

**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.)**

<b><u>STATION:</u></b>	<b><u>BRANCH:</u></b>	<b><u>DATA:</u></b>
A & P	CENTRAL EXT.	1 <sup>ST</sup> 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 <sup>ND</sup> 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. 1<sup>ST</sup> 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  
2<sup>ND</sup> 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.  
2<sup>ND</sup> 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.  
2<sup>ND</sup> 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 2<sup>ND</sup> DEPOT: 1910.  
2<sup>ND</sup> 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 66<sup>TH</sup> 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 60<sup>TH</sup> ST.) R.R. WAS ORDERED BY COURT TO RESUME SERVICE TO GASTON AVE. GASTON AVE. DEPOT REBUILT 1911-12 ON NEW SITE BETWEEN BEACH 67<sup>TH</sup> AND BEACH 69<sup>TH</sup> 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 60<sup>TH</sup> 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 RE-  
NAMED IN ETT #1, PER G.O.  
#104, EFF. 3/8/2010.

ATLANTICVILLE

SAG HARBOR

BUILT JUNE/JULY, 1875 AT LEWIS ROAD (*per Vincent Seyfried*). STATION APPEARS IN THE SEPTEMBER TIMETABLE. STATION INDICATED AS TELEGRAPH OFFICE AND POST OFFICE. STATION STOP APPEARS IN AVAILABLE PUBLIC TIMETABLES THRU 1881. AN 03/18/1882 ARTICLE IN "*THE SIGNAL*," A BABYLON WEEKLY THAT PUBLISHED A SATURDAY COLUMN CALLED "*GOSSIP ON THE RAILS*", STATED THE LIRR IS TO ABANDON THE STATION ALONG WITH THAT OF WATER MILLS DUE TO INSUFFICIENT BUSINESS. STATION NOT LISTED IN TIMETABLE OF 1883. POST OFFICE RENAMED "EAST QUOGUE" IN APRIL, 1891 (*per Art Hunkeler*)

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 STA-  
TION 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 GAR-  
DEN CITY, DURING WWI. RENAMED  
"MITCHEL FIELD" 7/16/1918.  
NAME CHANGE OFFICIALLY AP-  
PROVED: APRIL/1919.)

BABYLON

MAIN LINE

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

BABYLON

S. S. R. R.  
(MONTAUK)

S. SIDE R.R. BEGAN SVC: 10/28/67  
DEPOT OPENED.  
2<sup>ND</sup> DEPOT OPENED: 7/2/1881,  
RAZED: 1963 WITH GRADE CROS-  
SING ELIMINATION. TEMPORARY STA-  
TION FACILITIES RELOCATED TO SHOE-  
FLY SOUTH OF FORMER LOCATION AC-  
COUNT GRADE CROSSING ELIMINATION  
PROJECT PER G.O. #931, EFF: 04/06/63.  
3<sup>RD</sup> AND ELEVATED DEPOT AND TRACKS

RELOCATED ON ELEVATION ACCOUNT  
 COMPLETION OF GRADE CROSSING  
 ELIMINATION PROJECT PER G.O.  
 #1112, EFF: 09/09/64. TEMPORARY  
 DEPOT RAZED.

BAITING HOLLOW	MAIN LINE	SEE: "CALVERTON"
BALDWIN	S. S. R. R. (MONTAUK)	<p>S. SIDE R.R. SVC. BEGAN: 10/28/1867          AS "BALDWINSVILLE" UNTIL 1875.          DEPOT BUILT: 2/1868. PER TIME-          TABLE LISTINGS, RENAMED "BALD-          WINS" 1875-1892. DEPOT REMOD-          ELED: 5/1881. RENAMED "MILL-          BURN" 1892-1897. AGAIN RENAMED          "BALDWINS" 1897-1900. FINALLY          RENAMED "BALDWIN" 1900. DEPOT          RAZED: 1917.</p> <p>2<sup>ND</sup> DEPOT OPENED: 12/28/1917. RAZED          WITH GRADE ELIMINATION SHORTLY          AFTER 3<sup>RD</sup> AND ELEVATED STRUC-          TURE OPENED. <i>(photo provenance)</i></p> <p>TEMPORARY STATION FACILITIES AND          TRACK RELOCATED TO SHOE-FLY 60'          S. OF FORMER LOCATION ACCOUNT          GRADE CROSSING ELIMINATION PROJ-          ECT PER G.O. #306 EFF: 08/14/56.          THE TEMPORARY TRACKS RAN          THROUGH THE PARKING LOT AT THE          REAR OF THE OLD DEPOT WHILE          THE OLD DEPOT REMAINED IN SVC.</p> <p>3<sup>RD</sup> AND ELEVATED DEPOT AND TRACKS          RELOCATED 60' NORTH OF TEMPOR-          ARY LOCATION. CONVERTED FROM          SIDE PLATFORMS TO ISLAND PLAT-          FORM AND PLACED IN SERVICE          ON 10/2/57 PER G.O. #407</p>
BALDWINS	MONTAUK	(SEE: "BALDWIN")
BALDWINSVILLE	S. S. R. R.	S. SIDE R. R. (SEE: "BALDWIN")
BARNUM ISLAND	LONG BEACH	<p>IN SERVICE c. 1897. RENAMED          JEKYL ISLAND: JAN, 1901. AGAIN          RENAMED ISLAND PARK: 10/1921          SERVED AS TEMPORARY STATION</p>



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 WINTER 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 PROVIDE STAGECOACH SERVICE TO BELLPORT ON THE SOUTH SHORE, IT PROBABLY NO LONGER SERVED ANY PURPOSE AFTER 1881-82 AND THEREFORE WAS SLATED FOR ABANDONMENT.
BARTLETT (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. ( <i>Art Huneke data</i> ). CLOSED: 12/31/28 ( <i>Robt. Emery data</i> ).
BASE BALL GROUNDS	EVERGREEN	GRAUER'S RIDGEWOOD PARK (BETWEEN SCHAEFFER & HALSEY STS. 1885-1886 PERIOD ( <i>Art Huneke data and <a href="http://www.covehurst.net/ddyte/brooklyn/ridgewood.html">http://www.covehurst.net/ddyte/brooklyn/ridgewood.html</a></i> ).

BAYPORT	S. S. R. R. (MONTAUK)	S. SIDE R.R. DEPOT BUILT: 3/1869, RAZED: 1903 2 <sup>ND</sup> DEPOT OPENED: 8/10/1903. NO AGENCY AS OF 01/01/55. RAZED: 5/64. REPLACED WITH METAL SHEL- TER SHED. DISCONTINUED AS STA- TION STOP PER G.O. #207, EFF: 9/6/80.
BAY RIDGE	BAY RIDGE	TERMINAL OPENED: 1870s. 1 <sup>ST</sup> DEPOT BUILT: 6/1877. RAZED BY FIRE: 12/14/1882. 2 <sup>ND</sup> 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 <sup>ND</sup> DEPOT BUILT: 1882, RAZED: 1912 3 <sup>RD</sup> 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 <sup>ND</sup> DEPOT BUILT: 1886, RAZED: 1924 3 <sup>RD</sup> DEPOT BUILT: 1924. TEMPORARY TRACKS RELOCATED TO SHOO-FLY SOUTH OF ORIGINAL LOCATION: 6/18/29 DUE TO GRADE CROS- SING ELIMINATION. TRACKS DEPRESSED AND HIGH LEV- EL PLATFORMS IN SVC: 9/25/29 (WESTBOUND) AND 12/5/29 (EAST- BOUND) AT 1924 DEPOT BUILDING.
BAYVILLE	OYSTER BAY	APPEARS ON TIMETABLE EFF: 10/1/1889. 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. (*per 11/3/1892 edition of "Brooklyn Daily Eagle" and John Hammond*). "BAYVILLE SIDING" REMAINED IN PLACE AND WAS IN USE AT MILL NECK FOR MANY YEARS AFTER (*per Art Huneke*).

BEAVER STREET	PRESENT DAY ATLANTIC BR.	SEE "JAMAICA"
BEACH CHANNEL	ROCK. BCH.	OPENED: ? N. OF BEACH CHANNEL BRIDGE. 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	ORIGINALLY NAMED "BRUSHVILLE." OPENED: 3/20/1900 AS "INTERSTATE PARK." RENAMED "BELLAIRE" IN 1907. 2 <sup>ND</sup> 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 (*per N.Y. Times article of 06/18/72*). RAZED: 19?

