATION STOP: <u>?</u> .
NORWOOD	WEST HEMP.	OPENED: c. 1892. RENAMED "MALVERNE": 2/1913
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 "LAMB'S CORNER" <i>(Per "East Hampton Star" via Richard Makse)</i> APPEARS IN SPECIAL IN- STRUCTIONS OF ETT #49: 9/09/1908 AS "NOYACK ROAD." <i>(Art Huneke data)</i> . 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 FUND- ED 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. ALL-BRICK STRUCTURE WITH HARDWOOD PANELING INSIDE.

DEPOT HAD PORTE COCHERE AT REAR. AGENCY CLOSED: 9/6/96. 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*)

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. (SEE: "CEDARHURST")
 NY & ROCK R.R./
 L.I.R.R.

OCEANSIDE LONG BEACH OPENED: 5/1/1915. NO AGENCY AS OF 01/01/1924. DAMAGED BY FIRE: 1951 AND WAS PARTIALLY BOARDED UP, LATER RAZED: 10/59 (*Per "Long Island Railroader" of 11/05/59*)
 2ND DEPOT BUILT: LATE 1959, RAZED: SUMMER/2002
 3RD DEPOT OPENED: 2/26/2003. AGENCY CLOSED: 8/19/2009.

OLD HOLBROOK MAIN LINE SEE "HOLBROOK."

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

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

OYSTER BAY

OYSTER BAY

BUILT: 6/25/1889 WITH PORTE COCHERE AT REAR, EXTENSIVELY REMODELED: 1902, COVERED PLATFORMS REMOVED: 1941, AGENCY CLOSED: 11/7/96. UNDER RENOVATION FOR RESTORATION TO 1902 REMODEL FOR MUSEUM HISTORICAL SITE (2017)
**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

ROCK. BCH.

BUILT: 1884. WESTWARD STATION FACILITIES OUT OF SVC: 5/5/30 ACCOUNT GRADE CROSSING ELIMINATION.
TEMPORARY LOW LEVEL PLATFORM NORTH OF NEW TRACK 1 AND 800' EAST OF FORMER LOCATION IN SVC: 5/5/30.
2ND, ELEVATED STATION EASTWARD FACILITIES RELOCATED NORTH OF FORMER LOCATION AND WESTWARD FACILITIES RELOCATED SOUTH OF FORMER LOCATION. IN SVC: 12/15/30. AGENCY STILL OPEN PER "L.I.R.R. TICKET OFFICES OPEN FOR SALE OF TICKETS" LISTING OF 9/12/55. CLOSED AND DISCONTINUED AS STATION STOP: 6/8/62. BRANCH ABANDONED: 6/9/62. STILL STANDING: 2013.

PARKSIDE

ROCK. BCH.

OPENED: 9/15/27 AS "GLENDALE" PER G.N. #118 AND ETTs. RENAMED "PARKSIDE": __?. AGENCY CLOSED BY 01/01/55. OUT OF

		SVC: 10/29/58. LOW PLATFORM IN SVC: 10/29/58. DISCONTIN- UED AS STATION STOP: 6/8/62. BRANCH ABANDONED: 6/9/62.
PARKVILLE (PARKVILLE JCT.)	MANH'T'N BCH. (BAY RIDGE)	OPENED: 7/1877. CLOSED AFTER THE SUMMER OF 1897. JCT. OF PROSPECT PARK & CONEY ISLAND RR WITH LONG ISLAND RAIL ROAD.
PARKVILLE	PROSPECT (MANH'T'N BCH.) (BAY RIDGE)	(1903 CR4) (JUNCTION OF PROSPECT PARK AND CONEY ISLAND RAIL ROAD WITH THE LONG ISLAND RAIL ROAD) (BUILT S. SIDE OF BAY RIDGE BRANCH TRACKS AND WEST SIDE OF B.R.T. TRACKS AT GRAVES- END AVENUE)
PATCHOGUE	S. S. R. R. (MONTAUK)	S. SIDE R. R. NEW TERMINAL IN SVC: 4/1869. 220' LONG, 2-STALL TRAIN SHED / DEPOT OPENED: 8/1869. LOCATED BETWEEN TODAY'S RAIL- ROAD AND WEST AVENUES. END OF TRACK OF SSRR LOCATED IN FRONT OF TODAY'S STATION FACIL- ITIES. RAZED: 1888. 2 ND DEPOT OPENED: SUMMER/1888, WAS A TRAIN ORDER OFFICE UN- TILL 05/29/1912 WHEN "PD" TOWER PLACED IN SERVICE. (<i>Photographic provenance</i>). RAZED: 5/16/63 TEMPORARY TICKET OFFICE LOCA- TED IN TRAILER DIAGONALLY IN FRONT OF "PD" TOWER IN SVC. DURING CONSTRUCTION OF NEW DEPOT. 3 RD DEPOT OPENED: 7/30/63, COVERED, HI-LEVEL PLATFORMS ADDED: 1997. AGENCY SCHEDULED TO CLOSE IN 2020-21. **4-STALL ENGINE HOUSE DEMOL- ISHED: 1928 (<i>Robt. Emery data</i>)
PEARSALL'S CORNER (PEARSALL'S)	S. S. R. R. (MONTAUK)	S. SIDE R. R. (SEE: "LYNBROOK")

PECONIC	MAIN LINE	<p>1ST DEPOT APPEARS ON TIMETABLE OF 5/1/1848 AS "HERMITAGE." RENAMED "PECONIC".</p> <p>2ND DEPOT BUILT: 8/1876, RAZED: 4/42</p> <p>SHELTER SHED BUILT: 1942. RAZED: LATE SUMMER, 1967. LAST LISTED IN ETT #1, EFF: 5/22/66</p>
PENATAQUIT	S.S.R.R.	SEE: "BAY SHORE"
PENNSYLVANIA AVE. (EAST NY, BKLYN)	ORIG MAIN LINE BETW. BKLYN & JAMAICA (LATER ATLANTIC BRANCH RAPID TRANSIT)	EAST OF HOWARD HOUSE. ON TTs OF 1837. LATER A RAPID TRANSIT STOP. OUT OF SVC. ___(?)
PENNSYLVANIA STA.	NEW YORK CITY	<p>JOINT TERMINAL OF THE PENNSYLVANIA AND LONG ISLAND RAILROADS. CONSTRUCTED OF MARBLE, STEEL AND GLASS, WITH VAULTED CEILINGS RESEMBLING THE ROMAN BATHS AT CARACALLA, ITALY. SPECIAL TRAIN FOR DIGNITARIES AND PRESS RUN TO ALL BRANCHES OF THE LIRR SYSTEM: 9/8/1910 UNDER SCHEDULE OF ETT #58: DEPOT OFFICIALLY OPENED: 9/11/1910. REGULAR PASSENGER SERVICE ADJUSTED PER ETT #59, EFF: 11/3/1910. CONCOURSE OPEN TO TRACKS AND PLATFORMS BELOW. GLASS BLOCKS IN FLOOR TO ALLOW LIGHT TO PLATFORMS AT TRACK LEVEL. RENOVATED: ? TO CLOSE THIS AREA AND PROVIDE MORE WAITING ROOM SPACE. DEMOLITION OF STREET-LEVEL STRUCTURE BEGAN: 10/28/63. REPLACED BY NEW MADISON SQUARE GARDEN AREANA AND OFFICE BLDG. COMPLEX COMPLETED: 1966. LOWER PORTION REMAINED IN USE AS STATION WITH ACCESS</p>

STAIRS FROM STREET LEVEL.
BELOW-GRADE STATION LEVEL
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: 03/1921 (<i>Robt. Emery data</i>). NO AGENCY ESTABLISHED. DISCONTINUED AS STATION STOP: 03/16/1998
PHELPS-DODGE	MONTAUK	(SEE: "LAUREL HILL")
PILGRIM STATE HOSPITAL (BRENT- WOOD)	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. DISCON- TINUED AS STATION STOP EFF: 5/21/78 PER OFFICIAL LIRR NOTIFI- CATION DUE TO LACK OF PATRON- AGE. SPUR TRUNCATED: 19__? AND TRACKS REMOVED FROM UP- PER 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	MAIN LINE	BUILT: 1915 FOR REAL ESTATE DEVEL- OPMENT. NEVER AN AGENCY STA- TION. (<i>Robt. Emery data, Verified via</i> <u><i>L.I.R.R. Rules and Rates of Pay eff:</i></u> <u><i>01/01/1924</i></u>). HEAVILY VANDALIZED IN LATER YEARS AND RAZED: 06/62. DISCONTINUED AS STATION STOP: 10/27/86.
PINELAWN	MAIN LINE	1 ST 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.

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

PINELAWN CEMETERY MAIN LINE

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.

PINELAWN-MELVILLE MAIN LINE

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

PLAIN EDGE CENTRAL EXT.

