

History of The Incorporated Village Of Old Brookville

1929 - 1985



Dedication of the village hall in June 1963. The main meeting room was dedicated to the memory of Mr. and Mrs. Carl Hedrick Watson and their son Carl who had perished the year before in a fire in their house on Valentine's Lane. Watson was a village official. The hall was built with private funds at no cost to the village.

Prepared by Silas Reed Anthony with the help of a number of others over the years especially Theodora Bodman, Henry B. Holmes, Lesley Pecheur, Franz Schager & Carol Bobley.

HISTORY

Incorporated Village of Old Brookville, New York

The Incorporated Village of Old Brookville lies about 32 miles East of New York City in Nassau County (once in Queens County), Town of Oyster Bay. It is bordered by the Villages of Greenvale, Roslyn Harbor and Brookville on the South, the town of Glen Head on the west and north, and the Village of Upper Brookville on the East.

The Village was incorporated on November 7, 1929 and was organized at a meeting held at the home of Herbert L. Bodman on Simonson Road on Saturday, January 23, 1930.

At this first meeting, the Peoples Party elected William Lawrence Bottomley as Mayor. William Warner Hoppin and Darragh A. Park were elected to serve as Trustees until the following April.

Twenty-nine people voted. Five ballots were void and there was no opposition to the People's Party. (A list of all Village officials is appended.)

At the time of Incorporation, the Village of Old Brookville contained less than three square miles and had a population of two hundred and seventy-eight people, sixty-eight of them being resident freeholders and qualified voters. The assessed property valuation was about three million two hundred dollars. In comparison, in 1978 there are approximately four square miles, a population of one thousand eight hundred and fifty-nine people, (356 families and 359 dogs), and assessed property valuation of about twelve million seven hundred dollars.

The Committee on Incorporation included William L. Bottomley, Herbert L. Bodman, Herbert L. Dillon, Artemus Holmes and Hermann N. Schwab. The tentative budget for the first incorporated year, prepared by Herbert L. Bodman and Darragh A. Park, totalled \$8,577.00. Of this, \$1,500.00 was for the highway fund, \$1,500.00 for County Police, and a general fund of \$5,277.72.

The boundaries of the Village of Old Brookville at the time of its founding were roughly as follows: on the West, Simonson Road and the Long Island Railroad; on the south, North Hempstead Turnpike to the eastern boundary of the Cohen property known as Cohen's Corner. (See Map)

The Board of Trustees enacted a Zoning Ordinance on February 17, 1930, under which there would be no industrial

area and only one business zone - a two thousand foot strip along the Glen Head Road. The rest of the areas would be zoned for residential A and B to be two and one acre, respectively.

On March 5, 1930, the Board of Trustees established an ordinance providing that no person "shall sell or offer for sale any oil, gasoline or automobile supplies, or any beverage known as a soft drink at any point within the Village of Old Brookville without having obtained a license to do so from the Mayor of said Village. A fee of \$500.00 shall be charged and paid for each and every such license so issued, and for the period of time up to the first day of January succeeding that of its issuance, and the Board of Trustees of the Village may revoke such license for cause at an earlier date upon the condition that the proportionate part of the fee paid by the licensee of the unexpired term thereof is returned to him. No person shall leave or deposit any automobile wrecks, garbage, paper or other waste material upon or along any public street or highway, or on the land of any other person, without having first obtained permission to do so, at any point within the Village. Any person violating any provision of this ordinance shall pay a penalty of not less than \$25.00 nor exceeding \$50.00 for each and every day that such a violation of either section of this ordinance and each and every day that such a violation shall be continued, shall be and is deemed to constitute a separate and distinct violation thereof, and in addition thereto, such violation shall constitute and is hereby declared to be disorderly conduct and any person violating the same shall be and is hereby declared to be a disorderly person. The foregoing is published and posted by order of the Board of Trustees, dated March 6, 1930, Harold J. Simonson, Village Clerk."

It was announced at a 1930 meeting that arrangements had been made with the Nassau County Police Department for protection and the Village of Old Brookville would not, for the time being, have a police force of its own.

By cooperation with Harry Tappan, Superintendent of the Township of Oyster Bay's highways, the town strip of Frost Pond road which was located in the Incorporated Village will be maintained by the Town until the end of the Village year. In

exchange, the Town will not make any return on the highway tax to Old Brookville.

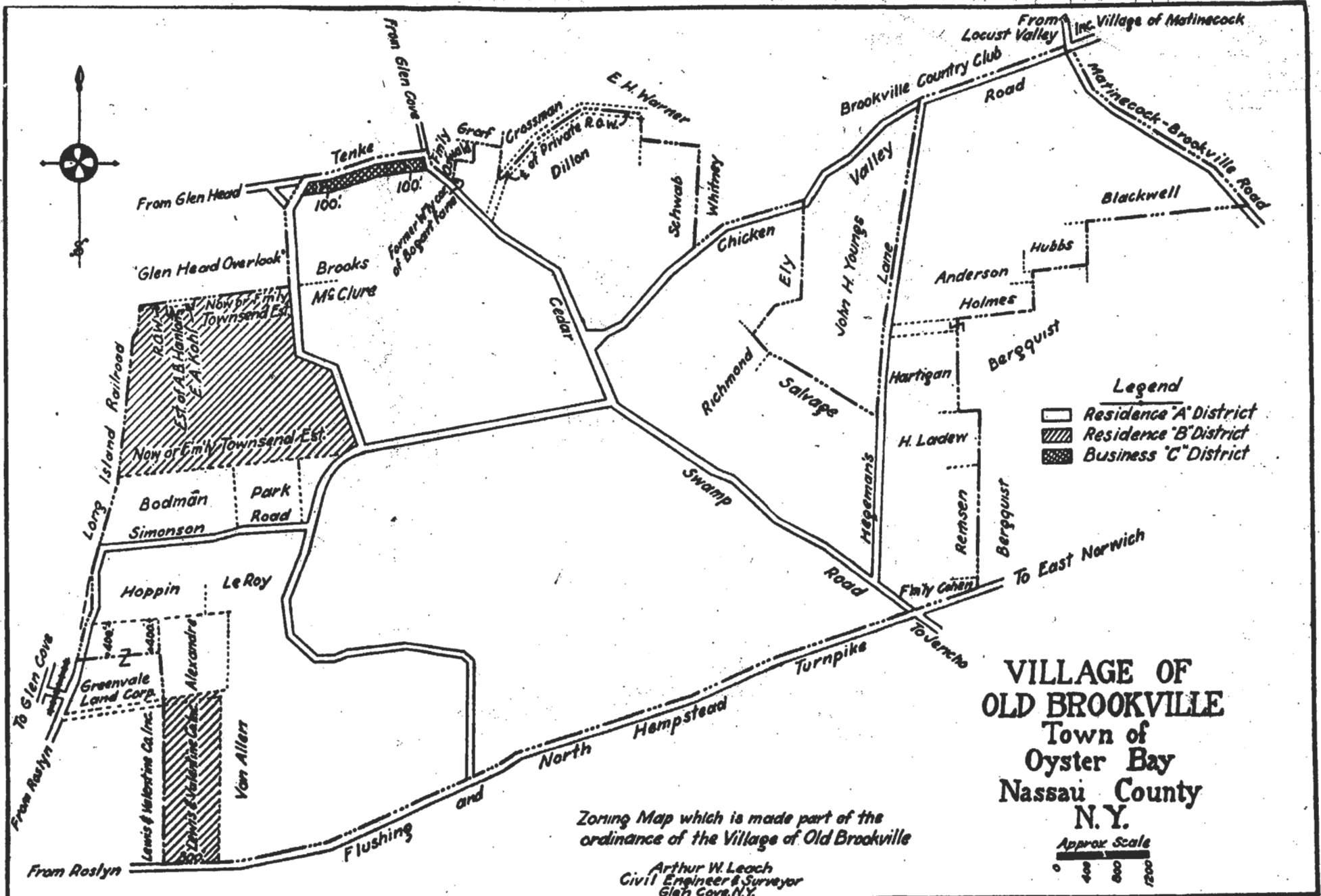
On April 25, 1930, the proposed zoning ordinance of the Village of Old Brookville was brought up for discussion at a public hearing. At the first hearing there were no protests. At the second hearing, held in the afternoon of the same day, there were two protests. The first was entered by Franklin A. Coles, acting for Stephen H. Townsend, and the second by Edgeworth Smith, a real estate man, acting for himself. When the two were unable to state just what substitute measures they would prefer, the proposed ordinance with the protests were sent to the Village Board. On May 6, 1930, the Village Board held another public hearing on this zoning ordinance and on May 17th, by unanimous vote, the zoning ordinance was enacted.