BELLEROSE

MAIN LINE

OPENED: 1898  
2<sup>ND</sup> DEPOT BUILT: SUMMER/1909,  
OUT OF SVC: 12/12-15/60  
TEMPORARY STA. FACILITIES RE-  
LOCATED TO SHOO-FLY SOUTH OF  
FORMER LOCATION: 12/15/60.  
ELEVATED, SINGLE ISLAND PLATFORM  
IN SVC: 11/8/62 AGENCY STILL  
NOTED IN "LONG ISLAND RAIL ROAD  
TICKET OFFICE HOURS" LISTING OF  
5/20/74 AS PART TIME. AGENCY  
CLOSED: 12/10/96.

BELLMORE

S. S. R. R.  
(MONTAUK)

S. SIDE R.R. DEPOT BUILT: 10/1869  
2<sup>ND</sup> DEPOT BUILT: 1886 (*Robt. Emery  
map data*) OR ORIGINAL DEPOT RE-  
MODELED (?). DEPOT AGAIN RE-  
MODELED POST-1925 (*photo prov-  
enance*) 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.  
TEMPORARY STATION AND TRACKS RE-  
LOCATED TO SHOE-FLY 63' SOUTH  
OF FORMER LOCATION PER G.O.  
#619 EFF: 12/04/70 ACCOUNT  
GRADE ELIMINATION PROJECT.  
STATION FACILITIES RELOCATED ON  
ELEVATION 63' NORTH OF FORMER  
LOCATION AND CONVERTED FROM  
TWO HIGH-LEVEL OUTSIDE 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 BELLPORT VILLAGE ON SOUTH SHORE. NOT LISTED IN TIMETABLE OF 05/01/1848 OR OF EARLY 1852. FIRST (?) LISTED IN TIMETABLE OF 10/01/1852. DEPOT BUILT: ? REMAINED IN SERVICE UNTIL LIRR EXTENDED FORMER SOUTH SIDE R.R. TRACKAGE BETWEEN PATCHOGUE AND THEIR SAG HARBOR BRANCH AT THE NEWLY-CREATED EASTPORT JCT IN 1881. STATION STOP CREATED FOR THE COMMUNITY OF BELLPORT ON THAT EXTENSION IN 1881 AND BELLPORT STATION ON MAIN LINE RENAMED "BARTLETT" PER WINTER TIMETABLE OF 1881-1882. STATION STOP DISCONTINUED BY TIMETABLE OF 1894, MOST PROBABLY EARLIER, AS THE STATION STOP NO LONGER SERVED A PURPOSE.

BELLPORT

MONTAUK

STATION STOP IN SERVICE WITH LIRR'S EXTENSION OF THE FORMER SOUTH SIDE R.R. TRACKAGE BETWEEN PATCHOGUE AND THEIR SAG HARBOR BRANCH AT THE NEWLY-CREATED EASTPORT JCT IN 1881. LISTED IN WINTER TIMETABLE OF 1881-1882. REPLACED THE STATION STOP OF THAT SAME NAME ON THE MAIN LINE THAT PROVIDED STAGE COACH SERVICE TO THE SOUTH SHORE COMMUNITY. DEPOT BUILDING BUILT: SUMMER/1882. AGENCY CLOSED: 1/1959, RAZED: 5/64. REPLACED WITH METAL SHELTER SHED. STATION STOP SCHEDULED TO BE DISCONTINUED ALONG WITH OTHERS IN 1998 BUT VOCAL OPPOSITION CAUSED LIRR TO ALTER THEIR DECISION (*David M. Morrison*)

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

BELMONT	S.S.R.R.	WEST OF BABYLON. APPEARS ON TIMETABLE OF JULY 5, 1875. (SAME AS BELMONT JCT???)
BELMONT JCT.	CRR OF LI CROSSING OF S.S.R.R.	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 RAIL ROAD 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. ( <i>per Art Huneke</i> ). JUNCTION OF CENTRAL BRANCH

WITH MONTAUK (BABYLON) BRANCH  
ELEVATED WITH BABYLON GRADE  
CROSSING ELIMINATION PROJECT:  
1964. JUNCTION STILL IN OPERA-  
TION.

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. 2<sup>ND</sup> DEPOT BUILT: 1957 N. OF HEMP- STEAD 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., MOR- RIS PARK, AT THE CROSSING OF THE SOUTH SIDE RAIL ROAD AND THE BROOKLYN CENTRAL &amp; 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: ? NORTH OF THE JCT. ON THE OLD "BETHPAGE BRANCH" NEAR THE OLD "BETH- PAGE 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. DISCONTIN- UED THEREAFTER. BRANCH LATER DESIGNATED AS "SIDING" (G.O. OF 5/24/1909)</p>

BETHPAGE	MAIN LINE	<p>BUILT: 1884 AS "CENTRAL PARK", (SEE: "CENTRAL PARK" FOR EARLIER HISTORY) RENAMED BETHPAGE: 10/1/36. RAZED WITH OPENING OF NEW DEPOT. GROUND-BREAKING BEGAN 07/02/1957 (<i>Per LIRR P.R. Dept. bulletin.</i>)</p> <p>2<sup>ND</sup> DEPOT GROUNDBREAKING: 07/03/57. DEDICATED: 10/12/57 (<i>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</i>)</p> <p>HIGH-LEVEL PLATFORMS INSTALLED c. 1986-87 DURING RONKONKOMA ELECTRIFICATION PROJECT.</p> <p>AGENCY CLOSED: 8/19/2009.</p> <p>DEPOT BUILDING USED FOR STORAGE (<i>Dave Morrison data re-garding groundbreaking, dedication, closing of agency and storage usage</i>)</p>
BETHPAGE JCT.	CRR OF LI (CENTRAL EXT.)	<p>CENTRAL RAILROAD OF L.I. DEPOT FIRST APPEARS ON TIMETABLE OF 6/1873. APPEARS ON 1876 FREIGHT REPORT. LOCATED AT WEST SIDE OF JUNCTION. <u>USED BY BOTH CRR AND LIRR TRAINS TO AFFORD CONNECTIONS TO RIDERS</u> (<i>Per Art Huneke</i>). ABANDONED: 10/1/1877 (<i>Per Vincent Seyfried</i>). STILL APPEARS ON 1897 TIMETABLES WITH MINIMAL SERVICE. (???)</p>
BLUEPOINT	S. S. R. R. (MONTAUK)	<p>S. SIDE R.R. DEPOT OPENED: 2/1/1870, N. SIDE OF TRACKS AND WEST OF RAILROAD AVE. (LATER BLUE POINT AVE.) (<i>per 1873 map</i>). CLOSED: 6/1/1882 AS LIRR DEEMED IT UNNECESSARY BEING TOO CLOSE TO PATCHOGUE STATION. TOWNSPEOPLE FOUGHT FOR A STATION AND IN 4/1890, DEPOSITED \$1,000 WITH THE LIRR FOR</p>



A NEW STATION WHICH WASN'T BUILT UNTIL TEN YEARS LATER WHEN IT OPENED IN JUNE, 1900.

2<sup>ND</sup> DEPOT OPENED: JUNE, 1900, AGENCY 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 DEMOLISHED.

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 HEMPSTEAD. STATION DOES NOT APPEAR ON TIMETABLES OF 1838. DEPOT PROBABLY OPENED IN JULY 1839 WITH OPENING OF LIRR BRANCH TO HEMPSTEAD. DEPOT NAMED "BRANCH" AS A RESULT. LATER NAMED "HEMPSTEAD BRANCH." RENAMED "MINEOLA" ON TT OF JUNE 4, 1862. (SEE: "MINEOLA" FOR LATER DATA.)