END OF TRACK 4.8 MILES EAST OF SALISBURY STATION PER ETT #9, EFF. 6/19/38. LOCATION OF MANURE SIDING. LAST USED IN

1939. TRACKS STILL IN PLACE IN 1941, ALTHOUGH SEVERED BY CONSTRUCTION OF WANTAGH STATE PKY.

PLAINFIELD	MAIN LINE	EXISTS ON MAPS BETWEEN 1873 AND 1878 EAST OF CARNATION AVE. AT PRESENT-DAY FLORAL PARK. DOES NOT APPEAR ON 1874, 1877 OR 1878 LIRR TIME-TABLES.
PLANDOME	PORT WASH.	BUILT: 1909, U.S. POST OFFICE IN TICKET OFFICE AT TRACK LEVEL. DEPOT BURNED BY VANDALS: JAN/1987. REBUILT: 1987 IN SIMILAR STYLE TO ORIGINAL WITH U.S. POST OFC. ON GROUND FLOOR. TICKET AGENCY CLOSED: <u>?</u>
PLAYLAND	ROCK. BCH.	FORMERLY "STEEPLECHASE." RENAMED "PLAYLAND": EFF: 05/15/33 PER G. O. #118-4. RAZED: 1941 DUE TO GRADE CROSSING ELIMINATION PROJECT. ELEVATED STRUCTURE OPENED: 1942. AGENCY CLOSED BY 01/01/55. OUT OF SVC: 10/3/55.
POINT LOOKOUT	LONG BEACH 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:

		<p>2/1/1874. 2ND DEPOT BUILT: 6/1875, CLOSED: 1903 AND USED AS EXPRESS HOUSE, RAZED: 4/1963 3RD DEPOT OPENED: 7/25/03, RE- MODELED: 1968. PLATFORM OUT OF SVC: 4/25/88 AND TEMPORARY PLATFORM 75' WEST OF MAIN ST. IN SVC. WHILE HI-LEVEL PLATFORM UNDER CONSTRUCTION. S. PLAT- FORM IN SVC: 10/31/88. CONSTRUC- TION OF HI-LEVEL PLATFORMS AND SHELTERS ON N. SIDE OF TRACKS BEGUN: SPRING/1989. PEDESTRIAN OVERPASS COMPLETED: LATE 1998- JAN, 1999. SHELTERS REPLACED: FALL/2000. TEMPORARY STATION IN SVC: 12/1999 DURING RENOVATION OF OLD DE- POT. <i>(Derek Stadler research)</i> EXTER- IOR RESTORED TO ORIGINAL ARCHI- TECTURE, INTERIOR REMODELED NON-HISTORICALLY. RENOVATION COMPLETED AND OLD DEPOT RE- OPENED: 7/10/2001. <i>(Derek Stadler date)</i> AGENCY SCHEDULED TO CLOSE IN 2020-21.</p>
PORT WASHINGTON	PORT WASH.	<p>OPENED: 06/23/1898 AS WOOD-FRAMED BLDG. WITH WOOD SIDING. REMOD- ELED WITH BRICK FACING: 1930. BRICK FACING REMOVED AND DEPOT RESTORED TO CLOSE-TO-ORIGINAL CONDITION FOR 100TH ANNIVERSARY CELEBRATION: 1998</p>
POWER PLACE	S.S.R.R. (ATLANTIC)	<p>SEE: "CEDAR MANOR"</p>
PRAIRIE GRASS FURNITURE CO. WORKS	MONTAUK	<p>EAST OF GLENDALE. LOW LEVEL PLATFORM FOR EMPLOYEES OF THE PLANT, PER 11/1904 ETT SPECIAL INSTRUCTIONS. FORM- ERLY "AMERICAN GRASS TWINE WORKS." BECAME "PRAIRIE GRASS WORKS" PER 5/1923 ETT</p>

SPECIAL INSTRUCTIONS.

PRAIRIE GRASS WORKS	MONTAUK	EAST OF GLENDALE. LOW LEVEL PLATFORM FOR EMPLOYEES OF THE PLANT, PER 5/1923 ETT SPECIAL INSTRUCTIONS. FORMERLY "AMERICAN GRASS TWINE WORKS," "PRAIRIE GRASS FURNITURE CO. WORKS." BECAME ATLAS, PER 9/1923 ETT SPECIAL INSTRUCTIONS.
PROMISED LAND (PROMISE LAND)	MONTAUK	PLATFORM ONLY. OPENED: __?_ AS FLAG STOP ONLY, FOR EMPLOYEES OF NEIGHBORING FISH PROCESSING PLANTS. APPEARS AS A SIGNAL STOP AS "PROMISE LAND" IN SPECIAL INSTRUCTIONS OF ETT #15: 06/29/1900. APPEARS AS SIGNAL STOP IN SPECIAL INSTRUCTIONS OF ETT #27: 06/25/1903. APPEARS AS A SIGNAL STOP IN SPECIAL INSTRUCTIONS OF ETT #49: 09/09/1908. APPEARS AS STATION DESIGNATION "S106" IN 1903, 1913, AND 1924 CR4BOOKS (<i>Art Huneke data</i>). CINDER PLATFORM IN 1924. STATION STOP DISCONTINUED: 12/31/28 (<i>Robt. Emery data: both items</i>).
QUEENS	MAIN LINE	FORMERLY "INGLEWOOD" STATION. RENAMED: 10/1881 AS "QUEENS", MOVED TO PRIVATE LOCATION: 1924 WITH GRADE ELIMINATION. (SEE: "QUEENS VILLAGE")
QUEENS	MAIN LINE	SEE: "BRUSHVILLE."
QUEENS VILLAGE	MAIN LINE	OPENED: 10/1881 AS "QUEENS", MOVED TO PRIVATE LOCATION: 1924 WITH GRADE ELIMINATION. ELEVATED STRUCTURE OPENED: 9/20/1924 (<i>per official dedication invitation</i>) AS "QUEENS VILLAGE."

AGENCY CLOSED: 12/10/1996.

QUEENSWATER

LONG BEACH

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

QUOGUE

MONTAUK

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

1ST DEPOT (2-STORY, WOOD FRAME BLDG.) BUILT IN JUNE, 1875, AT WHAT IS NOW OLD DEPOT ROAD BY ORDERS OF NEWLY INSTALLED LIRR PRESIDENT HENRY HAVEMEYER. STATION DISCONTINUED

		06/1876 AND REINSTATED IN AUGUST. <i>(Vincent Seyfried data)</i>
		2 ND DEPOT BUILT FURTHER EAST ON N. SIDE OF TRACKS AND W. SIDE OF QUOGUE STATION ROAD: 1882. OUT OF SVC: 1905 WITH CONSTRUCTION OF NEW DEPOT. BUILDING REMAINED IN PLACE AT LEAST INTO MID-1920s. <i>(Photographic provenance, David Keller data)</i>
		3 RD DEPOT BUILT S. SIDE OF TRACKS AND SLIGHTLY WEST OF FORMER DEPOT: 1905, AGENCY CLOSED: 1958, RAZED: 4/64. REPLACED WITH METAL SHELTER SHED. DISCONTINUED AS STATION STOP: 3/16/98
RACE COURSE	ATLANTIC	SEE: "UNION COURSE"
RACETRACK	S.S.R.R. (ATLANTIC)	SEE: "LOCUST AVENUE"
RACETRACK	MANH'T'N BCH	SEE: "SHEEPSHEAD BAY RACETRACK"
RAILROAD AVENUE (BROOKLYN)	ATLANTIC	SEE: "AUTUMN AVENUE."
RALPH AVENUE (BROOKLYN)	ATLANTIC R.T.	RAPID TRANSIT STOP PER ETT #11, EFF. 11/4/1878
RAMBLERSVILLE	ROCK. BCH.	OPENED: ? AT 160 TH ST. CLOSED: 4/1913 WHEN STATION STOP RE-LOCATED NORTH 0.2 MILES. RE-NAMED "HOWARD BEACH": 4/1916. (SEE "HOWARD BEACH")
REGO PARK	MAIN LINE (FOR ROCK BCH)	OPENED: 5/1928. AGENCY CLOSED BY 01/01/55. HIGH LEVEL PLATORMS OUT OF SVC: 10/29/58. LOW PLAT-FORMS IN SVC: 10/29/58. DISCON-TINUED AS STATION STOP: 6/8/62. BRANCH ABANDONED: 6/9/62.
REPUBLIC	MAIN LINE	OPENED: 12/9/40 AS PLATFORM ONLY, TO SERVICE EMPLOYEES

		<p>OF REPUBLIC AVIATION. WOOD-EN SHELTER SHEDS ERECTED 12/1941. NO AGENCY ESTABLISHED. OUT OF SVC: 10/27/86 DUE TO RONKONKOMA ELECTRIFICATION PROJECT AND MINIMAL RIDERSHIP. DISCONTINUED AS STATION STOP: 10/27/86 AND RAZED THEREAFTER. 2ND DEPOT WAS PLANNED (2014) TO BE BUILT AND STATION STOP RE-OPENED. NOT YET BEGUN AS OF START OF 2020.</p>
RICHMOND HILL	S. S. R. R. (MONTAUK)	<p>S. SIDE R. R. DEPOT BUILT: APR/MAY, 1869 AS "CLARENCEVILLE." USED AS CHAPEL ON SUNDAYS BEGINNING 7/25/1869. RENAMED "RICHMOND HILL": OCT/NOV, 1871. RAZED DUE TO GRADE CROSSING ELIMINATION AT JAMAICA AVENUE: 1923-24</p> <p>2ND. ELEVATED DEPOT BUILT: 1923-24. IN SVC; 6/18/24. CLOSED: ?, DISCONTINUED AS STATION STOP: 3/16/98</p>
RIDGEWOOD	S. S. R. R. (MONTAUK)	S. SIDE R. R. DEPOT (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	<p>1ST DEPOT APPEARS ON TIMETABLE OF 6/14/1845. MOVED FOR USE AS RAILROAD BUNKHOUSE: 3/1870</p> <p>2ND DEPOT OPENED: 3/1870</p> <p>3RD DEPOT OPENED: 6/2/10. AGENCY CLOSED: 11/13/72 (<i>per "LIRR Ticket Office Hours" listing</i>). HOUSED SIGNAL MAINTAINERS UNTIL DEPOT WAS RESTORED AND OWNERSHIP TRANSFERRED TO THE TOWN OF</p>

