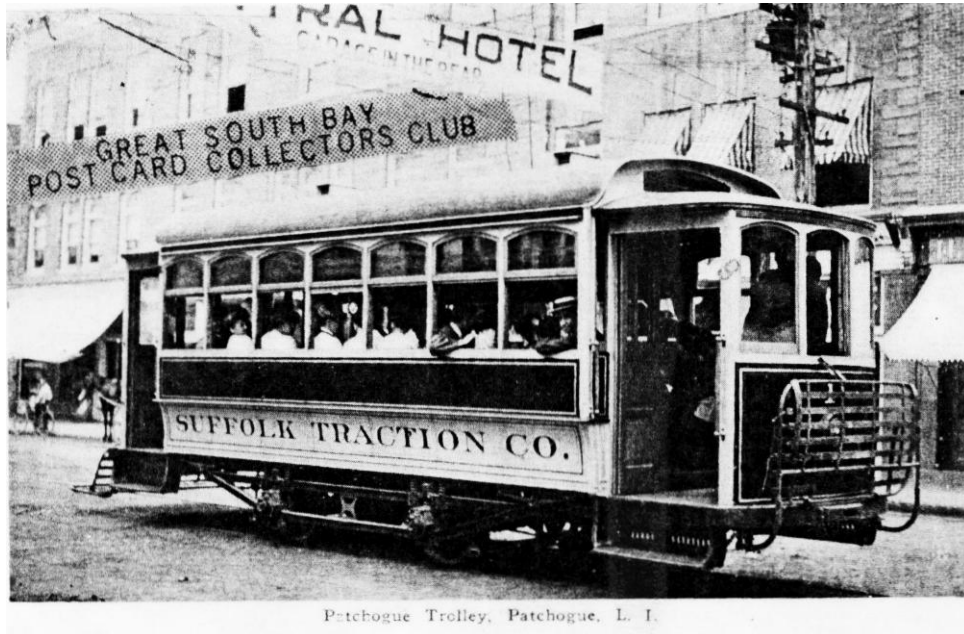


SUFFOLK TRACTION COMPANY:



Patchogue Trolley, Patchogue, L. I.

A CENTENNIAL BIBLIOGRAPHY: 1911-1919

compiled & edited by Mark Rothenberg

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- “Pushing the New Trolley Road.” **Brooklyn Eagle**, August 4, 1895: 2.

1896

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1899

- “Work Suspended.” **Brooklyn Eagle**, August, 10, 1899: p. 11.

1900

- “Cross Island Trolley.” **Brooklyn Eagle**, November 11, 1900: p. 32.
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1901

- “That Cross Island Trolley.” **Brooklyn Eagle**, January 4, 1901: p. 9.
- (Special to the [Brooklyn] Eagle). “The Road to Be Opened July 4: Contract Will Probably Be Signed Next Wednesday and Operations Will Then Begin in Earnest.” **Brooklyn Eagle**, January 25, 1901: p. 7.
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Battery-powered Trolley, near Great S. Bay Terminus, S. Ocean Avenue

1902

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- “Patchogue’s Trolley: It Looks as Though Cars Would Be Running on Ocean Avenue Next July.” **Brooklyn Eagle**, May 9, 1902: p. 9.
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- “Patchoguers are Listening: For the Hum of the Cross Island Trolley: Some Think They Hear It Now.” **Brooklyn Eagle**, December 11, 1902: p. 7.
- “Want a Trolley Line: South Side Communities Demand a Connecting Link Other than a Steam Railroad.” **Brooklyn Eagle**, December 20, 1902: p. 7.
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Trolley Line Extension viewed northward toward Swezey & Newins at the 4 Corners, along upper S. Ocean Avenue; Unique Theatre is just S. of the Methodist Episcopal Church. Terry St. and trolley lines are in right foreground

1903

- "100 Years Ago" (From the Archives of the Long Island Advance). **Long Island Advance**, March 13, 2003: p. 20.