BRENTWOOD      MAIN LINE

BUILT: 1870, BURNED: 4/1903  
2<sup>ND</sup> 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<sup>RD</sup> 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.  
*(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 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" ( <i>Bayles, 1874</i> ). THIS 2 <sup>ND</sup> STRUCTURE BECAME FIRE HOUSE. ORIGINAL 1867 DEPOT REMAINED IN SERVICE ON ITS ORIGINAL SITE. STATION NAME CHANGED TO "LINDENHURST": 7/14/1891. (SEE: "LINDENHURST")
BRIDGEHAMPTON	MONTAUK	OPENED: 6/1870, BURNED: 7/6/1884 2 <sup>ND</sup> 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 <sup>ND</sup> 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 NOVEM- BER, 1910 LIST THE NEW STA- TION 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 NOVEM-

BER, 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 PLAT-  
 FORMS 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 OPEN-  
 ING 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". DISCONTIN-  
 UED 10/19/1871 WITH OPENING OF  
 "INGLEWOOD" STATION ONE MILE  
 EAST AT CREED AVE.-SPRINGFIELD  
 AVE. PER ETT #3, EFF: 6/1897, CER-  
 TAIN 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. (*Art  
 Huneke data*)

CALVERTON	MAIN LINE	DEPOT BUILT: 1880 AS "BAITING HOLLOW", CLOSED AND MOVED TO PRIVATE LOCATION: 1922 2 <sup>ND</sup> DEPOT BUILT FURTHER EAST: 1922. AGENCY CLOSED: 1958 AND MOVED TO PRIVATE LOCATION. REPLACED WITH METAL SHELTER SHED. STATION STOP LAST LISTED IN ETT #4, EFF: 5/85 BUT WITH NO TRAINS STOPPING. NO LONGER LISTED IN PTT EFF: 5/16/86.
CAMP BLACK	CENTRAL EXT.	2 ½ MILES EAST OF GARDEN CITY. IN SERVICE: 5/3/1898 FOR THE SPANISH-AMERICAN WAR. WOODEN SHELTER CONSTRUCTED. RENAMED "CAMP MILLS" DURING WWI. (SEE: "CAMP MILLS").
CAMP MILLS	CENTRAL EXT.	2 ½ MILES EAST OF GARDEN CITY. IN SERVICE: 5/3/1898 AS "CAMP BLACK." RENAMED "CAMP MILLS" DURING WWI. CLINTON ROAD STATION SERVICED TICKET SALES FOR THE CAMP. THE EASTERN SIDE OF THE CAMP WAS KNOWN AS "AVIATION FIELD NO. 2". ALL RENAMED "MITCHEL FIELD" 7/16/1918. NAME CHANGE OFFICIALLY APPROVED: APRIL/1919.)
CAMP UPTON	MAIN LINE	IN SERVICE: 1917, EAST OF YAPHANK AT UPTON JCT. REPLACED BY NEW STATION APPROX. 2 MILES WEST NAMED "UPTON ROAD" EFF. 05/28/18 PER G.N. .87
CAMP UPTON (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, TARPAPERED DEPOT BUILT TRACKSIDE, DIAGONALLY ACROSS FROM, AND REPLACING, THE FORMER

DEPOT. TERMINAL STATION KNOWN AS "CAMP UPTON" EFF. 05/28/18 PER G.N. #87. CLOSED WITH END OF LIRR SVC. TO THE CAMP: 4/1922  
(Thos. R. Bayles data)

CAMP UPTON	UPTON SPUR OFF MAIN LINE	OPENED ON THE CAMP GROUNDS: c. 1942. NO INDICATION OF A TICKET OFFICE / DEPOT BLDG. TROOPS WERE LOADED AND OFF-LOADED ON THE MAIN LINE AT THE SITE OF THE FORMER WWI-ERA UPTON ROAD STATION, AT THE UPTON ROAD OVERPASS. (Robt. Emery Map Data) LIRR SVC. TO THE CAMP ENDED: c. 1946 (?)
CANAL STREET (E. OF JAMAICA)	ATLANTIC ATLANTIC RT	ORIGINALLY ON TIMETABLE OF 1853. REMOVED: ?. 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 OPENING OF LIRR TO HICKSVILLE. APPEARS ON TT OF 6/17/1837. REMOVED AS STATION STOP FROM TIMETABLE OF 1859. 2 <sup>ND</sup> STATION OPENED WITH ONLY WOODEN SHELTER SHEDS ON WESTBOUND AND EASTBOUND PLATFORMS. (NO AGENCY). PLATFORMS EXTENDED OVER 1890 CHERRY LANE BRIDGE. IN SVC. BETWEEN MAY AND OCT./1923 PER ETT #99, EFF. 10/9/1923. REMOVED: LATE 1952 . 3 <sup>RD</sup> STATION OPENED 400' EAST OF FORMER LOCATION WITH HIGH-LEVEL PLATFORMS, CONCRETE 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 STATION 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 REMODELED: 5/1888. RENAMED "CEDARHURST" \_\_?\_\_  
2<sup>ND</sup> 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 <sub>?</sub> . NO AGENCY AS OF 01/01/1924. OUT OF SVC: 1/28/59. DISCONTINUED AS STATION STOP. RAZED: 2/59 WITH GRADE ELIMINA- TION.
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 RE- OPENED 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 TERM- INAL 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 TICK- ET OFFICE. RAZED: 8/58 2 <sup>ND</sup> DEPOT BUILT: 1958. AGENCY CLOSED: ? DEPOT CLOSED: 1987 3 <sup>RD</sup> 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 <sup>ND</sup> PLATFORM OPENED AT EAST SIDE OF CARLETON AVE.: c. 1930s, OUT OF SERVICE: 1953 3 <sup>RD</sup> PLATFORM OPENED BACK AT LOWELL AVE.: 1953. DISCONT- INUED 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. STA- TION IN SVC: ? LOCATED AT NORTHWEST QUADRANT OF THE STEWART AVE. (EX-CENTRAL PARK AVE.) CROSSING OF THE CRR R.O.W., ¾ MILE GEOGRAPH- ICALLY SOUTH OF LIRR’S JERU- SALEM/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.

2<sup>ND</sup> 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 "CENTER  
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 STATION 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 COURTHOUSE LANE) JUST EAST OF THE PRESENT-DAY MERILLON AVENUE STATION FOR THE CONVENIENCE OF THOSE ATTENDING THE COURTHOUSE. STOPS MADE ONLY WHILE COURT WAS IN SESSION OR BOARD OF SUPERVISORS MET. LAST LISTED ON TT OF JUNE, 1845. PER ETT #3, EFF: 6/1897, CERTAIN TRAINS MADE A STATION STOP.
CLUB HOUSE	S. S. R. R.	S. SIDE R.R. DEPOT. WEST OF OAKDALE. BUILT: 1869 TO SERVICE SOUTH SIDE SPORTSMEN'S ASSN. (LOCATED BETWEEN TODAY'S PRESENT M.P.45 AND M.P.46 AT BAYARD CUTTING ARBORETUM), CLOSED: 7/17/1884. <i>(Closing date per Geo. L. Weeks, Jr. in his book <u>Isle of Shells</u>)</i>
CLUB HOUSE	LONG BEACH	APPEARS AS SIGNAL STOP IN TIMETABLE 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> ) RE- NAMED "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 <sup>ND</sup> DEPOT BUILT: 1948. AGENCY CLOSED: 12/10/96.
COLLEGE POINT	FLUSHING R.R. NY & FLUSHING FLUSHING & N. SIDE (WHITESTONE)	OPENED: 8/14/1869, CLOSED: 2/19/32 WITH LINE ABANDON- MENT, RAZED: 9/19/34
CONEY ISLAND	PROSPECT 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 REMOVED FROM SITE: 10/25/68.

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

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

CORONA  
(FASHION RACE  
COURSE)

FLUSHING R.R.  
NY & FLUSHING  
FLUSHING & N. SIDE  
(PORT WASH.)

BUILT: 3/1853 AS FASHION RACE COURSE. RENAMED W. FLUSHING. RENAMED CORONA.  
2<sup>ND</sup> DEPOT BUILT: SEPT-OCT/1872, BURNED: 12/9/1880  
NO DATA FROM 1880 FIRE TO 1890.  
*(Archival provenance of freight bill issued at Corona in 1888.)*

WHITE LINE DEPOT MOVED TO SITE: 1890, RAZED: 9/1894

4<sup>TH</sup> DEPOT BUILT: 9/1894, RAZED: 1930 ACCOUNT GRADE CROSSING ELIMINATION.

TEMPORARY STATION SOUTH OF FORMER LOCATION IN SVC: 5/8/30.