RIVERHEAD: c. 2001
 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)	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 BEACH	NY & ROCK. R.R./ L.I.R.R.	APPEARS ON JUNE/1878 TIMETABLE OPENED: __?__ (PERHAPS WITH MERGER OF S.S.R.R. AND L.I.R.R. TO EXTEND SERVICE FROM FAR ROCKAWAY.) CLOSED: __?__ (PERHAPS WITH OPENING OF L.I.R.R. ROCKAWAY PARK STATION IN APR- MAY/1882.)
ROCKAWAY JCT. (HILLSIDE)	MAIN LINE & ATLANTIC R.T.	BUILT: 1872. ALSO USED AS RAPID TRANSIT STOP FOR ATLANTIC BRANCH PER TT, EFF: 6/24/1890. RAZED: 1905-06 FOR CONSTRUCTION OF HOLBAN YD.
ROCKAWAY PARK	ROCK. BCH.	BUILT: APR-MAY/1882, RAZED: 1917 2 ND DEPOT BUILT: SPRING/1917. AGENCY CLOSED WITH TRANSFER 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 ELIM- INATION. TEMPORARY STATION FACILITIES RELOCATED S. AND EAST OF FORMER LOCATION: 4/19-22/49 ELEVATED STRUCTURE IN SVC: 7/17-18/50

ROCKY POINT

WADING RIVER
EXTENSION

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

RONKONKOMA
(LAKE RONKONKOMA)

MAIN LINE

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

BURNED: 1934
 2ND TEMPORARY, RECTANGULAR ONE-STORY 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.
 ADD'L OUTER PLATFORMS ADDED: 1993. MULTI-LEVEL PARKING GARAGE OPENED: 1996.
 PERMANENT TICKET OFFICE IN SERVICE: 1998.

ROOSEVELT RACEWAY CENT. EXT. SEE "MEADOWBROOK-ROOSEVELT RACEWAY"

ROOSEVELT ST. S. S. R. R. S. SIDE R. R. WESTERN TERMINUS. BUILT: c. 1868-69. ACCESSED EAST RIVER FERRY.

ROSEDALE S. S. R. R. (ATLANTIC) S. SIDE R. R. SVC. BEGAN: 10/28/1867 AS "FOSTER'S MEADOW." DEPOT BUILT: 7/1871 (*4-year gap??*) OUT OF SVC: 1889. MAY HAVE BEEN USED AS FREIGHT HOUSE FOR 2ND DEPOT. RAZED: ?
 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, EAST- BOUND: 11/27/50. AGENCY CLOSED: 8/19/2009.
ROSLYN	OYSTER BAY	OPENED: 1/23/1865, REMODELED AND MOVED: SUMMER/1885 TO ACCOMMODATE A NEW FREIGHT STATION 2 ND DEPOT BUILT: JUNE-JULY/1887. DEPOT BUILDING MOVED TO W. SIDE OF LINCOLN AVE. (N. SIDE OF TRACKS) TO KEEP TRAINS FROM BLOCKING ROADWAY TRAFFIC AT THE GRADE CROSSING: 12/8/1988. TEMPORARY TRAILER TICKET OFFICE IN SERVICE FROM TIME OF MOVE AND ALL THROUGH RESTORATION OF DEPOT BUILDING WHICH RE- OPENED 7/30/1990. AGENCY CLOSED: 11/20/1996. NEW STATION SHELTER WITH HI-LEV- EL PLATFORMS UNDER CONSTRUC- TION AROUND OLD DEPOT BLDG. BEGINNING 3/3/97. COMPLETED BY FALL OF THAT YEAR. <i>(David Morrison and Derek Stadler data)</i>
RUGBY	MANH'T'N BCH	BUILT: 1888 (AS FORD'S CORNERS), CLOSED: 1902 DUE TO GRADE ELIMINATION. 2 ND DEPOT (SHELTER SHED) BUILT: 6/12/1902, BURNED: 11/10/19, CLOSED: 1924 WITH LINE ABAND- ONMENT
SAG HARBOR	SAG HARBOR	TEMPORARY TICKET OFFICE OPENED IN FREIGHT HOUSE: 5/1870. 1 ST 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.

NEW BRICK DEPOT OPENED: 1910, AGENCY CLOSED: 1932. STATION AND STOP OUT OF SVC: 5/3/39 WITH BRANCH ABANDONMENT: 5/3/39. IN PRIVATE USE INTO THE LATE-1950S/EARLY 1960s WHEN IT WAS OFFERED FOR SALE. STRUCTURE RAZED: 1966

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

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

SALISBURY PLAINS

CENTRAL EXT.

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 WARTIME SECURITY OF TRAINS PASSING THROUGH MITCHEL FIELD TO ACCESS THIS STATION STOP. DEPOT BECAME A RESIDENCE IN 1947 FOR A SHORT PERIOD OF TIME AND LATER HOUSED A PRIVATE BUSINESS.
 TRACKS REMOVED: 1956. RAZED: 1985 (*per Nassau Co. website*)

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

SARATOGA AVE. (BROOKLYN)	ATLANTIC R.T.	EAST OF RALPH AVE., BROOKLYN. OUT OF SVC. ___(?)
SAYVILLE	S. S. R. R. (MONTAUK)	S. SIDE R. R. DEPOT BUILT: 1868. TERMINUS UNTIL 4/1869 WHEN LINE EXTENDED TO PATCHOGUE. RAZED: 1906 2 ND DEPOT OPENED: 8/3/1906, AGENCY CLOSED: 9/7/96. HI-LEVEL PLATFORMS AND SHELTER INSTALLED: 1999 TO ACCOMMODATE NEWLY-ARRIVED C3 BI-LEVEL CARS WHICH WERE PLACED IN SERVICE JULY, 1999. (<i>Robert L. Myers 1999 data</i>) 1906 DEPOT RENOVATED: c. 2001.
SCHENECTADY AVE. (BROOKLYN)	ATLANTIC R.T.	RAPID TRANSIT STOP PER ETT #11, EFF. 11/4/1878
SEA CLIFF	OYSTER BAY	OPENED: 5/16/1867 2 ND DEPOT OPENED: 5/1888. WAS A TRAIN ORDER OFFICE AT ONE TIME (<i>Photographic provenance</i>). PORTION OF EASTWARD STATION FACILITIES W. OF SEA CLIFF AVE. OUT OF SVC. AND REMOVED: 12/16/1983. AGENCY CLOSED: 9/6/1996. EXTERIOR RESTORED TO ORIGINAL ARCHITECTURE, INTERIOR REMODELED NON-HISTORICALLY: 1998 . NEW STATION SHELTER WITH HI-LEV-

		EL PLATFORMS BUILT: 1999 TO ACCOMODATE NEWLY-ARRIVED C3 BI-LEVEL CARS WHICH WERE PLACED IN SERVICE JULY, 1999. (<i>Robert L. Myers 1999 data</i>)
SEAFORD	MONTAUK	OPENED: 5/26/1899, RAZED: 4/15/66 (<i>Robt. Emery data</i>) WITH GRADE CROSSING ELIMINATION. TEMPORARY STATION ACCOUNT GRADE CROSSING ELIMINATION IN SVC: 8/24/66. OUT OF SVC: 10/22/68 AND RAZED. ELEVATED STRUCTURE IN SVC: 10/22/68. TRACK LEVEL WAITING ROOMS, PLATFORMS REMOVED AND REPLACED: MAR./APR., 2008. AGENCY CLOSED: 8/19/2009.
SEASIDE (SEA SIDE)	ROCK. BCH.	BUILT: 1880 AT BEACH 102 ND ST., ROCKAWAY BEACH. 2 ND DEPOT BLDG. ACQUIRED AT BEACH 104 TH ST.: APR/1888, BURNED: 9/20/1892 3 RD DEPOT BUILT: 1892, BURNED: 8/29/1893 4 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. ROCK. BCH.	BUILT: 7/1872 AT BEACH 103 RD ST., ROCKAWAY BEACH. (SOUTHERN DIVISION IN 07/15/1878 BOOK OF RULES). TICKET OFFICE & TELEGRAPH OFFICE IN HOTEL BUILDING. CLOSED: _?_. SITE OF LATER "SEASIDE" STATION.
SETAUKET	PT. JEFFERSON	FREIGHT STATION BUILT: 2/1877 AND USED AS DEPOT.

ACTUAL DEPOT BUILT: JAN-FEB/
1883. PART TIME AGENCY STILL
LISTED IN "L.I.R.R. TICKET OFFICES
OPEN FOR SALE OF TICKETS" OF
9/12/55. AGENCY CLOSED SOME-
TIME AFTER 9/55. RAZED: 10/3/60.
REPLACED WITH METAL SHELTER
SHED. DISCONTINUED AS STATION
STOP PER G.O. #207, EFF: 9/6/80.

SHEA STADIUM

PORT WASH.