The Village had its first fight on its hands on May 29th, 1930. This was reported on the date in the local newspaper, the Glen Cove Record, as follows:

"What is seen in certain quarters in an attempt on the part of the estate owners to freeze out the owner of a gasoline station in Old Brookville was learned this week with the announcement that William Ketcham was being prosecuted as a disorderly person because he refused to pay what he considered as an exorbitant price for a filling station permit. Ketcham refused to pay \$100.00, hence the trouble. It is alleged that his attorney, William J. Deglin, City Attorney of Glen Cove, considers the Village ordinance illegal. 'I believe the Village of Old Brookville has no right to charge \$100.00 for a filling station permit,' Deglin announced, according to reports. 'Other municipalities charge no higher than \$25.00, I believe. It's simply an attempt on the part of those millionaires to freeze Ketcham out. They won't admit it, but that's what they want to do.'"

In February, 1941, the Village adopted its first building code, setting forth the type and square footage of buildings as well as the setbacks from roads and other boundary lines and how the buildings could be used. This also contained requirements for drainage and building of roads.

Old Brookville - 1930



Indian In Wolf Hollow

From a documentary history of the Dutch Congregation of Oyster Bay, Queen's County, Island of Nassau, by Henry O. Stoutenburgh, in the chapter entitled, "Succo's Wigwam", we find that,

"The Indians had a headquarters in Wolf (Wolver) Hollow and there had been much speculation as to just where it was located. In 1721, Jurian Haff bought land near Succo's wigwam, and when the church was built, it was located near the dwelling place of Jurian Haff. His house was at the foot of the hill near the residence of John Bogart. July 1, 1734, a number of citizens complained to the Town Committee that 'Josias Latting doth stop and hinder the creatures from having access to a spring located near Succo's Wigwam.'"

Any person at all familiar with Wolver Hollow will readily locate the spring as being near the school house and on the premises formerly owned by the late Garret Maybee. Among the papers of Judge Jacobus Heggeman was found an executed deed of the premises which is as follows:

Dated, 1811. John Peters of North Hempstead and Cornelius Van Cott of Oyster Bay, consideration \$2,812.50 to Nicholas Maybee of Oyster Bay, all that certain house buildings, and sundry lots of land lying in Oyster Bay being the property of Nicholas Van Cott deceased, late of Wolver Hollow, bounded on the west by the road and common that leads through Wolver Hollow, on the north by the road that leads

from Wolver to Norwich and by Johannes Kashous's land and on the road leading from Issac Remsen to Norwich, and on the south by the road from Barnt Snedickers barn to Issac Remsen, one other piece lying in Wolver Hollow between the highway and the spring. Bounded on the south by a lot of land lately belonging to Henry Monfort, on the west by the highway that leads through Wolver Hollow, east by the common of aforesaid. It being a triangular piece of land.

This "spring" had been a bone of contention for many years. A daughter of Garret Maybee (Mrs. W.H. Simonson) said that when she resided there the spade and the plow often revealed relics of Indian occupation. The present owner claims for the "spring" the possession of valuable medicinal qualities and he informed the writer that a short time since, while making an excavation between the hills, he dug out a number of Indian arrow heads and also a pestle which was used for grinding corn. What is more natural that Succo should locate his camp in this secluded valley near a spring whose waters never fail and surrounded by sheltering hills covered with a dense growth of cedar trees as many of them are to this day.

Perhaps the name of Succo's Wigwam had been attached to the place for many moons. Succo might have been the Indian's Washington or Lincoln. The Indian who entered into the real estate deal with the white people and sold his birthright for a mere trifle in 1685 was called Sukaneman, or, Rumsuck.

The last Indian wigwam was located near the old house of Johannus Simonson and its occupant was called "Quamec". Occasionally, in these days we find an Indian halfbreed. There was one once employed by Mr. Alfred Hoagland at Cedar Swamp.

June 4th, 1683, Caleb, John and Edmond Wright and their father and mother, Nicolas and Ann Wright, Josias Latting, Nathaniel and Robert Coles agreed to divide the land which they had received from the Indian, part of which was located in Wolver Hollow.

In 1738, the place was designated as the Hollow. In many of the town meetings, it was called Wolver. Wolver Hollow is a valley of about three miles in length. The road from the church running south and connecting at the upper end with Muttontown and a road running southwest and connecting with Wheatley. Going North from the church, the hills are higher and nearer to the highway. A short distance away was Succo's Wigwam. Continuing through the Hollow, we come to a crossroad (Chicken Valley) leading northeast to Billy Hewlitt's millpond and west to Cedar Swamp. This crossroad is about the limit of the Hollow. Going Further north, the valley terminates in Beaver Swamp. A little north of the Wigwam is another road leading out of the Hollow eastward to Poverty Hollow through Stony or Stormy Town. To the south of the springs, the road mentioned is from the barn of Barnt Sneiker and crossed the Hollow on the north side of the Dutch burying yard. Some traces are still left, the turnpike (Route 25A) from the south taking its place.

Growing and Enhancing

An old tradition says that on the farm owned by the late John B. Luyster, there was a pond located between the hills, to which, in the early times, the wolves used to come to drink. We may suppose the name to have been derived from that tradition. When the church was built (1730-1734), there was no name attached to any of the church records except the taking of the name of Brookville. The old names have been pretty well done away with; Wolver Hollow is now Upper Brookville, Lucum is Jericho, Cedar Swamp is in the Brookvilles, Muttontown is in Spring Hill. The refuge of the Old People has lost its seclusion and quietness and the 200 years that have passed have brought into the territory many changes in the objects and places they dearly loved.

During the latter part of the 19th Century, the land now

comprising the Village of Old Brookville was devoted to dairying and farming. One of the reasons for this was the Duryea Starch factory in Glen Cove. After the starch had been extracted from the corn, the residue made excellent cattle fodder and farmers came from as far away as Hicksville to buy it. Another occupation was the breeding of trolley car, brewery, and delivery horses for New York City. These horses were brought to Long Island to be broken and then shipped to New York either by train from Greenvale or by boat from Glen Cove, Sea Cliff, on Glenwood Landing. Even if they went by train, they had to be ferried across the East River from Long Island City to 34th Street. The fare by boat to New York City was \$1.00 from Glen Cove, Sea Cliff or Glenwood Landing. Townsend Bailey had as many as 200 of these horses at one

time. The Long Island Railroad, in the 1830's, ran only as far as Greenvale, but was later pushed on to Glen Head and finally to Oyster Bay.