ELEVATED STRUCTURE NORTH OF FORMER LOCATION IN SVC: 10/13/30 (WESTWARD) AND 10/17/30 (EASTWARD). AGENCY CLOSED BY 01/01/55. FREIGHT AGENCY ONLY PER PRR A.D. 80 DISCONTINUED AS STATION STOP: 4/8/64

COUNTRY LIFE PRESS    HEMPSTEAD

BUILT ADJACENT TO AND SOUTH OF THE 1911 OVERPASS OVER CHESTNUT ST. FIRST APPEARS ON EMP-

LOYEE TIMETABLE EFF: 5/25/13  
TO SERVICE EMPLOYEES OF DOUB-  
LEDAY, PAGE & CO. (PUBLISHERS).  
STATION NAMED AFTER THEIR  
MAGAZINE: "COUNTRY LIFE."  
WOODEN PLATFORM AND AGENCY  
IN SVC: 7/8/17. AGENCY STILL IN  
SVC. AS OF 01/01/1924. AGENCY  
CLOSED: BY 1940.

CREEDMOOR

CRR OF LI  
L.I.R.R.

OPENED: 1/8/1873, TO SERVICE THE  
RECENTLY-FORMED (1871) NATIONAL  
RIFLE ASSN.'S (NRA) NEWLY OPENED  
NATIONAL RIFLE RANGE BUILT, IN  
CONJUNCTION WITH N.Y. STATE LEG-  
ISLATURE AND THE N.R.A., ON 70  
ACRES OF LAND ACQUIRED FROM A  
MR. CREED. 1<sup>ST</sup> INTERNATIONAL  
MATCH HELD AT RANGE: 1874.  
BRANCH AND PASSENGER SERVICE  
ABANDONED BY CRR OF LI:  
4/30/1879. USED BY LIRR UNTIL  
1881 TO CONTINUE TO SERVICE THE  
RIFLE RANGE VIA LIRR'S MAIN LINE  
AND "CREEDMOOR CUT-OFF" WEST  
OF HINSDALE (LATER FLORAL PARK)  
STATION. DEPOT REMOVED: \_\_\_?  
RIFLE RANGE RELOCATED TO NJ  
IN 1891 AND LAND REVERTED TO  
STATE OF NY IN 1907. STATE  
HOSPITAL BUILT ON SITE: 1912.

CUTCHOGUE

MAIN LINE

APPEARS ON TIMETABLE OF 6/14/1845.  
2<sup>ND</sup> DEPOT BUILT: 8/1875  
3<sup>RD</sup> DEPOT BUILT: 1887, REMOD-  
ELED: 1944, AGENCY CLOSED:  
1958, RAZED 6/62. REPLACED  
WITH METAL SHELTER SHED.  
DISCONTINUED AS STATION STOP:  
02/02/85 (*Jim Gillin Data*). 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.



		<p>RAZED: 1914 ACCOUNT GRADE CROSSING ELIMINATION.</p> <p>2<sup>ND</sup> ELEVATED STATION (PLATFORM ONLY) IN SVC: 1914. DISCONTINUED: 1924 WITH END OF PASSENGER SERVICE. REMNANTS STILL VISIBLE AS LATE AS 1982.</p>
CYPRESS AVENUE	ATLANTIC RT	<p>RAPID TRANSIT STOP EAST OF EAST NEW YORK, BKLYN. PER ETT #11, EFF. 11/4/1878</p>
CYPRESS HILLS	ATLANTIC R.T.	<p>WEST OF RAILROAD AVE. (AUTUMN AVE.) OUT OF SVC. ___(?)</p>
DEER PARK	MAIN LINE	<p>1<sup>ST</sup> DEPOT OPENED: 03/12/1842 WITH OPENING OF LIRR TO THAT POINT. STAGECOACH SERVICE TO BABYLON.</p> <p>2<sup>ND</sup> 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>).</p> <p>3<sup>RD</sup>, ELEVATED DEPOT OPENED: 12/17/36. AGENCY CLOSED: <u>?</u> DEPOT CLOSED: 1987</p> <p>4<sup>TH</sup> DEPOT RELOCATED FURTHER EAST OF FORMER LOCATION WITH HI-LEVEL PLATFORMS IN SVC: 9/14/87</p>
DeKALB AVENUE	EVERGREEN	<p>OPENED: 7/14/1878. CHANGED TO RIDGEWOOD: 6/1882. CLOSED WITH END OF PSGR. SVC: 1894.</p>
DeLANCY AVENUE (QUEENS)	MAIN LINE	<p>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</p>

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 <sup>ND</sup> 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 SPE- CIAL INSTRUCTIONS (PREVIOUS- LY "AMERICAN GRASS TWINE WORKS," "PRAIRIE GRASS FURN- ITURE CO. WORKS," "PRAIRIE GRASS WORKS")
DUNTON	ATLANTIC MONTAUK	OPENED: ? S. OF THE TRACKS AND WEST OF VAN WYCK AVE. ON AT- LANTIC 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. CLOSED: 1910. BLDG. USED TO HOUSE ELECTRICIANS. 2 <sup>ND</sup> , 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
EAST FLUSHING	NY & FLUSHING	STATION OPENED 10/27/1866. LOCAT- ED S. OF BROADWAY AND N. OF TRACKS. RENAMED "BROADWAY" BY TIMETABLE OF MAY/1872 (SEE: "BROADWAY")

EAST HAMPTON	MONTAUK	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.
EAST HINSDALE	MAIN LINE	SEE: "FLORAL PARK"
EAST MEADOW BROOK	CENTRAL EXT.	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 LIST- ING OF STOPS. DISCONTINUED AS STOP: <u>?</u> .
EAST MORICHES	MONTAUK	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 SUR- VIVING FREIGHT HOUSE ( <i>per local          newspaper article of 9/24/36 dis-          cussing the fire's destruction.</i> ) 2 <sup>ND</sup> SMALLER, BRICK DEPOT BUILT: 1936 ( <i>Robt. Emery data</i> ). DEPOT BLDG. CLOSED AND DISCONTIN- UED AS STATION STOP: 10/6/58. SOLD TO PRIVATE OWNER. DEPOT STILL STANDING ON SITE AS PRI- VATE 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. DEPOT REPLACED IN 1906 (SEE: "3<sup>RD</sup> DEPOT" MENTIONED BELOW. OLD HOTEL/DEPOT BLDG. RAZED: 01/1913 (*per Brooklyn Times Union*) DUE TO BAY RIDGE/MANHATTAN BEACH BRANCH GRADE ELIMINATION PROJECT AND CONSTRUCTION OF EAST NEW YORK TUNNELS.

3<sup>RD</sup> DEPOT BUILDING BUILT IN 1906 ON A DIAGONAL IN SW QUADRANT OF THE TWO BRANCHES CROSSING, AND PARALLELING CURVED TRACKS ACCESSING THE MANHATTAN BEACH/BAY RIDGE BRANCH TRACKS AT GRADE. (*Robt. Emery data*). CONNECTION REMOVED DUE TO START OF MANHATTAN BEACH/BAY RIDGE GRADE ELIMINATION PROJECT. DEPOT BUILDING ENLARGED SOMETIME IN 1920S (?) HIGH-LEVEL PLATFORMS INSTALLED: 04/30/1920 (*George Chiasson data*). RAZED: 1941 WITH ATLANTIC AVE. GRADE ELIMINATION PROJECT (1941-1943).

4<sup>TH</sup> 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.

2<sup>ND</sup> 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.  
RAZED: 01/1913 (*per Brooklyn Times  
Union*) DUE TO BAY RIDGE/MAN-  
HATTAN BEACH BRANCH GRADE  
ELIMINATION PROJECT AND CON-  
STRUCTION OF EAST NEW YORK  
TUNNELS. STATION STOP SERVED  
BY NEW FULTON ST. STATION PLAT-  
FORM INSIDE AND OUTSIDE OF  
NEW TUNNEL. (SEE "FULTON  
STREET" AND "EAST NEW YORK/AT-  
LANTIC BRANCH" FOR CONTINUATION  
OF HISTORY.)

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.