1904

1905

1906

- "Notice of Incorporation: Suffolk Traction Company – Certificate of Incorporation." **Suffolk County News**, July 6, 1906: p. 2.
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Trolley Line construction team works on S. Main St. extension line, Patchogue, NY, on November 13, 1907 (Photo by Howard S. Conklin, Courtesy Long Island Advance)

1908

- “Getting Together: Declaration of Peace Between Rival Trolley Companies; Hearing at Albany, Monday; Senator Lexow Announces that the Suffolk Traction Company and the South Shore Traction Company Have Reached an Agreement.” **Suffolk County News**, October 28, 1908: p. 1.

1909

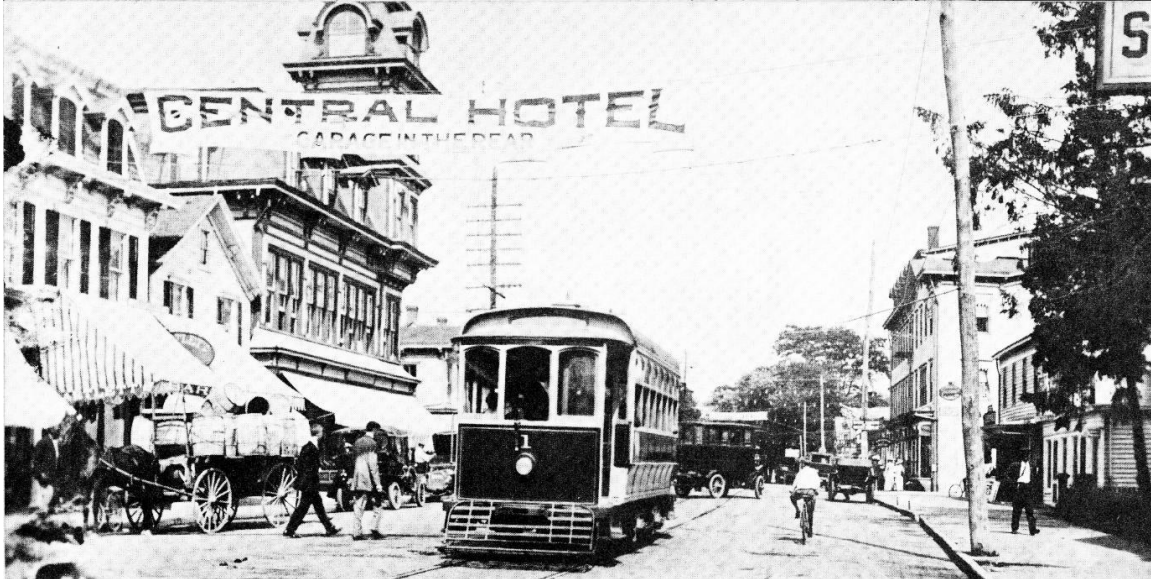
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1910

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1911

- “Paving Way for Patchogue Trolley.” **Port Jefferson Echo**, January 14, 1911: p. 1.



Trolley, on W. Main St., Patchogue, headed in toward Bayport, Blue Point & Sayville
(Courtesy Long Island Advance)



Trolley lines, visible along its East Main St. extension, from Patchogue's 4 Corners.
(Note the various modes of horse and human-powered transportation.)

1913

- “Another Trolley: Franchise Will Probably Be Granted Soon; A Well-Attended Hearing: A Large Majority of the 300 Men Assembled Favored Acceptance of the Proposition of the Suffolk Traction Co.” **Suffolk County News**, February 21, 1913: p. 1.
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1914

- “Public Notice.” **Suffolk County News**, August 21, 1914: p. 3.
- “A Trolley Hearing: Suffolk Traction Company Asks to Go to West Sayville; Also New Route in Bayport.” **Suffolk County News**, September 11, 1914: p. 1.

1915

1916

1917

1918

- “Discontinue Trolley: Suffolk Traction Co., Heavily in Debt to Town of Islip.” **Suffolk County News**, August 23, 1918: p. 1.