In the old days, there was no Village of Glen Head and the post office was located where Alan Corey's place is, at the corner of Cedar Swamp Road and Chicken Valley Road. Mail was driven to Mineola.

When the Erie Canal was opened, the Long Island dairy herds were moved upstate to save freight charges on corn.

At one time there were huge woods of Chestnut trees in the Old Brookville area. These were cut for poles. At that time, there were only two lumber yards in Glen Cove. In the early 1900s the Pratt family trained trotting horses on the land now occupied by the Brookville Country Club.

Early Homes

Clarence Mackay built his house, "Harbor Hill," in 1905 near Bull's Head. Most of the work on the house was done by local farmers who were paid five or six dollars a day per man and team. Just prior to the building of the Mackay House, Mr. E.D. Morgan built on Wheatley Hills, and, in 1907, William G. Whitney built on Valentine's Lane. This is now owned by Dr. Stuart Gross. Mr. Whitney was master of Fox Hounds in Manhasset. Dan Lawrence, father-in-law of Harry Remsen, owned the E.F. Hutton place on Route 25A. The house of Cedar Swamp Road, now owned by Carl Coash, was the old Heggeman Homestead. It had a slave closet at one time. Opposite this house was the first Glen Head School, which had no water, but there was an excellent well across the road. On Herbert Dillon's place there was an Indian burial ground. Before the Post Brick Yard was established on the Glen Head Road, there were three ponds. What was Harold Underhill Simonson's house was once a canning factory, specializing largely in the canning of asparagus. William Henry Simonson, whose first wife was the great-aunt of Grandmother Youngs, built the present Bodman house in the late 1850's. He was a well-to-do man, who kept good horses and a man to look after them. Two families by the name of O'Toole and O'Neil lived at the foot of the hill leading up to the canning factory. At the time, Sea Cliff was a flourishing summer resort, people from New York City coming by boat and by the Long Island Railroad.

The old Montford place, on the farm now owned by Arthur Youngs consisted of 103 acres and was sold for \$6,500 in 1906. Arthur Youngs used to peddle corn in July and August and tells how difficult it was on muddy days to get the truck horses into the freight cars at the Glen Head loading platform. The farm wagons were put on flat cars to be taken to Long Island City with produce. There the horses were again hitched to the wagons and driven onto the ferry which took them to 34th Street, and from the ferry, they hauled the farm produce to the New York Market. At the time, the Ladews had a leather tanning factory in Glen Cove. The Ladews bought the Van Cott Homestead, now the Kilburn Farm on Heggeman's Lane, for \$6,500.

John Youngs said, "My great aunt Catherine Youngs Simonson (1859-1946) told me of the vestiges of Indians in this area and of Indian burials on the hill behind the present Oyster Bay Police headquarters".

The road from the canning factory, near which there was also a cider mill on what is now Harold Simonson's place, led down as far as the Long Island Lighting Company's plant at Glenwood Landing. There were ponds at Glenwood from which ice was cut in the winter to supply the Village of Sea Cliff.

Isaac Van Norstrand of Cedar Swamp, son of John Van



Norstrand and Phoebe Van Wicklen, was baptized on April 23rd, 1803, in Wolver Hollow. On January 28th, 1823, he married Jemime DeVoe of Manhasset. He was a blacksmith and worked in a shop opposite the famous oak on Cedar Swamp, which was near Luyster's store. Five of his sons served in the Civil War.

Rynwood, now the House of Banfi.

Developing

During the Depression, all land-owners were urged to find work on their places for those unemployed in the neighboring villages of Glen Head and Greenvale. With this in mind, Mayor Bodman, who was elected the Mayor of Old Brookville in 1934, approached the Long Island Lighting Company with the proposal that the Village would pay for the digging of trenches along the roadsides, if the Lighting Company would put their lines underground. The company refused to on account of technical difficulties. Had they agreed, it would have enhanced the beauty of the landscape and avoided the expense of repairing fallen and broken wires during the hurricanes which started in the Fall of 1938, and have continued since

Early Times

As late as 1909, Northern Boulevard, Route 25A, was a dirt road at Bull's Head (now Greenvale), with the Bull's Head Tavern on the northeast corner with a wooden sign hanging out over the road - a red bull's head on a white background. A resident reports driving a horse-hitched cart from the Brookville Road opposite the property occupied by the Nassau County Poor House, to stop at Lewis and Valentine's for a consultation on planting. There were very few cars and no traffic lights or sidewalks. Hitching posts were plentiful and life moved at a leisurely comfortable pace. It was natural to hitch up a horse and drive five or ten miles to lunch, knowing that there was a stall, blanket and a feed for one's horse while one enjoyed a meal with friends.

Trolley tracks ran through the main street of Glen Cove at this time, yet one could ride across country, or along the roads, without fear of your horse slipping on concrete or of having to turn back because of developments surrounded by wire fencing. Many were the four-in-hands and spider phaetons with their well-matched hackneys which were driven at all times of day both on the main roads and the back roads.

Physical Features

Topographically, the Village does not offer many extreme variations. Just east of Glen Cove Road, a slope which is quite gentle in its southerly part but which becomes steeper to the north of Cedar Swamp Road, rises about 60 feet from the level of the road to an elevation of about 160 feet. Eastward of the ridge of this slope variations in elevation do not exceed 40 feet throughout the remaining extent of the Village.

Entering the south west corner of the Village is a stream which flows under the North Hempstead Turnpike (Northern Boulevard) northward, feeding several small ponds in its course. This stream is a natural drainage way, and its flow at times can become quite heavy. More development in the area may increase the flow of storm water runoff it will have to carry. It has gouged out a deep channel which is protected by abutting property owners, including the Village Hall itself, as it flows through more developed parts of Old Brookville in the North. However, in its southerly portion, where it passes through undeveloped land in the Village, the stream bed is still being eroded during periods of heavy rain.

The Village of Old Brookville contains four zoning districts. Two are residential; one requiring two acres of land as a minimum lot size and comprising 93% of the Village area, the other requiring one acre minimum lot size and comprising 6% of the area. 1% is light industry.

Exclusive of newly planted vineyards, the traditional farm acreage has been reduced about 70 acres. Only Rottkamp (formerly from Elmont) and Youngs acreage remains.

Up until the early 1970s, there was only a small commercial zone of 12 acres, undeveloped except for the office of an in-

Zoning

It became evident early that pressure would increase for a change of zoning to permit light industry in some areas. This was accelerated when in 1953, the state condemned land along the Western borders of the Village for a six-lane highway running from Greenvale to Glen Cove. Protests were made by the Village and by individual landowners, with little effect, except that the road was finally moved fifty feet further West than was originally planned. This left Richard S. Emmet and Herbert L. Bodman with a strip of land between the Highway and the Long Island Railroad, still zoned for two acres, but not desirable for houses. It took from J. Frederick Bohmfolk a goodly portion of his driveway and valuable protective planting. The road ran within a few feet of the home of Cletus Keating, Jr., one of the oldest houses in the neighborhood, and caused other landowners nearer the boundary line of Glen Cove to have their homes moved from the middle of the highway to the western side.