2<sup>ND</sup>, 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. 1<sup>ST</sup> 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.  
3<sup>RD</sup> 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 FORMER LOCATION: 8/9/40. EASTWARD 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 SIGNAL 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. (*Geo. G. Ayling first-hand data*). BURNED: 1920 (*Robt. Emery data*)

ELDERT'S GROVE	S.S.R.R. (FAR ROCK)	HAMMELS - OPENED: 07/04/1872 AT LATTER-DAY SITE OF HAMMEL'S STATION (BEACH 84 <sup>TH</sup> ST.) TO SERVE PATRONS OF THE ELDERT'S HOUSE (HOTEL). (SOUTHERN DIVISION IN 07/15/1878 BOOK OF RULES). ABANDONED WHEN CONNECTION MADE BETWEEN FAR ROCKAWAY BRANCH AND ROCKAWAY BEACH BRANCH IN 1887.
ELMHURST (NEWTOWN)	FLUSHING R.R. NY & FLUSHING FLUSHING & N. SIDE (PORT WASH.)	OPENED: 1855, AS "NEWTOWN." RAZED: 1888. 2 <sup>ND</sup> DEPOT OPENED: DEC/1888, NAME CHANGED TO ELMHURST: JUNE, 1897. HIGH PLATFORMS CONSTRUCTED: 1912, RAZED: 1927 3 <sup>RD</sup> , 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 <sup>ST</sup> 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 NOV., 2022 (per MTA Construction & Development: 09/04/2020 and MTA's "A Modern L.I." of 11/20/2020)

FANNY BARTLETT	MONTAUK	SEE: "BARTLETT"
FARMINGDALE	CRR OF LI (CENTRAL)	CRR OF LI (SEE: "SOUTH FARMINGDALE")
FARMINGDALE	MAIN LINE	1 <sup>ST</sup> DEPOT IN SVC. WITH OPENING OF LIRR TO THIS POINT: 10/14/1841. LOCATED ON EAST SIDE OF MAIN ST. RAZED: 1875. 2 <sup>ND</sup> DEPOT BUILT: 7/1875, RAZED: 1895. 3 <sup>RD</sup> 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 2 <sup>ND</sup> DEPOT: 1881 2 <sup>ND</sup> DEPOT MOVED TO SITE FROM OCEAN POINT (CEDARHURST), REMODELED AND OPENED: 10/1/1881 ( <i>Vincent Seyfried data. Brand new depot constructed per LIRR 1881 annual report, Art Hunke data</i> ), SOLD AND MOVED TO PRIVATE LOCATION: 10/1890 3 <sup>RD</sup> DEPOT OPENED: 7/15/1890.



DEPOT BLDG AT GRADE CONTINUED TO BE USED IN CONJUNCTION WITH NEW ELEVATED PLATFORMS AND TRACKS PUT IN SVC: 4/10/42. LIRR THRU-SERVICE TERMINATED HERE: 10/3/55 WHEN TRACKAGE WEST OF MOTT AVE. TO ROCKAWAY PARK TRANSFERRED TO TA OWNERSHIP. BECAME TERMINUS OF FAR ROCKAWAY BRANCH. DISCONTINUED AS STATION STOP: 2/21/58 WHEN SERVICE WAS CUT BACK TO NAMEOKE AVE. ELEVATED TRACKS PLATFORMS AND OLD DEPOT RAZED SHORTLY THEREAFTER.

FAR ROCKAWAY (NAMEOKE AVE.)	FAR ROCK.	IN SERVICE: 2/21/58. AGENCY CLOSED: 11/7/96. DEPOT RAZED: ON OR ABOUT 09/13/2020.
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 MILLE- VILLE STATION (LATER YAPHANK). GONE FROM THE JUNE, 1845 TIMETABLE.
FLATBUSH AVE.	ATLANTIC	OLD DEPOT OPENED: ___(?) RENO-

VATED: JULY-AUG/ 1878, RENO-  
VATED AGAIN: 6/1880, REBUILT:  
1893.

2<sup>ND</sup> DEPOT BUILT ON THE SITE OF  
THE 13<sup>TH</sup> 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 UN-  
DERGROUND. 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 NUM-  
BERED SOUTH TO NORTH RENUM-  
BERED NORTH TO SOUTH: 7/1/78.  
STREET LEVEL TERMINAL BLDG.  
RENOVATED INSIDE : c. 1978.  
CLOSED: 1988. RAZED: c. 1990s.  
3<sup>RD</sup> DEPOT OPENED: 1/5/2010. OFF-  
ICIALLY RENAMED "ATLANTIC  
TERMINAL" IN ETT #1, PER G.O.  
#104 EFF. 3/8/2010.

FLATLANDS

MANH'T'N BCH  
(BAY RIDGE)

SEE: "VANDERVEER PARK"

FLORAL PARK:

MAIN LINE

BUILT: OCT-NOV/1878 AS "STEWART  
JUNCTION." RENAMED HINSDALE:  
1879 WITH CLOSING OF CRR OF LI  
DEPOT. RENAMED EAST HINS-  
DALE: 1887 - 1889. RENAMED  
FLORAL PARK: BY 1890. RAZED:  
7/1909.

2<sup>ND</sup>, RELOCATED DEPOT OPENED:  
7/1909, RAZED: 10/20/60  
TEMPORARY WESTBOUND STATION  
FACILITIES RELOCATED TO SHOO-  
FLY S. OF FORMER LOCATION:  
12/15/60.

ELEVATED WESTBOUND PLATFORM

		<p>IN SVC: 6/28/62.  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.  DEPOT BUILT: OCT-NOV/1870,  RAZED: 1893  2<sup>ND</sup> 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  2<sup>ND</sup> DEPOT BUILT: JAN-FEB/1865,  RAZED: 1870  3<sup>RD</sup> DEPOT BUILT: OCT-NOV/1870,  ABANDONED: 11/11/1912  ELEVATED STRUCTURE OPENED:  10/4/1913, 2-STORY, ELEVATED  TRACK LEVEL BLDG. RAZED: EARLY  1963.  STREET LEVEL TICKET OFFICE OPEN-  ED AND DEDICATED: MARCH, 1963  (per <b>L. I. Railroader</b> employee maga-  zine).  TICKET OFFICE REBUILT BETWEEN  JAN 21<sup>ST</sup> AND MAR 21<sup>ST</sup>, 2005.  NEW FACILITIES CONSTRUCTED: 2018.  OPENED AND DEDICATED:  10/19/2018 (Per MTA's website).  AGENCY SCHEDULED TO CLOSE IN  2021.</p>

FORD'S CORNERS	MANH'T'N BCH. (BAY RIDGE)	SEE: "RUGBY"
FORGE	MONTAUK	SEE: "MASTIC"
FOREST HILLS	MAIN LINE	BUILT: 1906, CLOSED: 1911 2 <sup>ND</sup> 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. <i>(Photographic provenance of station platform and connecting walkway. Name of station stop per Robert Emery data.)</i>
FOSTER'S MEADOW	S. S. R. R. (ATLANTIC)	SEE: "ROSEDALE"
FRANK AVE.	FAR ROCK.	AT BEACH 44 <sup>TH</sup> 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 44 <sup>TH</sup> ST. TO BEACH 47 <sup>TH</sup> 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 <sup>ND</sup> DEPOT OPENED: 04/03/1899, OUT OF SVC: 05/05/59 AND RAZED. 3 <sup>RD</sup> 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 <sup>ND</sup> 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.

2<sup>ND</sup> 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  
2<sup>ND</sup> 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 2 <sup>ND</sup> 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-ESTABLISHED COMMUNITY. (*Data per Howard F. Ruehl's History of Valley Stream*). AGENCY CLOSED: 9/7/96.

GLEN COVE  
(GLEN STREET)

OYSTER BAY

OPENED: 5/16/1867  
2<sup>ND</sup> DEPOT BUILT: SEPT-OCT/1898,  
AGENCY CLOSED: 11/20/1996.  
STATION STOP SCHEDULED TO BE DISCONTINUED ALONG WITH OTHERS IN 1998 BUT VOCAL OPPOSITION CAUSED LIRR TO ALTER THEIR DECISION. INSTEAD OF ABANDONMENT, NEW 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*) EXTERIOR RE-STORED TO ORIGINAL ARCHITECTURE, INTERIOR REMODELED: c. 2001-02. (*Dave Morrison data*)

GLEN COVE  
(NASSAU)

OYSTER BAY

BUILT: JULY-AUG/1895. SERVICED NEARBY NASSAU COUNTRY CLUB BEGINNING IN 1898 WHEN NASSAU 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)

S. SIDE R. R. DEPOT FIRST APPEARS ON TIMETABLE OF 5/1870.  
2<sup>ND</sup> DEPOT (?) BUILT: 1876, S. SIDE OF TRACKS. BURNED: 1/7/1927, REPLACED WITH WOODEN SHELTER SHED AND LOW PLATFORM ON N. SIDE OF TRACKS ACROSS FROM

OLD DEPOT BLDG. LOCATION. SOUTH SIDE PLATFORM REMAINED IN PLACE FOR A TIME. SHELTER SHED LATER SIDED WITH CORRUGATED METAL. STATION STOP AND SHELTER SHED RELOCATED FURTHER W. CLOSER TO 73<sup>RD</sup> ST. X-ING: c. 1942. SHELTER SHED REMOVED: 1954. STATION STOP RELOCATED W. OF 73<sup>RD</sup> ST. X-ING: PRIOR TO 1998. DISCONTINUED AS STATION STOP: 3/16/1998.