PREVIOUSLY "WORLD'S FAIR" STA-
TION OF 1964-65 N. Y. WORLD'S
FAIR- FLUSHING MEADOWS - 1964
RENAMED "SHEA STADIUM":
4/15/66. NO FULL-TIME AGENCY.
AGENCY ONLY OPEN DURING
EVENTS PER LIRR "TICKET OFFICE
HOURS" LISTING OF 5/31/66 (*Brad
Phillips data*). FLASHING YELLOW
LIGHT MOUNTED ON SIGNAL MASTS
TO INDICATE STOP TO BE MADE, IN
SVC: 3/21/88. OUT OF SERVICE:
END OF BASEBALL SEASON:
9/29/2008. SHEA STADIUM TORN
DOWN AND REPLACED WITH NEW
"CITI FIELD" STADIUM AND STA-
TION STOP RENAMED "METS-
WILLETS 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 SHEEPS-
HEAD BAY STATION AND THE MAN-
HATTAN BEACH BRANCH WAS CONN-
ECTED 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 ELIM-

		INATION 3 RD DEPOT OPENED: 1909, CLOSED: 1924 WITH BRANCH ABANDON- MENT
SHEEPSHEAD BAY RACETRACK	MANH'T'N BCH	ONE MILE NORTH OF SHEEPSHEAD BAY STATION PER ETT #10 EFF: 06/16/1903. LISTED AS "RACE- TRACK"
SHELTER ISLAND		TELEGRAPH AND TICKET OFFICE IN A HOTEL OR FERRY OFFICE ON THE ISLAND (<i>Art Huneke data</i>) 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 COR- BIN'S LONG ISLAND IMPROVEMENT COMPANY DEVELOPMENT WHICH WENT BANKRUPT IN 1893. TURRET HAD OPEN-AIR VIEW-PORTS TO OVER- LOOK GREAT PECONIC BAY AND ALL OF SHINNECOCK HILLS. ORIGINALLY OPENED AS A SIGNAL STOP, IT BE- CAME A BLOCK OFFICE BY 1903. (<i>See LIRR Telegraphic Call Letters / "KH"</i>) PER TIMETABLE EFF. 05/23/1923, BAG- GAGE TO AND FROM THIS STATION WAS ONLY HANDLED DURING THE SUMMER SEASON (SUMMER-ONLY AGENCY). LOW PLATFORM REMOVED: 1931 (<i>Robt. Emery data</i>). AGENCY CLOSED: 9/21/32. STATION STOP DISCONTINUED SHORTLY AFTER THE TIMETABLE OF 9/32 WAS ISSUED, WHICH LISTED ONE TRAIN MAKING A FLAG-STOP. ODDLY, THE STATION CONTINUED TO BE LISTED ON TIME- TABLES OF 1934, 1935 AND FINALLY ON TT EFF: 9/19/37 <u>WITH NO TRAINS</u> <u>SCHEDULED TO STOP</u> . GONE FROM ETT #9 EFF: 06/19/38. LATER USED AS A SEASONAL U.S. POST OFFICE

WITH ACTIVE LIRR MAIL CRANE UNTIL LIRR RPO SERVICE ENDED IN 1965. POSTAL FACILITY CLOSED: 1966. BUILDING ABANDONED AND PURCHASED IN 1974 FOR USE *IN SITU* AS A PRIVATE RESIDENCE. SOME RENOVATION PERFORMED. DESIGNATED A LOCAL SOUTHAMPTON LANDMARK: 10/22/2013.

SHINNECOCK HILLS: 2	MONTAUK	FORMER SITE OF "SOUTHAMPTON COLLEGE" STATION. 528' WEST OF MP86. SITE TEMPORARILY REUSED AS STATION STOP FOR U. S. OPEN: 6/2004. LISTED ON SPECIAL TIMETABLES AS "SHINNECOCK HILLS." TEMPORARY HIGH-LEVEL PLATFORM 2 CARS IN LENGTH ERECTED. ALTHOUGH PEDESTRIANS HAD TO WALK OVER THE TUCKAHOE RD. CROSSING, A PEDESTRIAN CROSSOVER WAS INSTALLED OVER THE HIGHWAY. ALL STRUCTURES REMOVED AND STATION STOP DISCONTINUED AFTER THE GOLF TOURNAMENT ENDED.
SHINNECOCK HILLS: 3	MONTAUK	TEMPORARY STATION FUNDED AND BUILT BY THE U. S. GOLF ASSN. AT THE SHINNECOCK HILLS GOLF CLUB. 10-CAR STEEL HIGH-LEVEL PLATFORM E. OF TUCKAHOE RD. AND PEDESTRIAN CROSSOVER W. OF TUCKAHOE RD. IN SVC: 06/11/2018 THRU 06/18/2018 FOR THE U. S. OPEN. (<i>"Newsday" article of 06/08/2018</i>). DISCONTINUED AFTER THE TOURNAMENT ENDED AND REMOVED.
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 STOR-

AGE YARD. NO LONGER LISTED IN
ETT OF 05/1913.

SHOPS (L.I.R.R. SHOPS) (NOT NAMED)	ATLANTIC	SHORT STEEL HIGH-LEVEL PLATFORM ON NORTH SIDE OF TRACKS AT MOR- RIS PARK SHOPS FOR EMPLOYEES, c. 1965. REPLACED BY LARGER "BOLAND'S LANDING" EMPLOYEE STATION STOP c. EARLY-MID 1980s. (SEE: "BOLAND'S LANDING")
SHOREHAM	WADING RIVER EXTENSION	FIRST APPEARS IN TIMETABLE OF JUNE, 1900 AS "WARDENCLYFFE." LOCATED ON WEST SIDE OF NORTH COUNTRY ROAD CROS- SING. 2 ND 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. <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- er as late as 12/1944. Demolished in 1950.)</i>
SMITHTOWN	PT. JEFFERSON	BUILT: NOV-DEC/1872, CLOSED: 11/6/36, WITH GRADE CROSSING ELIMINATION OF ROUTES 25 AND 25A. DEPOT SOLD AND MOVED TO 3 LAWRENCE ST., SMITHTOWN AS PRIVATE RESIDENCE. BLOCK STA- TION RELOCATED TO SHOO-FLY 55' S. OF FORMER LOCATION EFF: 11/06/36 PER G.O. 608C. NEW STATION AND BLOCK STATION RE- LOCATED ON ELEVATION 55' NORTH

OF FORMER LOCATION PER G.O.
619C EFF: 02/18/37.

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

SOUTHAMPTON

MONTAUK

OPENED: 2/1871, RAZED: 1902
2ND DEPOT BUILT: 1902. WAITING
ROOM SPORTED CURVED, HARD-
WOOD BENCHES AND A FIRE-
PLACE. EXTERIOR STUCCO WAS
INLAID WITH OYSTER SHELLS.
FULL-TIME AGENCY CLOSED:
11/20/96.
HI-LEVEL PLATFORMS INSTALLED:
1999 TO ACCOMMODATE NEWLY-
ARRIVED C3 BI-LEVEL CARS
WHICH WERE PLACED IN SERVICE
JULY, 1999. (*Robert L. Myers 1999 data*).
SUNDAY AGENCY ONLY: 2005.

SOUTHAMPTON COLLEGE MONTAUK
(SOUTHAMPTON 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 PEDES-
TRIAN CROSSOVER INSTALLED.
DISCONTINUED AS STATION STOP
AND REMOVED: 3/16/98. STATION
SITE TEMPORARILY RE-USED AS
STATION STOP FOR U. S. OPEN:
6/2004. LISTED ON SPECIAL
TIMETABLES AS "SHINNECOCK
HILLS." TEMPORARY HIGH-LEVEL
PLATFORM 2 CARS IN LENGTH
ERECTED. ALTHOUGH PEDES-
TRIANS HAD TO WALK OVER THE
TUCKAHOE RD. CROSSING, A
PEDESTRIAN CROSSOVER WAS
INSTALLED OVER THE HIGHWAY.
ALL STRUCTURES REMOVED AND
STATION STOP DISCONTINUED
AFTER THE GOLF TOURNAMENT

ENDED. (SEE: "SHINNECOCK HILLS #2 AND #3")

SOUTHOLD	MAIN LINE	1 ST DEPOT APPEARS ON TIMETABLE OF 6/14/1845. 2 ND 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. (<i>Robert L. Myers 1999 data</i>)
SOUTH 8 TH STREET (WILLIAMSBURG, BKLYN)	S. S. R. R.	S. SIDE R. R. DEPOT: BUILT: 1868
SOUTH FARMINGDALE	CRR OF LI (CENTRAL)	CRR OF LI STATION STOP: FIRST LISTED ON TIMETABLE OF MAY, 1873 AS "FARMINGDALE" ON EAST SIDE OF MAIN STREET. DEPOT BUILT: 8-9/1873. LAST LISTED ON TIMETABLE OF 3/1875. ETT #10, EFF: 1897 INDICATES TRAINS WILL MAKE STOP ALTHOUGH STATION IS NOT INDICATED IN TIMETABLE LISTING OF STOPS. DISCONTINUED AS STOP: 1898 (<i>Art Huneke data</i>)
SOUTH FARMINGDALE	CENTRAL EXT.	STATION STOP IN SERVICE AND SHELTER SHED BUILT: 6/1936. NO AGENCY ESTABLISHED. RAZED AND DISCONTINUED AS STATION STOP: 1974
SOUTH FERRY	ATLANTIC	WEST OF FURMAN STREET, BKLYN. OUT OF SVC. (___?)
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 LYNBROOK	LONG BEACH	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 "CENTRE AVE.": 1925. (SEE "CENTRE AVE.")
SOUTH OYSTER BAY (MASSAPEQUA)	S. S. R. R. (MONTAUK)	S. SIDE R. R. SVC. BEGAN: 10/28/1867 DEPOT BUILT SOUTH OF TRACKS AND WEST OF HICKSVILLE ROAD. NAME CHANGED TO MASSAPEQUA IN MAY, 1889. DISCONTINUED AS STATION STOP AND ABANDONED: c. 1890. REPLACED BY BRICK DEPOT EAST OF THE CROSSING IN JUNE, 1891. (<i>Art Huneke data</i>)
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 GREEN-POINT ABANDONMENT. CLOSED: AT END OF 1890 SEASON.
SOUTH SIDE R.R. CROSSING	S. S. R. R. (ATLANTIC)	S. SIDE R. R. DEPOT. APPEARS ON TIMETABLES OF 1867 AS "VAN WYCK AVENUE." RENAMED "SOUTH SIDE R. R. CROSSING": 10/1870. LAST LISTED: 11/1874. REAPPEARED ON TIMETABLES OF 7/1877 AS "BERLIN SWITCH." (<i>One and the same as "BERLIN"(??) D.K.</i>)
SOUTH STREET (JAMAICA)	ATLANTIC	OPENED: 11/15/1917 3,362 FEET E. OF JAMAICA STATION PER G. N. #194. SCHEDULED TRAINS TO MAKE "F" STOPS. APPROVAL RECEIVED FROM PSC ON 03/28/1922 TO ABANDON STATION. DISCONTINUED AS STATION STOP: 6/1922

AND RAZED.