Soon after the highway was completed in 1954, an instrument company appealed to the Village for a change of zoning on the land west of the highway, to permit light industry and allow the erection of a factory. In June of that year, a public hearing was held at the Green Vale School, attended by most of the residents of the Village as well as the officials of the instrument company, and the appeal was turned down. After the hearing was over, the president of the instrument company declared that the Village of Old Brookville was a place in which he would like to live, as its inhabitants were evidently

then.

Numerous problems of taking in and zoning new land took place in the following years. Mr. Lockwood bought two acres of land north of Hoaglan's Lane, along the east side of Cedar Swamp Road, erecting not only a house, but a greenhouse large enough to take care of a thousand orchids. He was asked to appear before the Board and show proof that he was not running a business in orchids. His answer was that both he and his wife were very fond of orchids and raised them for their own pleasure and not for profit. In spite of their efforts, the Board could find no evidence that the orchids were sold.

The landowners along Pound Hollow Road petitioned the

Van Wicklen's blacksmith shop, on the southeast corner of Northern Boulevard and Cedar Swamp Road was a favorite meeting place, where one could spend hours in the early morning, admiring friends' horses or waiting for axles to be greased.

In 1919, a resident was arrested for driving his Franklin car at thirty miles an hour from Cohen's Corner to Bull's Head. He went to Glen Cove to pay his fine of three dollars.

In 1922 the place was bought by William H. Howell, who added the East Wing, which is hung on to the center part of the house and has only a half-cellar underneath. One can notice the difference in workmanship immediately. No contractor in the early 1900's would have added two bathrooms, a large bedroom workshop, library and a 30'x25' living room, without lolly columns in the half cellar and good sills and foundations on the East, North, and South.

Mrs. Howell was Spanish and she put in the two handsome black Mexican marble mantelpieces - one in the living room and one in the dining room. It was in this living room that the first election and organization meeting of the Village of Old Brookville was held.

insurance firm and a gas station. An old ale house, now Sgt. Peppers' Pub on Cedar Swamp Road was an existing non-conforming use.

In January of 1970, the Board of Trustees considered an application by the A. V. R. Corporation to build a shopping plaza on the triangle of land west of the Glen Cove-Greenvale Highway, bounded on the north by Glen Head Road.

With recommendations that were made by the Planning Board, the Board of Trustees was successful in the development of this site in the least objectionable manner. Several years of work on the project involved major changes in the Village Zoning Ordinances, creating Business District 2. McCouns Lane, the access road, was widened to 50 feet by the developers. New off-street parking regulations were enacted and a sign ordinance passed.

Only a little over a third of the land is fully developed under current zoning for residential use. An almost equal amount of land is vacant, in farm use, or forms the undeveloped portions of large estates. Of this, by far the largest amount, over 600 acres, is still actively farmed.

About 10% of the Village is occupied by two golf clubs, the Classic Golf and Tennis Club and the Brookville Country Club. In all, almost half of the Village is still open space, as defined in the following pages.

Two educational institutions are located in the Village along Route 25A; the Green Vale School, a long established primary and secondary school which occupies a campus-like site, and the New York Chiropractic College which operates a conference center, classroom building on a former estate, and, in 1979, began construction on a modern laboratory facility, also along Route 25A. A small nature preserve located along the

determined to maintain the present character of the countryside.

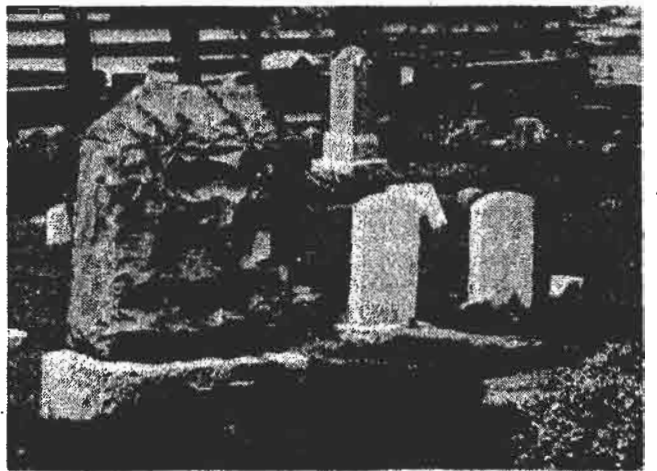
Post's Brick Yard, which was across the Glen Head Road from the Village of Old Brookville, had for some years dug clay for their bricks from the clay pits on the Village land there abutting the land of William C. Breed. Mr. Breed objected to these operations as both noisy and unsightly, and the Village Board discussed the matter with Francis Gaynor, head of the Post Brick Yard. Since the clay deposit was nearly exhausted, Mr. Gaynor agreed to close his brick yard in 1941 and generously gave the land on which it stood to the American Legion for a clubhouse and a park for the benefit of the residents of Glen Head.

On June 2, 1952, Mr. Alfred H. Daschuk made an application to the Village Board of Appeals to remove the existing gas station at Cohen's Corners, the northeast corner of Northern Boulevard and Cedar Swamp Road and build a new and larger service station to be run by the Gulf Oil Corporation. On October 22, 1952, a public hearing on the subject was held by the Board of Appeals. On April 20, 1953, an executive meeting of the Board of Appeals was held to consider the facts in the matter of the Gulf Oil Station. On a resolution to deny the permit, George A. Anderson, Waldo Hutchins, Jr., Philip Brady and Mr. Herman voted "aye".

On November 15, 1954, a public hearing was held on the petition of the Gulf Oil Corporation for a variance to permit the replacement of the existing gas station with a larger and

Village to be taken in, and, the road having been put in good condition and according to Village specifications, this was done. Brookville Lane, running north from Chicken Valley Road to Frost Pond Road, was also admitted.

At the same time, Mr. Alfred Lewis planned a development along Brookville Lane near the Pound Hollow Junction. There were many arguments about the roads in this development, Mr. Lewis claiming that a turn around at the end of his road was sufficient, and the Village refusing to allow a dead-end because of the difficulty in turning fire engines and other vehicles around. The development was finally admitted.



One of Old Brookville's old cemeteries, East Hillside. Known as the Hessian cemetery, it is on Cedar Swamp road.

stream mentioned, has been dedicated to the North Shore Bird and Game Sanctuary in the name of Louis Crawford Clark. This is now the Nature Conservancy land near Dr. Gross's farm, "Rosewish" on Valentine's Lane.

The Village of Old Brookville is encircled by an arterial system consisting of Frost Pond Road on the North, the North Hempstead Turnpike, Route 25A, on the South, Piping Rock Road on the East, and Glen Cove Road on the West. Cedar Swamp Road, New York State Route 107, carries north-south traffic through the village. Collector roads feeding this arterial system are Chicken Valley Road, Hegemans Lane, Hoaglands Lane, Valentines Lane, and Brookville Lane. Small local streets and private right-of-ways offer access from abutting properties to this collector system.

It has been the aim of the Village to keep traffic travelling around it rather than through it. For the most part, it has been successful. However, Cedar Swamp Road has developed into an important bypass for traffic travelling from Hicksville on the Long Island Expressway northwest to Glen Cove. This road was not designed or intended to carry heavy volumes of traffic and as vehicle counts have increased rapidly over the past few years, its inadequacy to perform a function for which it was never intended has been made apparent by the large number of accidents which occur along its route. Consequently, proposals to widen and straighten the road, and thereby increase its capacity, have been put forth by County and State agencies. Such a step would undoubtedly encourage an even further increased traffic flow through the Village. As congestion increases, some vehicles will seek alternative bypasses, such as Valentine Lane and Hoaglands Lane, with the risk that a demand to alter other rural scenic roads could develop.

more modern one on the premises, which constitutes a non-conforming use. On December 21, 1954, at a special meeting of the Board of Appeals, the petition of the Gulf Oil Corporation was denied.