GLENDALE	ROCK BCH.	IN SERVICE EFF: 9/15/27 PER GENERAL NOTICE #118. RENAMED "PARKSIDE." (SEE: "PARKSIDE")
GLENDALE WELLS	MONTAUK	EAST OF GLENDALE. PROBABLY AT GLENDALE JCT. WHERE MONTAUK WATER CO. HAD WELLS AND SOME BUILDINGS. LOW LEVEL PLATFORM ONLY FOR EMPLOYEES OF PLANT PER 10/1926 ETT SPECIAL INSTRUCTIONS. NOT LISTED ON ANY TIME-TABLES.
GLEN HEAD	OYSTER BAY	ORIGINAL DEPOT OPENED: 1/23/1865 2 <sup>ND</sup> DEPOT OPENED: 5/1888, OUT OF SERVICE: 4/61 WITH OPENING OF NEW DEPOT. OLD UNUSED DEPOT STOOD FOR AWHILE AFTERWARDS AND WAS RAZED. 3 <sup>RD</sup> DEPOT IN SERVICE: 4/61. AGENCY CLOSED: 9/7/96. 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 1999 data)</i>
GOLF GROUNDS	MONTAUK	OPENED: 04/1907 ON W. SIDE OF TUCKAHOE RD. FOR THE NATIONAL GOLF LINKS AT SHINNECOCK HILLS. AGENCY CLOSED BY 01/01/1924 <i>(no longer</i>



*listed in LIRR Rules and Rates of Pay).*  
 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 (?).

GOOD GROUND	MONTAUK	SEE: "HAMPTON BAYS"
GOOSE CREEK	ROCK BCH.	FIRST APPEARS ON TIMETABLES OF JULY, 1888. LOCATED ON A SMALL ISLAND IN JAMAICA BAY, IT SERVED AS A STOP FOR FISHERMEN. SUMMER ONLY AGENCY AS OF 01/01/1924. AGENCY CLOSED _?_. STATION CLOSED: 9/35
GRAND STREET	S. S. R. R. (EVERGREEN)	S. SIDE R.R. DEPOT OPENED: 1868 BETWEEN METROPOLITAN AVE. AND GRAND STREET AT EAST RIVER FERRY. 2 <sup>ND</sup> DEPOT (?) OPENED: 5/15/1878. CLOSED: 9/28/1885.
GRAND STREET (E. OF WOODSIDE)	MAIN LINE & ROCK BCH.	ON ETT #69, EFF: 5/25/13, BUT NO TRAINS SCHEDULED TO STOP THERE. SHELTER SHED ONLY WITH PLATFORMS IN POSITION TO EVENTUALLY SERVE BOTH MAIN LINE AND ROCK. BEACH BRANCH. BECAME A ROCK. BCH. STOP PER ETT #70, EFF. 7/1/13 WHEN MAIN LINE AND ROCK. BCH. TRAINS HAD SCHED- ULED STOPS. SHELTER SHED REMOVED 1922. ETT #102, EFF. 5/25/25 LISTS STATION BUT INDICATES NO TRAINS STOPPING THERE. DISCONTINUED AS STA- TION 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.)	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 2 <sup>ND</sup> DEPOT OPENED: 10/1883, RE- MODELED: 1893, RAZED: 1924 3 <sup>RD</sup> DEPOT IN SVC: 2/26/25. TEMPORARY STA. FACILITIES RE- LOCATED S. OF FORMER LOCA- TION: 6/8/34 ACCOUNT GRADE CROSSING ELIMINATION. STATION FACILITIES RELOCATED IN CUT 120' W. OF FORMER LOCA- TION AND CONVERTED FROM LOW LEVEL TO HIGH LEVEL PLATFORMS: 01/19/35 (1925 DEPOT BUILDING REMAINED AT GRADE).
GREAT RIVER (ALSO SEE: "YOUNGSPORT")	MONTAUK	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</i> <i>"Newsday" article of 03/24/45)</i> 2 <sup>ND</sup> DEPOT BUILT: c. DECEMBER, 1945 <i>(per "Suffolk County News" article</i> <i>of 11/23/45 : "Great River to Replace</i> <i>the Former Depot Destroyed by Fire.")</i> REPLACEMENT BUILDING WAS A 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. <i>(Robert L. Myers 1999 data)</i>
GREENLAWN	PT. JEFFERSON	BUILT: 1868 AS "CENTERPORT." ON ETT #15 EFF: 6/1880 AS "CENTERPORT."

ON TT EFF: 10/18/1880 AS "GREEN-LAWN." TRACKSIDE ROOF OVERHANG DAMAGED BY DERAILMENT IN FRONT OF DEPOT: 04/08/1906 (Photographic provenance). BURNED: 1909.  
2<sup>ND</sup> DEPOT OPENED: 9/1911. AGENCY CLOSED: 9/6/1996.

GREENPOINT

EVERGREEN

OPENED: 5/15/1878 AT OAK AND WEST STREETS. CLOSED: 9/28/1885.

GREENPORT

MAIN LINE

1<sup>ST</sup> DEPOT IN SVC: 7/29/1844 AS TERMINUS OF LIRR. DEPOT BURNED IN TOWN FESTIVITIES: 7/4/1870  
2<sup>ND</sup> DEPOT OPENED A DISTANCE WEST OF THE RAIL DOCK AND SEA WALL: 10/1870. (*Sanborn Map location*)  
3<sup>RD</sup> AND LARGER DEPOT BUILT CLOSER TO THE RAIL DOCK AND SEA WALL: 1892 (*Sanborn Map location*), WITH DISTINCTIVE, TICKET OFFICE BAY WINDOW THAT EXTENDED ABOVE THE ROOF, FRONT DORMER WINDOW ON W. SIDE OF BAY WINDOW AND DECORATIVE WROUGHT-IRON ROOF TREE ALONG RIDGE. BAY WINDOW REMOVED IN THE TEENS (*Photographic provenance*) AND REPLACED WITH DOUBLE FRONT DORMER WINDOWS. BY 1925, DORMERS AND ROOF TREE WERE GONE (*Photographic provenance*). AGENCY CLOSED: 10/1/67 PER OFFICIAL LIRR NOTICE. REOPENED: 1968 FOR ONE SUMMER'S USE, 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. GAR-  
 AGE DOOR INSTALLED ON WEST  
 SIDE AND BECAME GARAGE FACILI-  
 TY 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 AGEN-  
 CY. MAY, 1891 NEWSPAPER AC-  
 COUNT DESCRIBES THE SHED  
 WHICH SHORTLY AFTER WAS DE-  
 MOLISHED BY 4-4-0 LOCOMO-  
 TIVE #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 DE-  
 RAILED 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 Ham-  
 mond, Town of Oyster Bay Historian*)  
 2<sup>ND</sup> SHELTER SHED BUILT: ? NO  
 DATA OR PHOTO EVIDENCE AS  
 TO ANYTHING BEING CONSTRUCT-  
 ED ON SITE BETWEEN 1891 AND  
 1921. NO AGENCY ESTABLISHED.  
 3<sup>RD</sup> (?) SHELTER SHED BUILT: 1921  
 (*Per Robt. Emery notes*). 1937 PHO-  
 TO SHOWS TWO MAIL CRANES ON  
 NORTH (R.R. EAST) SIDE OF THE  
 SHELTER FOR MAIL PICK-UP IN  
 EACH DIRECTION. CRUSHED CIN-  
 DER PLATFORMS WITH DIETZ

KEROSENE PLATFORM LAMPS.  
ELECTRIC LAMPS AND PAVED PLAT-  
FORMS ADDED IN LATER YEARS.  
RAZED: 1991.