1919

- “Concession to Bayles Shipyard.” **Port Jefferson Echo**, February 22, 1919: p. 1.
- “Patchogue Trolley Service Stopped.” **Port Jefferson Echo**, October 18, 1919: p. 1.
- “75 Years Ago” (Taken from the Files of the Long Island Advance), comp. by JoAnn LaRue. **Long Island Advance**, October 20, 1994: p. 26.

1927

- “He Waited Long for Trolley to Sag Harbor.” **Patchogue Advance**, December 16, 1927: p. 5. - Yes, thanks to a local prank, an unsuspecting visitor in 1927 waited for a long defunct trolley, to a destination it never reached, until finally set straight by a local police officer

1941

- “Proposes Removal of Trolley Rails: Butcha of Medford Suggests Plan to Village; Sale of Old Metal Might Offset Cost of Labor—Referred to Street Committee and Commissioner.” **Patchogue Advance**, August 8, 1941: p. 1

1944



Trolley lines are still visible on Main St. and N. Ocean Ave., in this section of a well-known 4 Corners photo, taken in 1944, decades after Suffolk Traction ceased to exist

1951

- “Trolley Tracks in Local Streets May be Junked: Chamber Spearheading Scrap Drive, Asks Info on Tearing Up of Rails.” **Patchogue Advance**, December 15, 1951: pp. 1, 4.

1995

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1999

- Mihaley, Michael and Frank S. Costanza. “A 25-Cent Bargain: Trolley Service Returns to Patchogue, But Who’s Riding?” **Long Island Advance**, December 16, 1999: pp. 3, 10. Photo.

[n.d.]

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- “Must Have His Support: Long Islanders Believe They Need [LIRR] President Baldwin’s Aid to Secure Cross Island Road. Big Meeting on Saturday.

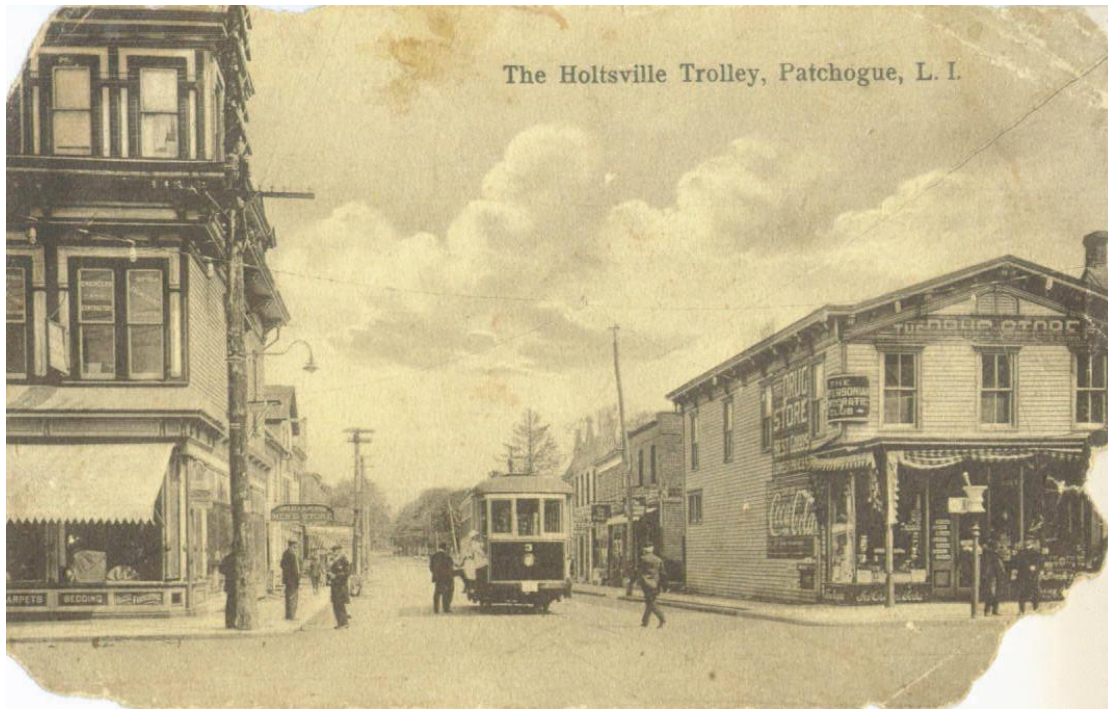
Huntington-Amityville Route Picked Out as the Most Desirable One to Build." [?], [n.d.]: [n.p.]