The Gulf Oil Corporation petitioned before the Supreme Court of Nassau County on February 9, 1955, for an order to show cause. The Village appointed Judge Huntington and Attorney Lester Chase to represent it at the hearing before Judge Barron L. Hill, which was held on November 10, 1955. Many residents of the village wrote letters to the Board of Trustees and the Mayor asking that the Gulf Oil Corporation be prevented from erecting a larger gas station at Cohen's Corners on the ground that if a larger service station were allowed, the pressure for rezoning the land abutting on Northern Boulevard, both on the North and South side, would be increased.

On April 4, 1956, Judge Hill granted the petition of the Gulf Oil Corporation and the Zoning Board of Appeals was ordered to grant the petitioner's application upon the conditions enumerated. These were that there should be no advertising signs other than one Gulf Oil Corporation sign, no small colored flags, no illumination after 10:00 P.M. and the total wattage of all lights to be limited to 4,900.

On the advice of the law firm of Cullen and Dykeman, the Village decided that further litigation in the Gulf Oil case should not be undertaken and the Zoning Board of Appeals granted the petition pending the signing of contracts.

Police

Until 1949, Old Brookville and neighboring villages depended on Nassau County for Police protection. In 1948 the five villages now covered by the Old Brookville Police Department paid the County a little less than 11 cents per \$100 of assessed valuation for District Police service. The service was 7 men at \$3,500 per year, each.

It was therefore not the cost, but the lack of adequate protection that inspired Mayor Shields of Old Brookville to push through Albany a new law permitting one Village in Nassau County to establish a Police Department and contract its services out to neighboring villages.

A committee was formed including the Mayors of Matinecock, Upper Brookville, Brookville, and Muttontown and Old Brookville established its Department, with Mr. Skidmore, a retired County Police Chief, to organize it, and with Mr. Gordon Hurley as Chief of Police.

The Village of Old Brookville, having originated this idea of

a five village united Police Force, was put in charge of the administration, and the cost was divided among the five villages in proportion to their assessed valuations. The new combined Police Force proved efficient and the cost was considerably reduced as compared to previous costs for police protection.

The Village of Upper Brookville provides, for \$1,00 per year, the centrally located ground on the Northeast corner of Northern Boulevard and Wolver Hollow Road on which a Headquarters building was constructed. The previous location on the south side of Northern Boulevard being quite inadequate.

In December, 1956, Mr. Charles M. Capobianco was appointed the Chief of Police.

Until the passage of the Taylor Law, the Department was operated by Old Brookville guided by an Advisory Committee with a member representing each of the other four Villages.

The new law, which substantially strengthened the position of public employees led the four contracting Villages to desire a greater voice in the over all supervision and cost of the Department.

In 1968, a new Five-Village Contract provided for a Board of Police Commissioners to be appointed by the Village of Old Brookville, one member being designated by each of the participating Villages, with the Chairmanship rotating annually. This Board is the policy making body, is responsible for the budget and has continued to function through several contract renewals up until the time of this writing, 1979.

The first Police Blotter, dated October 15, 1949, is included in the following pages. Note the mention of Mayor Shields, Police Commissioner Hurley and the members of the original Police Force, including the current Chief of Police, Charles M. Capobianco.

Village Hall

As the years transpired, more and more room was required to conduct Village affairs. For some time the Board had considered the advisability of acquiring a Village Hall. Arthur Youngs and Theodore Bodman were asked to look into the matter. At a meeting in June 1956, they reported that a building on Hegeman's Lane, which had years ago been a cabbage barn and had since then been made into apartments, one on the south end, one on the north end with a large room in the center being the original barn entrance, had been found. After considerable discussion and inspection of the building by the Board, it was voted that the Village pay to Mr. Acerra,

the owner, \$75.00 monthly rent for the apartment at the south end of the building. He was to repair the roof, heating system and plumbing. The Village was to paint, decorate, and furnish the room. A Deputy Clerk was appointed with office hours at the hall from 9:00 A.M. to 12:00 Noon, Mondays through Fridays.

With the growth of the Village, more space was required to conduct Village business. As a result, and for economic reasons, the Village Hall on McCouns Lane was erected and dedicated in June 1963. The building was made possible by funds contributed by community residents on land donated by

Mr. Alastair B. Martin. A meeting room in the hall was dedicated at the same time in memory of the Carl Watson family, three of whom had tragically died in a fire the previous winter.

At the time of the dedication, all the Village Officials were present and the occasion was further marked by the presence of Congressman Steven Derounian, Oyster Bay Supervisor Thomas Pynchon, State Senator Henry Curran and John J. Burns, Commissioner of the New York State Office for Local Government.

Lanes and Roads in Village 1930

The Village map of May 1930 shows that there were four Village roads in existence; i.e., Valentines Lane, McCouns Lane, Simonson Road and Hoaglands Lane. These were, in truth, paved bridle paths. Cedar Swamp Road (NYS Route 107) bisected the area and two county roads, Chicken Valley

and Hegemans Lane, formed a semiperimeter.

Village Policy in 1930. reflects deliberate minimum of maintenance of interior roads in order to discourage through traffic and to protect the esthetic quality of the countryside.

Historically, it is of interest to note that Cedar Swamp Road

was the approximate battle line between the Dutch and British forces in the Revolutionary War. The family names to the west and east of this road bear this out. Some families with the same name (Luyster, VanWicklen) exist to this day.

Private Roads

Plaka Court

From Cedar Swamp East to Cedar Brook Golf Club (Formerly Dillon)

In August 1978, a count of traffic signs on Village Roads totalled 107 in number for the approximately 20 miles of roadway.

Of passing interest is the remark of the supplier of a length of 44" underground pipe on Pound Hollow Road in 1977, "These pipes are guaranteed for 500 years."

Nassau County Roads

Chicken Valley Road

Hegeman's Lane

New York State Roads

Cedar Swamp Road - Route 107

Glen Cove/Greenvale Highway - Route 904

Village Road Inventory 1981

Acorn Court
Brookville Lane
Canterbury Lane
Copperfield Lane
Dolly Cam Lane
East View Lane
Edson Lane
Foxboro Lane
Hill House Lane
Hoaglands Lane
Jaegger Drive
Linden Lane
(Formerly owned by W.G. Holloway)
Longridge Lane
Maria Lane
McCouns Lane
Meadowridge Lane
Michaels Lane
Oak Lane
Pheasant Hill Lane
Pine Ridge Road
Pink Woods Lane
Pound Hollow Road
Pound Hollow Court
Robin Court
Simonson Road
Simonson Court
Stone Gate Lane
Valentines Lane
Wishing Well Lane
Wood Hollow Lane
Woodland Lane
Woodland Road
Wren Court

Old Brookville Summary of Existing Land Use

Land Use	Approximate Area in Acres	% Of Village Area
Residential Development	979	38.7
Vacant and Undeveloped*	965	38.1
Public and Institutional		
Village Hall	6	0.2
Cemetery	5	0.3
Lewis Crawford Clark Sanctuary	6	0.3
New York Chiropractic Institute	142	5.6
Green Vale School	38	1.5
Private Recreation		
Classic Country Club	145	5.7
Brookville Country Club	102	4.0
Commercial	7	0.1
Roads	147	5.8
	2,642	

*Including farms and undeveloped portions of estates. Source: Measurement of North Shore Area Existing Land Use Map, prepared by Frederick P. Clark Associates, based upon land use surveys conducted by the Nassau-Suffolk Regional Planning Board in 1966 and updated by field inspection in 1970-71.