NEW STATION SHELTER WITH HI-LEV-  
EL PLATFORMS BUILT: 1999 TO AC-  
COMODATE 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. & 35<sup>TH</sup> 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 EM-  
PLOYEES 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  
(MASPETH, QUEENS)

MONTAUK

OPENED: 09/1910 AT HABERMAN MFG. CO. CROSSING (49<sup>th</sup> ST.) IN MASPETH, QUEENS FOR EMPLOYEES OF THE PLANT. NO AGENCY ESTABLISHED. COMPANY CLOSED IN 1920. STATION STOP CLOSED: 1924. REOPENED: \_?\_. LOW PLATFORM ONLY ON SE QUADRANT OF CROSSING. MOVED TO NE QUADRANT WITH CONSTRUCTION OF MASPETH HOLDING YARD IN 1942. EASTBOUND TRAINS STOPPED WEST OF THE CROSSING. WESTBOUND TRAINS STOPPED EAST OF THE CROSSING (*Dick Makse info.*) DISCONTINUED AS STATION STOP: 03/16/1998

HAGERMAN  
(EAST PATCHOGUE)

MONTAUK

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

HAMILTON BEACH

ROCK. BCH.

FIRST APPEARS IN ETT #90 EFF: 10/16/1919. AGENCY CLOSED BY 01/01/55. DISCONTINUED AS STATION STOP: 6/27/55 WHEN BRANCH ABANDONED SOUTH OF

OZONE PARK.

HAMMELS (HAMMEL)	ROCK. BCH.	BUILT: JUNE/1880, RAZED: 1941 FOR GRADE ELIMINATION 2 <sup>ND</sup> DEPOT BUILT: SPRING/1888, CLOSED: 1941
HAMPTON BAYS	MONTAUK	OPENED: 2/1871 AS "GOOD GROUND", BURNED: 11/4/1873 2 <sup>ND</sup> DEPOT OPENED: 1/10/1874, CLOSED: 1913, USED AS EX- PRESS HOUSE FOR 3 <sup>RD</sup> DEPOT. 3 <sup>RD</sup> DEPOT OPENED: SUMMER/ 1913, RENAMED "HAMPTON BAYS" IN 1922 TO ATTRACT TOURISTS TRAV- ELING 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 STA- TION IN 1913.
HEBBARD'S	S. S. R. R.	S. SIDE R. R. DEPOT AT FLUSHING AVE. & 52 <sup>ND</sup> ST., MASPETH, QUEENS. LISTED ON TIMETABLES OF 5, 6, & 8/ 1870 ONLY. STATION STOP DISCON- TINUED.
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: "HEMP-

		STEAD" BELOW). REMODELED: 7/1881. RAZED: 1913. 2 <sup>ND</sup> 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 proven- ance with official valuation photo and date</i> ) GUTTED BY FIRE: 12/31/62 AND REMODELED. RAZED: 1998 3 <sup>RD</sup> TERMINAL BUILDING BUILT: 1999-2000
HEMPSTEAD	L. I. R. R. (HEMPSTEAD)	1 <sup>ST</sup> DEPOT BUILT: c. 1839 AS TERM- INUS OF LIRR WHICH WAS EXTEND- ED FROM "HEMPSTEAD BRANCH" (MINEOLA) TO MAIN ST., HEMP- STEAD. STATION FACILITIES RAZED: 1878 AND NEWLY ACQ- UIRED EX-CENTRAL R.R.'S HEMP- STEAD DEPOT AT FULTON AVE. USED AS NEW TERMINUS.
HEMPSTEAD	S.S.R.R.'s HEMPSTEAD BRANCH	W. SIDE OF GREENWICH ST. BETWEEN FRONT ST. & PENINSULA BLVD. BUILT: __?__. ABANDONED 05/1879. CONVERT- ED INTO SKATING RINK AND BURNED TO THE GROUND IN JULY, 1888. ( <i>Vincent Seyfried data</i> )
"HEMPSTEAD BRANCH"	MAIN LINE	SEE: "BRANCH"
HEMPSTEAD CROSSING	MINEOLA- HEMP.	1 <sup>st</sup> STATION STOP NORTH OF STEWART AVE. PRIOR TO 1923. 2 <sup>nd</sup> STATION STOP SOUTH OF STEWART AVE. AFTER 1923 FOR LIRR'S BAT- TERY CAR SHUTTLE SERVICE ONLY.
HEMPSTEAD GARDENS	W. HEMPST'D	BUILT: 19?, SHORT, COVERED PLAT- FORM SHELTER AND TINY DEPOT BUILDING. NO AGENCY ESTABLISHED. RAZED: 19? REPLACED WITH METAL



SHELTER SHED.

HENRY STREET	ATLANTIC	WEST OF FLATBUSH AVE. ON WAY TO SOUTH FERRY. OUT OF SVC.____(?)
HERMANVILLE	MAIN LINE	APPEARS ON MAP OF 1857 FOR THE DEVELOPMENT OF A NEW COMMUNITY SOUTH OF THE TRACKS AND EAST OF LAKE STATION. NO TIMETABLE EVIDENCE AS YET. <i>(Info courtesy of Art Huneke)</i>
HERMITAGE	MAIN LINE	APPEARS ON TIMETABLE OF 5/1/1848. RENAMED "PECONIC". (SEE: "PECONIC.")
HEWLETT (HEWLETTS)	FAR ROCK.	S. SIDE R.R. BEGAN SVC: 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 <sup>ND</sup> 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	1 <sup>ST</sup> DEPOT OPENED: 3/1/1837 AS TEMPORARY TERMINUS OF LIRR. BURNED: 7/15/1864 2 <sup>ND</sup> DEPOT OPENED: 9/1873, MOVED TO PRIVATE LOCATION: 1909 3 <sup>RD</sup> DEPOT OPENED: 10/30/1909, RAZED: 11/62 WITH GRADE ELIMINATION PROJECT. 4 <sup>TH</sup> AND TEMPORARY DEPOT RELOCAT-

ED TO SHOO-FLY NORTH OF ORIGINAL LOCATION IN SVC: 11/13/62  
5<sup>TH</sup> AND ELEVATED STRUCTURE IN  
SVC: 7/1/64.

HIGBIE AVE.  
(LAURELTON)

ATLANTIC

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. AGENCY  
CLOSED SOMETIME IN 1956. REPLACED  
WITH TEMPORARY STATION IN 1958 DUE  
TO GRADE ELIMINATION PROJECT. OLD  
DEPOT RAZED LATE 1958-EARLY 1959.  
TEMPORARY STATION OUT OF SVC: 2/2/60  
WITH COMPLETION OF GRADE ELIMINATION  
PROJECT AND DISCONTINUED AS STATION  
STOP.

HILLSIDE  
(FLUSHING)

CRR OF LI  
(CREEDMOOR)

OPENED: 4/1874, ABANDONED:  
4/30/1879

HILLSIDE

MAIN LINE

BUILT: ?, APPEARS IN PUBLIC TIME-  
TABLE OF NOV/1909. CLOSED:  
1911.  
2<sup>ND</sup> DEPOT IN SVC: 5/15/11. LOW  
PLATFORMS OUT OF SVC: 10/1/30  
ACCOUNT "JAMAICA IMPROVE-  
MENT EAST" PROJECT.  
EASTWARD HIGH LEVEL PLATFORM  
SOUTH OF TRACK 1, IN SVC:  
10/1/30 FOR EASTWARD AND  
WESTWARD TRAINS. AGENCY  
STILL LISTED IN "L.I.R.R. TICKET  
OFFICES OPEN FOR SALE OF TICK-  
ETS" OF 9/12/55 AS PART-TIME.  
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: __?__. 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 <sup>ND</sup> FLOOR ( <i>Vincent Seyfried data</i> ). PER " <i>Babylon Signal</i> " 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 <sup>ND</sup> ST. LIRR DEPOT BUILT: MAY- JUNE/1880. REMODELED: APR-MAY/ 1899, REMODELED: 1914, CLOSED: 1941. ELEVATED STRUCTURE OPENED:

1942. AGENCY CLOSED WITH TRANSFER 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 (*Brad Phillips data*) BURNED: NOV. 2-3/67 AND RAZED. 2<sup>ND</sup> ELEVATED STATION TO BE CONSTRUCTED AND PLATFORMS EXTENDED (*per LIRR pres. Eng: 2/2020.*)

HOLTSVILLE  
(WAVERLY)