SPEONK

MONTAUK

S. SIDE R.R. SVC. BEGAN: 12/20/1869. DEPOT OPENED: 2/1870. STRUCK BY LIGHTNING AND WAS DESTROYED BY FIRE: 06/22/1901
2ND DEPOT OPENED: 11/1901. A YARD WAS CONSTRUCTED AND BECAME A TERMINAL IN 1906, REPLACING THE TERMINAL AT CENTER MORICHES (*Art Huneke data*). AGENCY AND DEPOT CLOSED: 02/11/59. IN USE AS SNACK BAR. STILL STANDING: 2021. HI-LEVEL PLATFORMS AND SHELTER INSTALLED W. OF FORMER LOCATION: BETWEEN LATE 1996 AND SUMMER, 1997. (*Derek Stadler date of installation of latter*)

SPRINGFIELD

S. S. R. R.
(ATLANTIC)
(OLD SOUTHERN ROAD)

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 ROCKAWAY JCT. (LATER HILLSIDE) IN 1889. BOTH REMAINED IN SERVICE UNTIL 1906 WHEN THE FORMER S.S.R.R.'S DEPOT WAS RAZED. REPLACED BY A NEW STATION STOP AND DEPOT AT LAURELTON: 1907, SLIGHTLY EAST OF THE S.S.R.R.'S FORMER SPRING-

		FIELD STATION STOP.
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. AGENCY OPEN PART TIME PER "L.I.R.R. TICKET OFFICES OPEN FOR SALE OF TICKETS LISTING OF 9/12/55. TICKET OFFICE SET ON FIRE AND AGENCY CLOSED PRIOR TO THE ISSUING OF THE "LIRR TICK- ET OFFICE HOURS LISTING" OF 6/3/62 (<i>Brad Phillips data</i>). DISCON- TINUED 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 STILL LIST- ED IN "L.I.R.R. TICKET OFFICES OPEN FOR SALE OF TICKETS" OF 9/12/55. AGENCY CLOSED: ?
ST. GEORGE'S MANOR	MAIN LINE	SEE: "MANOR" AND "MANORVILLE"
ST. JAMES	PT. JEFFERSON	OPENED: 10/1873, AGENT'S QUART- ERS 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 PLAT- FORM WITH SHELTERS BEGUN: MID-AUG, 1986. COMPLETED BY YEAR'S END. (<i>Derek Stadler date of installation of latter</i>). AGENCY CLOSED: 9/6/96. EXTERIOR RE- STORED TO ORIGINAL ARCHITEC- TURE, INTERIOR REMODELED NON-HISTORICALLY: 1997.
ST. JOHNSLAND	PT. JEFFERSON	SEE "KINGS PARK"

STEEPLECHASE	ROCK. BCH.	<p>OPENED: APR/1903 .2 MILES WEST OF SEASIDE STATION. 2-STORY WOODEN DEPOT BUILDING LOCATED EAST OF A LARGE, COVERED, OPEN WAITING ROOM. REMOVED FROM TIMETABLE SCHEDULES: MID-1920s (?) LAST LISTED AS "STEEPLECHASE" IN PTT OF 09/16/34 BUT ONLY IN LISTING OF STATIONS FROM WHICH BAGGAGE MAY NOT BE CHECKED. NOT LISTED ON INDEX OF STATIONS AS FAR BACK AS PTT OF 1928. RENAMED "PLAYLAND": EFF: 05/15/33 PER G. O. #118-4. CURIOUS THAT THIS STATION, WHILE LISTED ON PTTs, IS NOT INDICATED ON ETTs FROM THE MID-1920s ALL THE WAY THRU TO THE 1940s!! (SEE: "PLAYLAND" FOR ADD'L INFO.)</p>
STEWART AVE.	N.Y. BAY EXT.	<p>GARDEN CITY, NORTH OF HEMPSTEAD CROSSING. LOW WOODEN PLATFORM AND SHELTER SHED IN USE FOR LIRR'S SHUTTLE WITH BATTERY CARS. OUT OF SVC: 5/19/26 WHEN ELECTRIFICATION COMPLETED BETWEEN VALLEY STREAM AND MINEOLA AND BRANCH RENAMED "WEST HEMPSTEAD"</p>
STEWART JCT.	MAIN LINE	SEE: "FLORAL PARK"
STEWART MANOR	HEMPSTEAD	<p>BUILT: 1909. AGENCY CLOSED: 12/10/96. REMODELED: 2006</p>
STONE AVE. (BROOKLYN)	ATLANTIC R.T.	<p>AT EAST NEW YORK. OUT OF SVC. —(?)</p>
STONY BROOK	PT. JEFFERSON	<p>BUILT: 1873, GREATLY REMODELED: 1917. CONSTRUCTION OF HI-LEVEL PLATFORMS WITH SHELTERS BEGUN: 3/88. TRACK REALIGN-</p>

		<p>MENT RESULTED IN RELOCATION OF S. PLATFORM WHICH WAS PLACED IN SVC: 11/14/88. N. PLATFORM WITH SHELTERS COMPLETED: SPRING/1989.</p> <p>TEMPORARY WAITING ROOM AND TICKET OFFICE SET UP IN TRAILER DURING RENOVATION OF OLD DEPOT. EXTERIOR RETORED TO ORIGINAL ARCHITECTURE, INTERIOR REMODELED NON-HISTORICALLY. AGENCY CLOSED: 9/7/96. NEW SHELTERS CONSTRUCTED: 11/2008 TO EARLY 2009. (<i>Derek Stadler research re: shelters</i>)</p>
STRAITON AVE.	FAR ROCK.	SEE: "ARVERNE, STRAITON AVE."
SUFFOLK STA.	MAIN LINE	<p>OPENED: 7/14/1842 AT ISLIP AVE. APPEARS AS "NORTH ISLIP" ON 1861, 1862 AND 1867 TIMETABLES (<i>Art Hunkel data</i>). CLOSED: 1873 WHEN CENTRAL ISLIP STATION OPENED FURTHER EAST AT CARLETON AVE.</p>
SUFFOLK DOWNS	MONTAUK	<p>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.</p>
SYOSSET	PT. JEFFERSON	<p>BUILT: 1872 AT LOCKWOOD'S GROVE, FAR ROCKAWAY, MOVED: 9/1877, GREATLY REMODELED: 1944, RAZED: 1948</p> <p>2ND DEPOT BUILT: 1948</p> <p>3RD DEPOT BUILT: 6/2019 <i>per:</i> www.amodernli.com/project/syosset-station/</p>
THE DYKES	LONG BEACH	<p>APPEARS AS SIGNAL STOP IN TIMETA- BLE OF APRIL, 1898. BECAME ISLAND PARK IN JULY, 1922 OR MAY,</p>

1923 (*conflicting data*) WHEN IT REPLACED THE EARLIER ISLAND PARK STATION LOCATED AT THE FORMER BARNUM ISLAND (JEKYL ISLAND) STATION STOP.

THE RAUNT	ROCK. BCH.	OPENED: 1900. SUMMER AGENCY ONLY AS OF 01/01/1924. AGENCY CLOSED: _?_. STATION OUT OF SVC: 5/23/50 PER G. O. #1728 WITH ABANDONMENT OF JAMAICA BAY TRESTLE AFTER FIRE OF 1950.
THIRD AVENUE (BAY RIDGE)	N.Y. & R.B. RY. 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. 2 ND 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. (<i>V. Seyfried data</i>)
THOMPSON'S STA. (THOMPSONS, THOMPSON)	MAIN LINE	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.
TROTTING COURSE (TROTTING COURSE LANE)	ORIG MAIN LINE BETW. BKLYN AND JAMAICA	ORIGINALLY OPENED AS CONNECTICUT AVE. ON LIRR'S OLD MAIN LINE BETWEEN BKLYN AND JAMAICA. ON TTS OF 7/31/1837 AND 9/8/1837. BECAME "TROTTING COURSE LANE" AND LATER "TROTTING COURSE" TO SERVICE CENTREVILLE RACE

		COURSE ("TROTting COURSE") AP- PEARS AS SUCH ON TT OF 1842. LATER CALLED WOODVILLE AND THEN WOODHAVEN. (SEE: "WOOD- HAVEN") (<i>Art Huneke data</i>)
TROY AVENUE. (BROOKLYN)	ATLANTIC R.T.	RAPID TRANSIT STOP PER TT, EFF. 6/24/1890
UNION COURSE ("RACE COURSE")	ATLANTIC	LISTED ON TT OF 3/1837 TO SERV- ICE 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 WIDE- ENED: 1911. OUT OF SVC: 11/1/39 PER G.O. #1204 AND RAZED WITH ATLANTIC AVENUE IMPROVEMENT PROJECT: 1939-40
UNION DEPOT	PROSPECT PARK & CONEY ISLAND R.R.	5 TH AVE.& 36 TH ST., BKLYN, NY (ON LIRR CR4 OF 1903)
UNION HALL ST. (JAMAICA)	MAIN LINE	BUILT: 1913. BELOW GRADE. ACCESS TO PLATFORM VIA STAIRS FROM IRON BRIDGE. ETT NUMBER 73 EFF: MAY 27, 1914 LISTS UNION HALL STREET STATION ON THE MON- TAUK DIVISION FOR WESTBOUND TRAINS. THERE WAS NO PLATFORM FOR EASTBOUND MONTAUK DIVISION TRAINS AT THAT TIME. (<i>Art Huneke data</i>) EASTBOUND PLATFORM AD- DED: __?__. HIGH LEVEL PLATFORM OUT OF SVC: 11/16/29 ACCOUNT "JAMAICA IMPROVEMENT EAST" PROJECT. TEMPORARY, LOW LEVEL PLATFORM NORTH OF TRACK 1, BETWEEN 165 TH 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. TICK-
 ET OFFICES OPEN FOR SALE OF
 TICKETS" OF 9/12/55 AS PART TIME.
 AGENCY CLOSED: ?. DISCONTIN-
 UED AS STATION STOP: 1976.
 RAZED: c. 2001.