Generally speaking, the houses along Cedar Swamp Road (Route 107) are the oldest in the Village dating from about

1690. They were Dutch farmhouses originally and have been added to over the years. All the way from the Milleridge Inn in Hicksville to Villa Prima in Glen Cove are relics of the Pre-Revolutionary War and Post War building (Miller, Bottomly, Simonson, Coash, Duke, Peterkin and Keating specifically in the Village).

A list of the 77 taxpayers of the Village in 1935 was recently reviewed. In 1978, (only) 14 direct descendants of those on the list owned property and were residents.

Land Acquired by the Village

September 1973 - Condemnation of Emmet Triangle on Simonson Road extension across from LILCO station and bonded by Route 904 to the east.

June 1977 - Deeding of Triangle Southwest corner Route 904 and McCouns Lane from LILCO. This action involving about 3 acres of land was obtained in a trade off for the use of a power line pole on Hoaglands Lane and did not cost anything.

September 1977 - 1/3 acre on Cedar Swamp Road from Skipper Land Development.

Village Meetings

Board of Trustees - Every third Monday of the Month.
Planning Board - As needed.
Village Court - 2nd Wednesday of the month.
Zoning Appeals - As needed.
Police Committee - 3rd Thursday of the month.



The first Old Brookville Police station which formerly had been used by the Second Precinct, Nassau County Police.

Proposed Old Brookville Landmarks

1. The Rushmore Purchase (Keating House). c.1667.
2. Glen Hill (Peterkin Residence). 1786.
3. East Hill Side Cemetery 1728 - Incorporated 1740.
4. Christmas Tree, Cedar Swamp Road. 1624.
5. The Hopkins House.
6. Adrian Hegeman's House (Coash Residence). c.1700.
7. Old School House.
8. Peterson Barn. c.1730.
9. The Corey House.
10. The Underhill House.

Rushmore House (Now Keating) Cedar Swamp Road The Oldest House In The Village

In 1677 a large tract of land called Musketo Cove, now Glen Cove, and land running south to Jericho Turnpike, the southern part of which was called Cedar Swamp, was purchased from the Matinecock Indians by Joseph Carpenter, Nathaniel & Robert Coles, and Nickolas Simpkins.

The Rushmores bought forty-six acres of this land in Cedar Swamp and built the house about 1690. Sometime later, the Downing family bought it and it remained in the possession of their descendants through inter-marriages with Kirks, Hopkins, Boyds and Thornes. An old deed stated that in 1779 John & Amelia Kirk sold the house to Thomas Hopkins, and it was witnessed by Jacob Seaman. Following the Hopkins, the Boyds and Thornes lived in the house. The Keatings purchased it from the Misses Thorne in 1926.

In 1926 it was in a very run down condition. It was renovated and dormer windows were added, with another addition beyond the kitchen, to make it livable. Water, electricity, bathrooms and heating were installed.

The chimneys had to be rebuilt and it was then that a Revolutionary musket, a three cornered hat and part of a uniform were found, hidden in a chimney. Later, while insulating the house, a child's homespun coat and a copy book were found under the eaves in the attic.

The Kirks were living in the house at the time of the Revolution. There is a story that they hid some gold coins in the swill bucket when the British came.

Pound Hollow Road was so named because the neighboring farmers brought their horses and impounded them there in the woods to keep the British from taking them. This road runs along the property at the far end, away from the house.

The picture of the house in 1910 is a photograph of a painting done by Mr. Herbert Pratt of Setauket. He was taken to the house by his parents as a small boy, and painted the picture some forty years later from memory. It looked just like that in 1926.

The picture of the house, as of today, shows the changes made by adding the dormers and the addition beyond the kitchen.

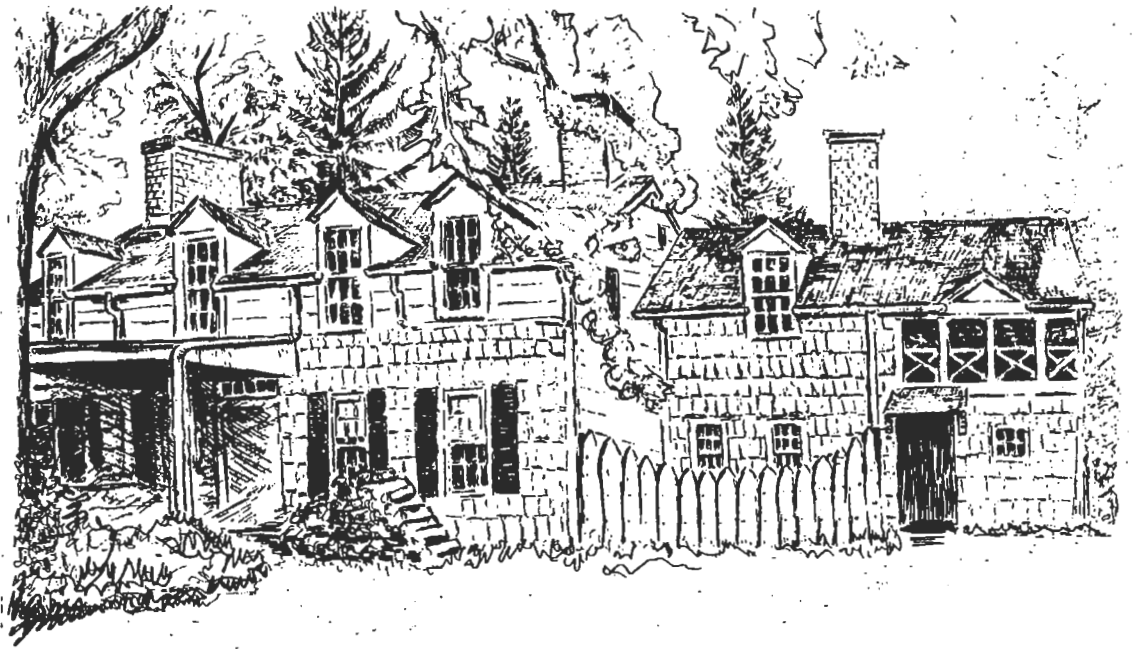
The original handmade shingles and handmade nails are still on the house.

The interior shows two distinct periods. The earliest, now the dining room, is paneled in plain wide boards and shows the hand hewn beams in the ceiling. The doors have handmade hinges and latches.

The living room, library and stair hall were added sometime later. The ceilings are higher, the paneling more elegant. The still handmade hinges and door locks are of a later date.

The stair rail and spindles are all made by hand.

Near the house there was a spring with a hand pump over it. Water was piped into the house to a small room which had a stone floor where the milk was stored. This was done to keep the milk cool so the cream would rise, to be made into butter.



Above, the Rushmore house

Bottomly House Cedar Swamp Road

This house, located on a 6/7 acre parcel, is noted for the installation in the cellar of a series of trap doors - used originally as an underground "railway" for slaves.

Youngs Farm

Sarah Van Cott Youngs	1893-1913
John H. Youngs	1891-1933
Arthur V. Youngs	1896-1978
John H. Youngs	1921-
JoHana Youngs Gooth	1948-
Beagan J. Y. Gooth	1978-

All in residence in the farmstead on Hegeman's Lane.