Archives and Special Collections

- Stony Brook University. Libraries. Special Collections and University Archives. Robert M. Emery Long Island Railroad Collection. [See esp. listings for Box 2, Scrapbooks 5-7.]
<http://www.stonybrook.edu/libspecial/collections/manuscripts/emery.shtml>

Historic Images (see also photos above)

- "The Brief Heyday of the Trolley" (Time Machine). **Newsday**, January 9, 2000: LI Life EE: p. G8. – captioned photos, with brief text. Upper photo is misdated.
- "But Will the Trolley Ever Come Back?" [captioned photo]. **Main Street Press**, May 14, 1971: p. 6.
- "In the Heart of "This Busy Village."" [captioned photo]. **Patchogue Argus**, December 10, 1935: [n.p.] -- Shows trolley line being laid northward from the 4 Corners.
- "Main Street Memories." [newspaper photo, depicting the excavating and building of the trolley line, along Main St., Patchogue]. [?], November 5, [n.d.]: p. [?]
- "Patchogue Trolley" [grainy photocopy of photo; source not provided]
- "Trolleys on Long Island" [2 newspaper sketches + brief commentary]. [?], June 13, 1976: p. 103 "Special"
- [Photo of Trolley line being constructed going northward from the 4 Corners] Courtesy Phil Trypuc. (Archives of the Long Island Advance.) **L.I. Advance**, [n.d.]
- Union Savings Bank. "When Trolleys Were Heated by Stove" (The Romance of American Progress). **Patchogue Advance**, March 17, 1931: p. 8.
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Battery-run trolley returning from its Holtsville (northwesterly) run, at 4 Corners

Maps

- [Portion of map, showing **trolley right of way between Canaan Lake Park** (Sections A and B), through the properties of James Hughes, the Hait Estate, S.M. Keiper, and border of that of William Shreve's, **to the village of Holtsville**]

Websites & Web Pages

- **Patchogue Village Uncovers Trolley Tracks** (Greater Patchogue Historical Society) <http://www.greaterpatchoguehistoricalsociety.com/index.php?id=74>
- **Suffolk Traction Company** (Bygone Long Island) <http://www.bygoneli.com/forums/content.php/226-Suffolk-Traction-Company>
- **Suffolk Traction Company** (Greater Patchogue Historical Society) <http://www.greaterpatchoguehistoricalsociety.com/index.php?id=91>
- **Suffolk Traction Company** (Wikipedia) http://en.wikipedia.org/wiki/Suffolk_Traction_Company
- **Suffolk Traction Company Car # 2** (New York Transit Museum @ Flickr.com) <http://www.flickr.com/photos/newyorktransitmuseum/5455709079/>

Trolley Heating System

Publication: Patchogue Advance 1926 - 1948; Date: Mar 17, 1931

The Romance of American Progress



**WHEN TROLLEYS WERE HEATED
BY STOVE**
(from an old photo)

You could tell the weather by the trolley cars in those days. If it were cold the passengers huddled in the middle of the car next to the cheery red stove. If it were warm, they sat at either end away from its heat. And it might be added that the cars were always very warm or very cold.

Families were very much like the trolleys in those days, either one extreme or the other. A man was very wealthy or very poor. Today, the very poor are very few. Nearly every family has its saving account and enjoys greater prosperity as a result. Especially is this true of those who deposit at the Union Savings Bank which is run for the gain of its depositors only.

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SURPLUS OVER ONE MILLION
ACCOUNTS OPENED AND BANKING BY MAIL**

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Courtesy Long Island Advance, ad from *Patchogue Advance*, 3/17/1931: p. 8.