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.
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UNITED NATIONS (FLUSHING MEADOWS)	PORT WASH.	EAST OF CORONA STATION. IN SVC: 9/15/46. OUT OF SVC: c. 1952 (SITE OF 1939 WORLD'S FAIR STATION)
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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 (<i>John Fusto data</i>). LISTED IN A MAY, 1871 TIMETABLE. (<i>Bill Slade / Art Huneke data</i>). APPEARS IN <u>THE SOUTH SIDE SIGNAL TIME-</u> <u>TABLES OF MARCH 2 AND JULY 17,</u> 1874 AS FREIGHT STOPS. LISTED AS STOP IN MAY 30, 1880 EMPLOYEE TIMETABLE AND AS FLAG STOP IN JUNE 19, 1880 EMPLOYEE TIME-
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TABLE. AGAIN LISTED AS FLAG-STOP IN JULY 28, 1881 EMPLOYEE TIMETABLE (*Art Huneke data*) NO LONGER LISTED ON WINTER/1881-1882 PUBLIC TIMETABLE. NAME APPEARS ON FREIGHT REPORT SHEETS: 1881 AND AS LATE AS MARCH, 1893. (*Also per Art Huneke*)

UPTON ROAD	MAIN LINE	<p>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 (<i>Thos. R. Bayles data</i>). TWO STORIES OF DISPOSITION OF DEPOT GIVEN:</p> <ol style="list-style-type: none"> 1. DEPOT CLOSED AND MOVED TO YAPHANK FOR USE AS AGENT'S RESIDENCE FROM 1922 UNTIL 1948. (<i>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.</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 in 1950.</i>)
UTICA AVENUE (BROOKLYN)	ATLANTIC R.T.	RAPID TRANSIT STOP PER TT, EFF. 6/24/1890
VALLEY STREAM	S. S. R. R. (MONTAUK)	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. 2 nd 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 SOUTH OF FORMER LOCATION IN SVC: 8/10/32 PER G.O. #116-7C. TRACKS AND STATION PLATFORMS ON FAR ROCKAWAY BRANCH OUT OF SVC: 8/31/32. ELEVATED TRACKS AND PLATFORMS ON FAR ROCKAWAY BRANCH IN SVC: 2/7/33 PER G.O. #117-7C. 3 RD , ELEVATED, CENTER-ISLAND STRUCTURE ON MONTAUK BRANCH NORTH OF FORMER LOCATION IN SVC: 6/27/33 PER G.O. #119-2C ELEVATED JCT. OF W. HEMPSTEAD BRANCH IN SVC: 9/10/33 PER G.O. #119-8C
VANDERBILT AVENUE (BROOKLYN)	ATLANTIC R.T.	RAPID TRANSIT STOP PER ETT #11, EFF. 11/4/1878
VANDERVEER PARK	MANH'T'N BCH (BAY RIDGE)	BUILT: 1878 AS "FLATLANDS." RAZED: 1906 WITH GRADE ELIMINATION. 2 ND DEPOT BUILT: 1906, BECAME FREIGHT STATION WITH TERMINATION OF PSGR SVC: 1924. LASTED AS SUCH INTO THE LATE 1950s-EARLY1960s.
VAN SICLEN AVE. (BROOKLYN)	ATLANTIC R.T.	EAST OF WYCKOFF'S LANE. OUT OF SVC. ___(?)
VAN WICKLENS (LINWOOD ST.)	ATLANTIC ATLANTIC R.T.	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

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 DONA-
TED PROPERTY FROM RIVERHEAD
TOWN LINE EAST TO ORIGINAL END
OF TRACK DUE TO LIRR NOT RUN-
NING 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.

WAINSCOTT

MONTAUK

BUILT: 1898
2ND DEPOT BUILT: 1915 WITH ONLY
SEGREGATED WAITING ROOM ON
THE L.I.R.R. PER TIMETABLE EFF.
05/23/1923, BAGGAGE TO AND FROM
THIS STATION WAS ONLY HANDLED
DURING THE SUMMER SEASON (SUM-
MER-ONLY AGENCY). CLOSED AND
DISCONTINUED AS STATION STOP:
c.1936, MOVED TO PRIVATE SITE AS
BEACH HOUSE. STILL STANDING:
2005.

WAMPMISSICK
(WAMPMISSIC)

MAIN LINE

4 MILES EAST OF YAPHANK AND 2
MILES WEST OF MANOR. AP-
PEARS ON 1852-53 TIMETABLE
ONLY. POSSIBLY ONLY USED AS
A MEETING / PASSING LOCATION.
APPEARS ON AN 1855 MAP. A SID-
ING AT THIS LOCATION BORE
THE NAME "WAMPMISSIC" ON
1916 LIRR VALUATION PLANS
AND IN THE LIRR'S 1924 CR4

BOOK WHICH INDICATED
FREIGHT SIDING LOCATIONS.
(Info courtesy of Art Huneke)

WANTAGH	S. S. R. R. (MONTAUK)	S. SIDE R. R. SVC. BEGAN: 10/28/1867 AS "RIDGEWOOD." DEPOT BUILT: 1875 <i>(8-year gap between depots?)</i> APPEARS AS "RIDGEWOOD" UP TO AND INCLUDING TT OF 01/19/1891 <i>(Roger Jayne data)</i> . APPEARS ON TT OF 11/01/1891 AS "WANTAGH" <i>(Bill Slade data via Art Huneke)</i> . RENAMED SOMETIME DURING THAT 10-MONTH WINDOW. DEPOT AND AGENCY CLOSED: 8/24/1966 WITH GRADE CROSSING ELIMINATION PROJECT AND MOVED OFF-SITE: 9/22/66 <i>(per Bob Meagher of the Wantagh Preservation Society)</i> . RESTORED AS MUSEUM. TEMPORARY STATION ACCOUNT GRADE CROSSING ELIMINATION IN SVC: 8/24/66. OUT OF SVC: 10/22/68 AND RAZED. ELEVATED STRUCTURE IN SVC: 10/22/68. AGENCY SCHEDULED TO CLOSE IN 2020-21.
WARDENCLYFFE	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 "SHOREHAM": 1906 (SEE: "SHOREHAM")
WARWICK ST. (EAST NEW YORK)	ATLANTIC	ELEVATED STRUCTURE OPENED: 8/29/1905 WITH ELECTRIFICATION FROM FLATBUSH AVE. OUT OF SVC: 11/1/39 PER G.O. #1204 AND RAZED WITH ATLANTIC AVE. IMPROVEMENT PROJECT: 1939-40
WASHINGTON AVE. (BROOKLYN)	ATLANTIC RT	RAPID TRANSIT STOP PER ETT #11, EFF. 11/4/1878

WASHINGTON ST. (GARDEN CITY)	CENTRAL EXT.	EAST OF GARDEN CITY STATION. LOW PLATFORM FOR LIRR'S BAT- TERY 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 CROSS- ING"). NO TIMETABLE EVIDENCE AS YET. (<i>Info: Art Huneke</i>)
WATERMILL (WATER MILLS) (WATERMILLS)	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 DIS- CONTINUED AS A STATION STOP. 2 ND DEPOT OPENED: 8/1903, AGEN- CY CLOSED: 9/8/40 AT SAME TIME AS BLOCK LIMIT STATION SIGNAL TAKEN OUT OF SERVICE. LAST LISTED AS STATION STOP IN ETT #3, EFF: 6/24/56. LISTED ON LIRR STA- TION SYMBOL CARD EFF: 8/31/57. STRUCTURE LEFT STANDING AND ABANDONED. COMPLETELY RENO- VATED: 1968 FOR USE AS A DRESS SHOP. LATER BECAME A REST- AURANT. EXTERNALLY RESTORED (2012) TO BE PART OF OFFICE CONDOMINIUMS SURROUNDING THE OLD DEPOT GROUNDS.
WAVECREST	FAR ROCK.	OPENED: 5/1928. WESTWARD STA- TION FACILITIES RELOCATED 800' EAST OF FORMER LOCA- TION: 8/5/40. EASTWARD STA- TION FACILITIES: 8/23/40. RAZED: 1940-41 WITH GRADE ELIM- INATION PROJECT 2 ND AND ELEVATED STRUCTURE OPENED: 4/10/42. TRANSFERRED TO TA OWNERSHIP: 10/3/55

WAVERLY
(HOLTSVILLE)

MAIN LINE

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

WC-PASSING SIDING

MAIN LINE

FORMER UPTON JCT. EAST OF 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")

WELLWOOD
(MONTAUK)

S. S. R. R.
AS WELLWOOD.

SSRR SVC BEGAN ON 10/28/1867 ORIGINAL 2-STOREY, WOODEN DEPOT WITH FRONT VERANDAH-STYLE COVERED PLATFORM AND PORTE COCHERE AT REAR. BUILT