John H. Youngs has found over three thousand Indian artifacts and other relics including many early coins - some prior to United States mintage are larger copper with the date 1776. This is certainly an indication of a sizeable population of native Americans in this area.

Youngs Farm was bought in 1891 for \$6,500.00 by Sarah Van Cott Youngs for John H. Youngs.

Below, the Bottomly house.



Bodman House Simonson Road

As an example of the times, in 1927, Mr. and Mrs. Herbert L. Bodman bought what had been the Simonson Farm, having admired the house with its four white pillars standing on a hilltop, and plainly visible from Northern Boulevard. When they first saw this house, in 1919, it had a narrow dirt road running in front of it. The land to the south had been bought some years before by the Valley Land Company, a group of New York business men, in order to prevent the State from erecting an insane asylum.

It is believed that the house was started before 1860, as the carpenters are reported to have left to go to the Civil War. As proof, an old lithograph of Zachary Taylor leading a charge in the war with Mexico was found under the eaves in 1948.

In 1895, Louis Stoddard, a noted polo player bought the place, using the fields to train his ponies and adding the west wing to the house for his trainers. He also built the farmer's cottage, the present garage which was then used as a carriage house and tack room, and the cow stable which connects with it plus the horse stalls beyond. That portion of the accessory buildings are as well built as the west wing of the main house.

Rynwood House of Banfi (Mariani) Cedar Swamp Road

This English Cotswold was built in 1927 and, while not of historic value, is mentioned because of its exceptional architectural beauty and scope.

Owned and built by Irish born Sir Samuel A. Salvage and his wife (nee) Katharine Hoppin Richmond*, it was designed by Roger Harrington Bullard and received wide acclaim in the media when the house was completed.

Many social events were held there over the years, the highlight of which was Empire Day late in 1927 when the British Ambassador to the U.S. and many other national and local dignitaries attended the garden party.

Constructed of Indiana limestone, the Elizabethan Manor style was a triumph. Each room on the main floor of the low-lying rambling structure has a view of the courtyard or terraced garden with access to the garden by way of imported English doors decorated with Scottish motifs. It had leaded windows, oak panelling, and arched doorways.

Many of the fireplaces and stained glass medallions were also imported from England and English Oak is used throughout the interior. In the lower and upper halls, hand cut timbers decorate the ceiling.

The gardens were designed originally by Ellen Shipman and were known internationally for their award winning plantings.

In 1946, the estate was sold to Mrs. Margaret Emerson (mother of Alfred Vanderbilt) who lived there intermittently until 1960. For the amusement of her guests, she built an English croquet-croakie-patch on the southeast lawn.

In 1960, the estate was sold to F.W.I. Lundy of Lundy's Restaurant in Sheepshead Bay, Brooklyn. It became one of the 70 properties which he owned.

* A former Trustee of the Village - 1938 to 1942.

Former Village Officials

MAYORS

William Lawrence Bottomley (1930-1934)
 Herbert L. Bodman (1934-1938)
 Henry B. Thompson, Jr. (1938-1942)
 William H. Shields (1942-1957)
 Arthur V. Youngs - Acting Mayor (1942-1960)
 Milo J. Sutliff (1957-1964)
 Louis A. Ruckgaber (1964-1984)
 Henry B. Holmes - Deputy Mayor (1966-1984)
 Henry B. Holmes (1984-1985)
 S. Reed Anthony - 1985
 William G. Curran - Deputy Mayor 1985

TRUSTEES

Darragh A. Park (January - December, 1930)
 Herbert L. Bodman (1930-1934)
 William W. Hoppin (1930)
 Townsend F. Bailey (1930)
 George M. Moffat (1930-1933)
 Louis J. De Milhau (1933-1934)
 Henry B. Thompson (1933-1938)
 Katharine R. Salvage (1938-1942)
 James H. Van Alen (1938)
 P. Erskine Wood (1940)
 Clarkson Potter (1940)
 Walbridge Taft (1941-1950)
 Arthur V. Youngs (1941)
 Theodora D. Bodman (1942)
 Louis A. Ruckgaber (1942-1964)
 Robert C. Hattersley (1949-1950)
 John C. Newsome (1950-1967)
 Henry B. Holmes (1958-1984)
 S. Reed Anthony (1961-1985)
 Henry G. Hay (1965-1968)
 Richard K. Webel (1967-1978)
 R. Brewster Jennings (1968-1969)
 William G. Curran, Jr. (1969-)
 Spencer Kellogg II (1978-)
 C. Edward Brennan (1985-)
 J. Douglas Fairchild (1985-)

PLANNING BOARD (Established 1959)

John C. Newsome (1955)
 Arthur V. Youngs (1955)
 Kenneth Herman (1955)
 Charles W. Gleason (1955-1969)
 Janet D. Webel (1955)
 Walter A. Heesch (1961-1970)
 David S. Taylor (1967-1982)
 William G. Curran, Jr. (1967-)
 James O. Boisi (1969-1983)
 Richard K. Webel (1967-)
 George D. Smith (1970-)
 Virginia C. Clarkson (1982-1985)
 Brewster T. Gillies (1983-1985)
 George M. Wheatley, Jr. (1985-)
 Nancy Taylor (1985-)

ZONING BOARD OF APPEALS

Ralph Peters (1954-1956)
 Philip Brady (1954)
 Richard S. Emmet (1954-1970)
 George A. Anderson (1954)
 Waldo Hutchins, Jr. (1954-)
 Kenneth Herman (1954-1970)
 Carl H. Watson (1956-1962)
 Dudley H. Mills (1958-1962)
 B. Brewster Jennings (1962-1968)
 James T. Baldwin (1962-1975)
 Royall Victor, Jr. (1968-1980)
 Virginia C. Clarkson (1970-1982)
 John C. Newsome (1970-1983)
 John Youngs (1976-)
 C. Payson Coleman (1980-1982)
 James O. Boisi (1983-)
 William Everdell (1983-)
 J. Wright Rumbough, Jr. (1983-)
 Edward Brennan, Jr. (1983-1985)
 Brewster T. Gillies (1985-)

POLICE COMMISSIONERS

James A. Moffatt
 Robert Hattersley (1942-1943)
 Jeremiah Clark (1943-1960)
 Henry G. Hay (1960-1965)
 John G. Peterkin (1965)
 Henry B. Holmes (1965-1985)
 George D. Smith (1985-)

CHIEF OF POLICE

Gordon Hurley (1949-1956)
 Charles M. Capobianco (1965-)

POLICE JUSTICE

Herbert L. Bodman
 Louis J. DeMilhau
 Eugene Flanagan
 A.J. Powers (1964-1976)
 William Spane (1976-1984)
 John M. Case, Jr. (1984-)
ACTING POLICE JUSTICE
 Charles H. Seifert (1964-1976)
 Michael Marcantonio (1976-1978)
 Brendon P. Carmody (1978-1981)
 Frank Puglisi (1981-)

VILLAGE CLERK

Harold J. Simonson (1929-1956)
 Henry B. Holmes (1956-1957)
 Victoire D. Otto (1958-1974)
 Eloise W. Pecheur (1974-1977)
 Leslie A. Pecheur (1977-)

VILLAGE ATTORNEY

William T. McCoun (1929)
 Theodore V. Sommers
 Dorothy M. Fordyce (1954-1978)
 Lester H. Chase (1978-)