		ON SOUTH SIDE OF TRACKS AND EAST OF WELLWOOD AVE. RENAMED "BRESLAU": 1869. (SEE: "BRESLAU")
WESTBURY	MAIN LINE	1 ST DEPOT APPEARS ON TT OF 9/3/1838, UTILIZING THE TRACK-SIDE J. P. KELSEY'S BRANCH STORE (<i>G. Brainerd photographic provenance.</i>) 2 ND DEPOT BUILT: APR-JUNE/1883 3 RD DEPOT BUILT: 1914, GREATLY REMODELED: 1972. PER RAY MUNTZ, ANOTHER REMODELING BEGAN IN APRIL, 2001 BUT POSSIBLY DUE TO A DISCOVERED STRUCTURAL DEFECT, UPPER PORTION OF EXISTING BLDG. WAS LEVELED AND NEW DEPOT CONSTRUCTED ATOP LOWER LEVEL OF OLD DEPOT (<i>Ray Muntz photographic provenance.</i>)
WESTBURY HEMPSTEAD	MAIN LINE	STATION STOP LOCATED BETWEEN HICKSVILLE AND FLUSHING AVE.. QUEENS. LISTED ON TT OF 3/1/1837. APPEARS ON TT AS LATE AS 4/24/1837. DISCONTINUED: ?
WESTBRIDGE (HIGH BRIDGE)	MAIN LINE	JAMAICA AVE. AT 130 TH ST., JAMAICA. SHELTER SHED OPENED: 6/28/1916, WITH STREET-LEVEL TICKET OFFICE ON JAMAICA AVE. AT THE CROSSING OF THE LIRR'S TRACKS BY THE JAMAICA AVE. EL. (<i>photographic provenance</i>). AGENCY CLOSED: 19_?_. OUT OF SVC: 01/01/39 AND DISCONTINUED AS STATION STOP.
WEST DEER PARK	MAIN LINE	BUILT: 5/1875 AS "WEST DEER PARK", RENAMED "WYANDANCE:" 01/01/1889. APPEARS AS "WYANDANCH" IN 1903 C.R.4 (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	<p>BUILT: FEB-MAR/1870, MOVED TO PRIVATE LOCATION E. OF CENTRE MORICHES STATION SITE AND N. SIDE OF TRACKS: 1905. (<i>Robt. Emery data</i>)</p> <p>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 RENOVA- TION OF THE TICKET OFFICE AND WAITING ROOM. UPPER LEVEL DAM- AGE WAS NOT REPAIRED. (<i>Read retired agent Fred Allen's account of the fire at the end of this listing.</i>) AGAIN BURNED, BUT ONLY SLIGHT- LY DAMAGED IN A WILDFIRE THRU THE AREA: 8/24/95 (<i>Read David M. Morrison's account of the fire at the end of this listing</i>) AND REPAIRED. FULL-TIME AGENCY CLOSED: 9/7/96.</p> <p>HI-LEVEL PLATFORMS AND SHELTER INSTALLED: BETWEEN LATE 1996 AND SUMMER, 1997. (<i>Derek Stadler info</i>) SUNDAY AGENCY ONLY: 2006</p>
WEST HEMPSTEAD	W. HEMP.	<p>OPENED: 1928, NORTH OF HEMP- STEAD 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. 2ND DEPOT BUILT: 1959. AGENCY CLOSED: 9/7/96.</p>
WESTWOOD	W. HEMP.	<p>OPENED: 9/1929, INSIDES AND WALLS COMPLETELY GUTTED TO CREATE SHELTER SHED: 1955</p>

WHEATLEY HILLS
(NORTH ROSLYN)

OYSTER BAY

FRAME DEPOT BUILT: 1898 AND WAS
A SIGNAL STOP ONLY. NAME
CHANGED TO "NORTH ROSLYN"
IN 1901. CLOSED AND DISCON-
TINUED AS STATION STOP:
03/19/1924.

WHITE POT
(WHITEPOT)

MAIN LINE

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 "WHITE POT SWITCH."
FIRST NOTED AS SUCH IN TIMETABLE
EFF: 11/08/1874. IN 1880 WHEN
SOUTHERN DIVISION TRAINS WERE
ALL USING THE MAIN LINE, THERE
WERE MEETS THERE. A DAY-NIGHT
TELEGRAPH OFFICE OPENED PROB-
ABLY IN 1892 WHEN MANUAL BLOCK
SYSTEM PLACED IN SERVICE BE-
TWEEN JAMAICA AND WINFIELD JCT.
ETT #4 EFF. 1897 SHOWS "WHITE
POT" ON SINGLE TRACK WITH THIS
DAY-NIGHT TELEGRAPH OFFICE IN
SERVICE. 1903 C.R.4 SHOWS "WHITE
POT (SIDING)." NO LONGER INDICATED
AS A TELEGRAPH OFFICE AS OF ETT
#34, EFF: 05/25/1905. A c.1915 LIST
OF AUTOMATIC SIGNALS SHOWS SIG-
NAL "R-58" AT WHITE POT. (*Art Huneke
Data*)

WHITESTONE

FLUSHING R.R.
NY & FLUSHING
FLUSHING & N.
SIDE
(WHITESTONE)

ORIGINAL DEPOT BUILT: 10/1869.
2ND DEPOT OPENED: 1/30/1871.
ORIGINAL DEPOT POSSIBLY USED
AS FREIGHT/EXPRESS HOUSE
FOR NEW DEPOT BLDG. (*Possible
3/1932 photo provenance*) REAR
PORTE-COCHERE REMOVED
c. 1920s. STATION CLOSED:
2/19/32 WITH BRANCH ABANDON-
MENT.

WHITESTONE LDG. (BEECHHURST)	WHITESTONE	TRACKS EXTENDED FROM WHITESTONE: 8/8/1886 AND 1 ST TRAIN RAN: 8/9/1886 (<i>V. Seyfried data</i>), DEPOT BUILT AT WATER'S EDGE. MOVED BACK FROM SHORELINE: 6/1892. STATION STOP INDICATED AS "WHITESTONE LANDING (BEECH- HURST") IN PTT OF 06/29/1918. CLOSED: 2/19/32 WITH BRANCH ABANDONMENT.
WILLIS	OYSTER BAY	APPEARS ON 1876 FREIGHT REPORT AS 1 ST STATION STOP AFTER MIN- EOLA. TAKEN OUT OF SVC. _?_ AND REPLACED BY NEW EAST WILLISTON STATION OPENED 300' EAST OF THIS LOCATION c. 1880 (<i>Wm. Slade data</i>).
WILLOW TREE (JAMAICA: LATER HILLSIDE)	MAIN LINE	BUILT 1837 AT HAMILTON AVE. (LATER 184 TH ST.) STATION STOP DISCON- TINUED WITH OPENING OF ROCK- AWAY JCT WHEN NY & ROCKAWAY RR CONNECTED WITH THE LIRR WEST OF STATION SITE: 1872. PASSENGERS SERVICED BY ROCK- AWAY JCT. STA. (<i>A. Huneke - V. Sey- fried data</i>)
WINFIELD	NY & FLUSHING FLUSHING & N. SIDE (PORT WASHINGTON)	FLUSHING & N. SIDE DEPOT BUILT: JULY/1854, MOVED TO WINFIELD JCT. AT TODAY'S 48 TH AVE. & 69 TH ST.: 08/1876 ON OLD ALIGNMENT. RAZED: 11/1915. NEW DEPOT BUILT: EAST OF TODAY'S 72 ND ST.: OCT-NOV/1915 ON NEW ALIGNMENT. TRACKS AND PLAT- FORM ON EMBANKMENT. TICKET OFC. & WAITING ROOM AT STREET LEVEL. DISCONTINUED AS STATION STOP AND RAZED: 1929 (<i>Realignment data per George Chiasson, Jr.</i>)
WOOD'S STATION	S.S.R.R. (FAR ROCK.)	(SEE: "WOODMERE.")

WOODBURY	PT. JEFFERSON	SEE: "COLD SPRING HARBOR"
WOODHAVEN (1 st)	ORIG MAIN LINE BETW. BKLYN AND JAMAICA (ATLANTIC)	ORIGINALLY OPENED AS CONNECTI- CUT AVE. (1837) ON ORIGINAL MAIN LINE BETWEEN BKLYN AND JAMAICA. BECAME TROTting COURSE AND THEN TROTting COURSE LANE TO SERVICE THE CENTREVILLE RACE COURSE (TROTting COURSE). LISTED AS SUCH ON TT OF 1842. NAME CHANGED TO WOODVILLE AND LATER TO WOODHAVEN. RAPID TRANSIT SERVICE STARTED: 4/28/1905 WITH ELECTRIFICATION FROM FLATBUSH AVE. PLATFORMS WIDENED: 1911. OUT OF SVC: 11/1/39 PER G.O. #1204 AND RAZED WITH ATLANTIC AVENUE IMPROVEMENT PROJECT: 1939-40
WOODHAVEN (2 nd)	ATLANTIC	FORMER LOCATION OF WOODHAVEN JCT. STATION. TRACKS AND STA- TION PLACED BENEATH ATLANTIC AVE. 1939-40. THE ACTUAL JUNC- TION WAS TAKEN OUT OF SERVICE: 6/8/62 AND THE ROCKAWAY BEACH BRANCH ABANDONED: 6/9/62. "JUNCTION" WAS DROPPED FROM THE NAME AND STATION STOP RE- NAMED "WOODHAVEN." THE RAPID TRANSIT STATION KNOWN AS "WOOD- HAVEN" ORIGINALLY WEST OF THIS LOCATION WAS LONG OUT OF SERVICE AT THIS TIME (11/01/39), SO THERE WAS NO CAUSE FOR ANY CONFUSION WITH THIS RENAMING.
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. (<i>Valuation photo from 11/21/1939 shows demolition underway.</i>)

2ND DEPOT, LOCATED UNDER-
GROUND, OPENED: 1940-41.
RENAMED "WOODHAVEN" TO RE-
PLACE THE RAPID TRANSIT STOP
ORIGINALLY LOCATED FURTHER
WEST AND WHICH WAS REMOVED
BY THE ATLANTIC AVE. IMPROVE-
MENT PROJECT. THE "JUNCTION"
PORTION OF THE STATION NAME
WAS ELIMINATED AT THIS TIME
ALTHOUGH THE JUNCTION RE-
MAINED IN SERVICE. THE ACTUAL
JUNCTION WAS TAKEN OUT OF
SERVICE: 6/8/62 AND THE ROCK-
AWAY BEACH BRANCH ABANDONED:
6/9/62. PART TIME AGENCY PER
"L.I.R.R. TICKET OFFICES OPEN FOR
SALE OF TICKETS" OF 9/12/55.
AGENCY LAST NOTED IN "LIRR TICK-
ET OFFICE HOURS" LISTING OF
9/25/66. AGENCY GONE BY LIST-
ING OF 5/22/67 (*Brad Phillips data*).
DISCONTINUED AS STATION STOP:
1/10/77.