VILLAGE TREASURER

Alastair B. Martin (-1967)
 Spencer Kellogg II (1967-1978)
 George Murnane, Jr. (1978-1980)
 George D. Smith (1980-)

ROAD COMMISSIONERS

Harry M. Remsen (1930)
 Milo J. Sutliff (1945-1957)
 S. Reed Anthony (1957-1963)
 Richard K. Webel (1963-1967)
 George D. Smith (1967-1975)
 S. Reed Anthony (1975-1982)
 Brewster Gilles (1982-1983)
 Spencer Kellogg (1985-)

BUILDING INSPECTOR

Richard K. Webel (1966-1967)
 George D. Smith (1968-1970)
 Alfred Shaknis (1970-1978)
 Matthew L. Moed (1978-)

REGISTRAR OF VITAL STATISTICS

Charles Ransom (1929)
 Walter O'Keefe (1967)
 Ann R. Ocker

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 A. James DeBrvin (1981-)
 Richard K. Webel (1981-)
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COMMITTEE OF ETHICS

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 S. Reed Anthony (1975-1985)
 Carol A. Bobley (1985-)

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 Royall Victor, Jr. (1968-1980)
 Virginia C. Clarkson (1970-1983)

John C. Newsome (1970-1983)
 Philip Brady (1953-1954)
 John Youngs (1976-)
 C. Payson Coleman (1980-1982)
 William Everdell, III (1983-)
 James O. Boisi - V/C 1983
 J. Wright Rumbough, Jr. (1983-)
 Dr. C. Edward Brennan, Jr. (1983-)

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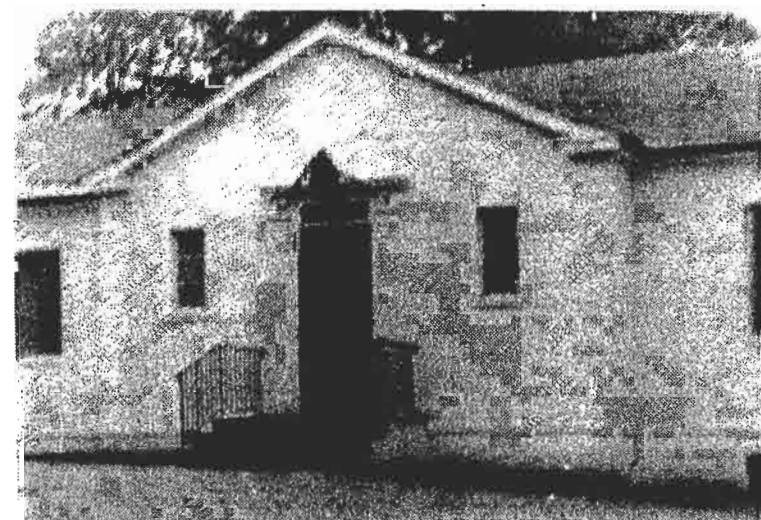
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 Richard K. Webel (1981-1984)
COMMITTEE OF ETHICS
 Mrs. E.M. Maxwell

Also served by:

Glenwood Hook & Ladder
 Jericho and Sea Cliff Water Districts
 Long Island Lighting Company



The Old Brookville police station as it looked when first built across street from the original headquarters.

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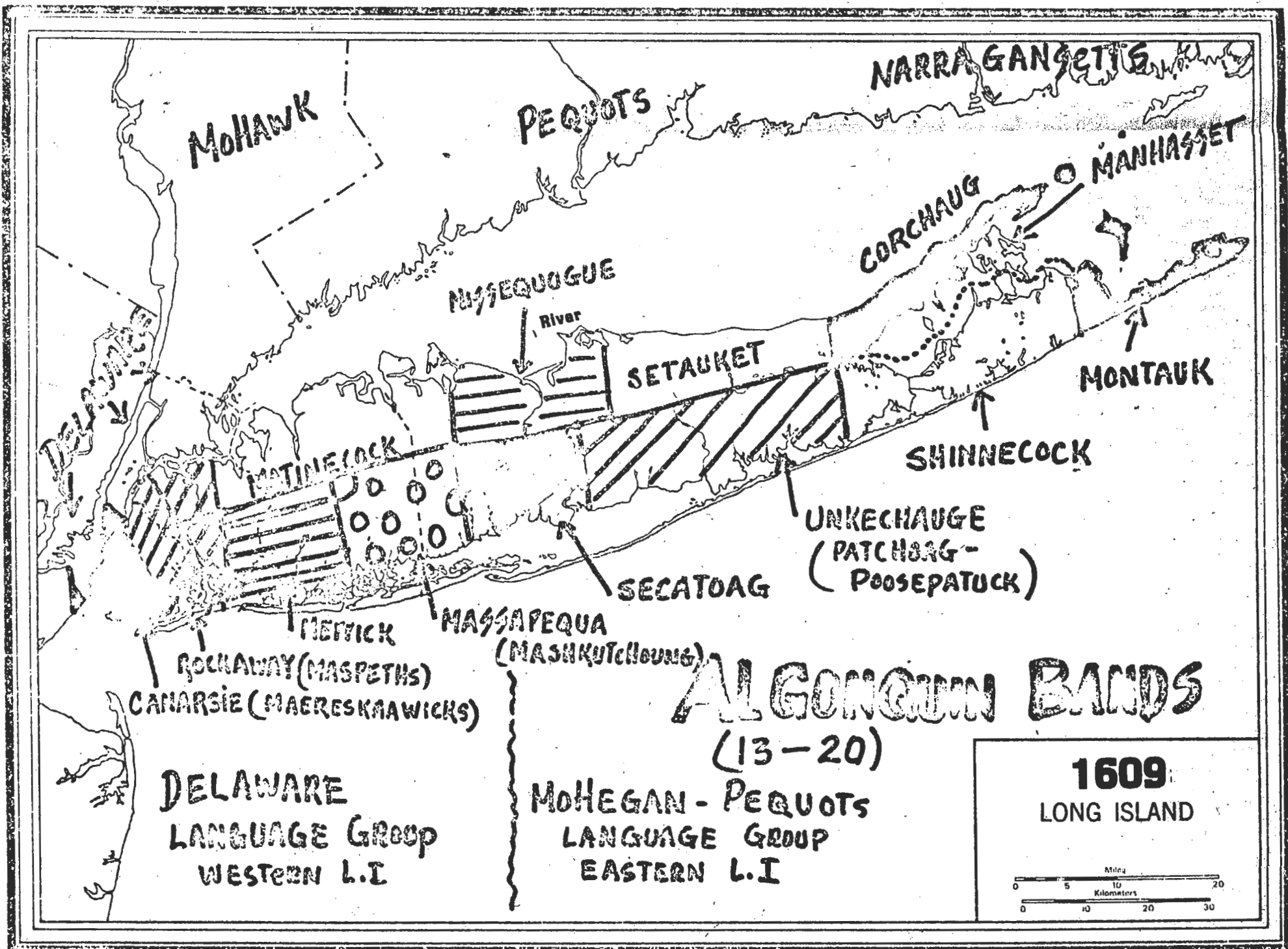
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GENERAL

Old records in the County Clerk's Building, Mineola. Queens County records (Oyster Bay was in Queens County) Cedar Swamp Road was the line between Dutch & British-1650. N.Y. Side - Dutch (Luysters, etc.)

Long Island Indians



This map shows the 13 Indian tribes of Long Island and those across the sound and nearby.