WOODHAVEN JCT.

ROCK BCH.

ELEVATED STATION CROSSING
OVER ATLANTIC BRANCH WHICH
RAN AT GRADE ALONG ATLANTIC
AVE. OPENED: ?. RAZED: c. 1940
DURING ATLANTIC AVE. IMPROVE-
MENT PROJECT. RENAMED "WOOD-
HAVEN."

2ND ELEVATED STATION, DESIGNED BY
LESTER TICHY, OVER ATLANTIC AVE.
OPENED: 1940-41. DISCONTINUED
AS STATION STOP: 6/8/62. BRANCH
ABANDONED: 6/9/62. STRUCTURE
AND COVERED PLATFORMS STILL
STANDING: 2003.

WOODHULL PARK

MAIN LINE

BUILT: ? AT 178TH ST. (OLD WHEELER
ST.) WOODEN FRAME DEPOT WITH
VICTORIAN GINGERBREAD. NOT
FOUND IN TIMETABLES BUT SHOWN
ON MAPS. RAPID TRANSIT SERVICE
EXTENDED TO HERE: 6/24/1890.

LATER SITE OF ROCKAWAY JCT.
RAZED: 1905-06.

WOODMERE	S. S. R. R. (FAR ROCK.)	S. SIDE R. R. SVC. BEGAN: 7/1869. ON TIMETABLE FIRST AS "WOOD'S STATION AND THEN "WOODSBURGH." RENAMED "WOODMERE": __?__. 2 ND DEPOT BUILT: 1902 WITH PORTE COCHERE AT REAR. PORTE CO- CHERE REMOVED BY 1939. TRACKSIDE EAVES CUT BACK AND COVERED PLATFORMS REMOVED FOR CLEARANCE DUE TO INSTALL- ATION OF HI-LEVEL PLATFORMS: c. 1968. AGENCY CLOSED: 8/19/2009.
WOODSBURGH	S. S. R. R. (FAR ROCK.)	(SEE: "WOODMERE").
WOODSIDE	FLUSHING & N. SIDE (MAIN LINE)	FLUSHING & N. SIDE DEPOT OPENED AT TODAY'S 39 TH AVE. BETWEEN 57 TH & 58 TH STS. ON OLD ALIGN- MENT: 11/15/1869. CLOSED: 1913 DUE TO GRADE ELIMINATION AND TRACK REALIGNMENT AND RAZED SOMETIME AFTER. 2 ND STATION IN SVC. AT TODAY'S 60 TH ST & WOODSIDE AVE. ON OLD AL- IGNMENT DURING TRACK ELEVA- TION: 04/1913. RAZED: 11/17/1915 3 RD AND ELEVATED STRUCTURE IN SVC. AT TODAY'S ROOSEVELT AVE. & 61 ST ST. ON NEW ALIGNMENT: 10/17/1915 (<i>Realignment data per George Chiasson, Jr.</i>)
WOODVILLE	ORIG MAIN LINE BETW. BKLYN AND JAMAICA	SEE: "TROTTING COURSE" AND "WOODHAVEN"
WORLD'S FAIR	PORT WASH.	TEMPORARY STATION IN SERVICE PER ETT #9, EFF. 6/19/38 DUR- ING CONSTRUCTION OF MAIN STATION AND FAIR COMPLEX. 2 ND STATION IN SVC: 1939-40, RAZED

AFTER FAIR CLOSED IN OCT, 1940.
 3RD STATION IN SVC: 1/11/61. AGENCY OPENED: ___? LAST DAY OF AGENCY FOR 1964: 10/18/64. AGENCY REOPENED AGAIN FOR FAIR SERVICE IN 1965. LAST DAY OF AGENCY: 10/17/65 (*Brad Phillips data*) AT CLOSING OF FAIR. STATION RENAMED "SHEA STADIUM": 4/15/66. (SEE "SHEA STADIUM.")

WRECK LEAD	LONG BEACH	OPENED: c. 1898, AS COMBINATION LOW CINDER / LOW WOODEN PLATFORM. NO DEPOT BUILDING. ON NE SIDE OF WRECK LEAD (REYNOLD'S) CHANNEL AT WATER'S EDGE. CLOSED: 12/31/27.
WYANDANCH (WYANDANCE)	MAIN LINE	BUILT: 5/1875 AS "WEST DEER PARK", RENAMED "WYANDANCE:" 01/01/1889. APPEARS AS "WYANDANCH" IN 1903 CR4. RAZED: 2/58 2 ND , RELOCATED DEPOT OPENED: 2/58. RAZED: 1987. 3 RD , RELOCATED DEPOT OPENED: 1987 ON SITE OF 1 ST DEPOT. AGENCY CLOSED: ___?_ 4 TH DEPOT WITH PARKING GARAGE FACILITY IN SVC: 9/2018 WITH DOUBLE-TRACKING OF MAIN LINE FROM PW TO RONKONKOMA <i>per: http://www.amodernli.com/project/wyandanch-station-enhancement/</i>
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	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.

2ND DEPOT BUILT: 1875. FORMER DEPOT AT UPTON ROAD MOVED ON-SITE ONCE LIRR SERVICE TO CAMP UPTON CEASED IN 1922. USED AS AGENT'S RESIDENCE FROM 1922 TO 1948 (*Robt. Emery Data*). AGENCY CLOSED: 1958, DEPOT RAZED: 1961. 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*)

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 ORDER #1728, EFFECTIVE 05/23/50:

ROCKAWAY BEACH BRANCH: ALL SWING BRIDGES, STRUCTURES, SIGNALS AND TRACKS ON TRESTLE OVER JAMAICA BAY OUT OF SERVICE. STATIONS AND TRACKS WEST OF HOLLAND STATION TO ROCKAWAY PARK REDESIGNATED FAR ROCKAWAY BRANCH.

GENERAL ORDER #216, EFFECTIVE 10/03/55:

STATIONS AND TRACKS BETWEEN FAR ROCKAWAY STATION AND ROCKAWAY PARK STATION OUT OF SERVICE.

GENERAL NOTICE #7-5, EFFECTIVE 08/19/60:

HEMPSTEAD BRANCH
COUNTRY LIFE PRESS

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

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

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

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

GENERAL ORDER #119, EFFECTIVE 10/01/73:

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

GENERAL ORDER #2-16, EFFECTIVE 07/18/80 (ETT #2 EFF: 05/12/80)

EASTWARD FACING POINT HAND-OPERATED SWITCH LOCATED 5149' EAST OF GREENLAWN STATION LEADING TO OLD NORTHPORT BRANCH, OUT OF SERVICE.

GENERAL ORDER #104 (ETT #1) EFFECTIVE 03/08/2010:

FLATBUSH AVENUE TERMINAL RENAMED ATLANTIC TERMINAL.

GENERAL NOTICE #4-29 EFFECTIVE 11/19/2012:

LOWER MONTAUK BRANCH OUT OF SERVICE WITH OWNERSHIP BEING TRANSFERRED TO THE NEW YORK & ATLANTIC RY.
(COPY OF ACTUAL ORDER BELOW):

General Notice 4-29

Effective 12:01 AM
Monday, November 19, 2012

**(A) Entire Railroad
Montauk Branch**

Beginning at 12:02 AM Monday, November 19, 2012 and until further notice, the following is in effect:

Montauk No.1 track out of service between a tie bumper installed 4000 feet west of 54R Signal (Jay's Westerly) and Bliss;

Montauk No.2 track out of service between Bliss and Jay;

C Secondary track out of service between Begin Secondary signs at Bliss and End Secondary signs on both Montauk No.1 and No.2 tracks at Bliss;

Montauk Cutoff Secondary track out of service between Arch Street Lead and End Secondary sign at Bliss; but may be used with authority of the RWIC. All movements on the out of service tracks must not exceed Restricted Speed.

All signals and switches remain in service.

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

GENERAL NOTICE #3-22 EFFECTIVE 08/19/2017:

PER SPECIAL INSTRUCTION 1160-B, MONTAUK CUT-OFF SECONDARY TRACK-BETWEEN CABIN M AND END SECONDARY SIGN AT YARD A HAS BEEN REMOVED.

FIRE AT WESTHAMPTON STATION - 1986

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

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

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

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

WILDFIRE AT WESTHAMPTON STATION - 08/24/1995

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

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

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

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

Anyway, I went to the station the next day and the building was okay. A house and several vehicles were burned up nearby, as well as lots of woods, but the volunteer fire department saved the station building.

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

The NY Times could have easily contacted the 24/7 Public Affairs number and confirmed the status of the station building. I guess that they chose "fake news"

instead. *(The New York Times reported on 08/25/95 that the station building was destroyed in the fire. D. Keller)*

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

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!