MAIN LINE

LINE OPENED IN 1843 BUT STOP NOT LISTED ON TIMETABLES OF 1844 AND 1845. BECAME STATION STOP: \_\_?\_\_. OLD STORE SOUTH OF TRACKS ON THE EAST SIDE OF WAVERLY AVE. SERVED AS ORIGINAL "WAVERLY" DEPOT. IN SVC: \_\_?\_\_ WITH FEMALE STATION AGENT M. E. BLOOMER (*PER 1878 LIRR BOOK OF RULES*). POST OFFICE RENAMED "HOLTSVILLE" IN 1860, BUT LIRR RETAINED THE OLD NAME. PER "*Babylon Signal*" NEWSPAPER ARTICLE OF 03/23/1882, WAVERLY AND BARTLETT STATIONS WERE TO BE ABANDONED (*Art Huneke data*). ACCORDING TO A "*Babylon Signal*" NEWSPAPER ARTICLE OF APRIL, 1884, AFTER A TWO-YEAR PERIOD WITH NO TRAIN SERVICE, WAVERLY STATION WAS REOPENED IN THE POST OFFICE BUILDING WITH MRS. M. E. BLOOMER AGAIN THE STATION AGENT. "NEW PLATFORMS HAVE BEEN ERECTED AND OTHER IMPROVEMENTS MADE" (*Art Huneke data*). RENAMED "HOLTSVILLE" SOMETIME IN THE MID-LATE 1890s. DEPOT BUILDING RAZED: 1912. 2<sup>ND</sup> DEPOT OPENED: 5/13/12, BURNED: 1/4/14

3<sup>RD</sup> 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<sup>ND</sup> TRACK ADDITION AND PROXIMITY TO MAPLE GROVE, DEPOT CLOSED AND RELOCATED AS PRIVATE RESIDENCE BY 8/28/1884. (*Newtown Register* 8/28/1884)

HOPKINSON AVE.  
(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 "RAMBLERSVILLE" 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 OPP-

		SITE 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.” DEMOLISHED: 11/1925 ( <i>per Brooklyn Daily Eagle</i> )
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 <sup>ND</sup> DEPOT OPENED: 4/26/1903 3 <sup>RD</sup> DEPOT OPENED: 10/18/14
HUNTINGTON	PT. JEFFERSON	BUILT: 1868 (?), CLOSED: 1909 2 <sup>ND</sup> , RELOCATED DEPOT OPENED: 10/1909
HYDE PARK	MAIN LINE	1 <sup>ST</sup> 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 FORMER- LY BARNUM ISLAND (JEKYL ISLAND). (ALSO SEE: "BARNUM ISLAND"). AGENCY CLOSED AS OF 06/46, BUT OPEN AGAIN AS OF 09/12/55. AGEN- CY 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 <sup>ND</sup> STATION CONSISTING OF A 1,000 FOOT LONG, LOW, CINDER PLAT- FORM OPENED: 1916 AT HICKS- VILLE RD. CROSSING OF CENTRAL BRANCH FOR MERRILLON ESTATES CORP. (REAL ESTATE DEVELOP- MENT). CLOSED: 19__?
ISLIP	S. S. R. R. (MONTAUK)	S. SIDE R. R. DEPOT OPENED: 5/20/1868 REPLACED: 1881 BY NEW DEPOT. RAZED? 2 <sup>ND</sup> DEPOT BUILT: 1881, RAZED: 12/1963

3<sup>RD</sup> 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.

2<sup>ND</sup> 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 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*).

3<sup>RD</sup> 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

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

2<sup>ND</sup> DEPOT PLACED IN SERVICE AFTER LIRR ACQUIRED SSRR. THE SSRR DEPOT WAS MOVED TO THE WEST SIDE OF THE MAIN LINE STATION IN 1877, ALTHOUGH THE LIRR UTILIZED THE FORMER SSRR STOP, NOW RENAMED "JAMAICA SOUTHERN" IN TIMETABLE EFF. 6/17/1877 ONLY, FOR LIRR TRAINS ON WHAT WAS THEN TERMED THE "OLD SOUTHERN ROAD" TO ELIMINATE THE NEED FOR A REVERSE MOVE TO STOP AT THE MAIN LINE STATION. WHILE TRAINS CONTINUED TO STOP AT THIS LOCATION AS LATE AS 1913, THERE WAS NO INDICATION OF A NEW DEPOT STRUCTURE UNTIL POSSIBLY 1905, WHEN

ELECTRIFICATION MAY HAVE MOVED THE STATION STOP SLIGHTLY EAST OF THE ORIGINAL LOCATION. (*Art Huneke data*). SSRR DEPOT IN USE CONCURRENTLY WITH ORIGINAL LIRR DEPOT FOR AN UNKNOWN PERIOD OF TIME, ALSO HOUSED A LUNCH ROOM AND BAR. ORIGINAL DEPOT WAS MUCH SMALLER THAN THE SSRR STRUCTURE, SO IT WAS EVENTUALLY EITHER REBUILT INTO AN EXPRESS HOUSE OR WAS REPLACED BY ONE (*Photo evidence*). TWO-STOREY GENERAL OFFICES BLDG ADDED ADJACENT TO DEPOT IN 1880 ALONG WITH INSTALLATION OF COVERED PLATFORMS. GENERAL OFFICES NOT PLEASING TO LIRR PRES. AUSTIN CORBIN AND ORDERED TORN DOWN SHORTLY THEREAFTER. DEPOT RAZED: 1912-1913 WITH GRADE ELIMINATION AND STATION RELOCATION PROJECT.

JAMAICA	MAIN LINE	RELOCATED, ELEVATED STATION AND GENERAL OFFICES BLDG. AT SUTPHIN BLVD. MAJOR REWORKING OF TRACK AND TERMINAL LAYOUT. NEW INTERLOCKING SYSTEMS INSTALLED. GENERAL CONSTRUCTION BEGAN: 1910. NEW DEPOT AND TERMINAL 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	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.

*(Derek Stadler data)*

2<sup>ND</sup> 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.

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 *(Photo provenance)*. SHELTER SHED REMOVED AND DISCONTINUED AS STATION STOP: 02/02/85 *(Jim Gillin Data)*.

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

USALEM

TT OF 3/1879 = JERUSALEM.

ETT OF 9/1879 = JERUSALEM

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

KEW	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 <sup>ND</sup> DEPOT OPENED: 1909, CLOSED: 1924 WITH BRANCH ABANDON- MENT
KINGS PARK (ST. JOHNSLAND)	PT. JEFFERSON	BUILT: NOV-DEC/1872 AS ST. JOHNS- LAND. RENAMED "KINGS PARK": 6/1891 <i>(Per V. F. Seyfried)</i> . RAZED: 1948 2 <sup>ND</sup> DEPOT BUILT: 1948. REMODELED: ? . AGENCY CLOSED: 11/7/96.
KINGS PARK STATE HOSPITAL	PT. JEFFERSON	FIRST APPEARS AS STATION STOP IN ETT EFFECTIVE: 1911. DISCON- TINUED 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 EARLIER LAKE ROAD STATION. PER "Babylon Signal" NEWSPAPER ARTICLE OF 03/25/1882, THIS STATION AND HOLBROOK WERE TO BE CONSOLIDATED AND REPLACED WITH A NEW, RELOCATED STATION NAMED "RONKONKOMA." DISCONTINUED AND RAZED WITH OPENING OF NEW STATION PER "Babylon Signal" NEWSPAPER ARTICLE OF 08/04/1883 (Art Huneke data). (SEE: "RONKONKOMA")
LAKE ROAD (LAKE STATION)	MAIN LINE	OPENED AS "LAKE STATION" WITH ARRIVAL OF LIRR IN 1843. LOCATED 90' EAST OF THE THEN POND ROAD. AND 1,250' EAST OF OCEAN AVE. APPEARS AS "LAKE ROAD" ON 1845 AND 1848 TIMETABLES. CALLED "LAKE STATION" ON 1857 MAP.
LAKE STATION	MAIN LINE	SEE: "LAKE ROAD"
LAKEVIEW	W. HEMPST'D	BUILT: 19 <sub>?</sub> , NO AGENCY AS OF 01/01/1924. RAZED: 19 <sub>?</sub> 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" 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 APPEAR AGAIN ON TT OF 9/27/1892 AS "FRANKLINVILLE." LISTED AS SUCH AS LATE AS ETT #3, EFF: 6/1897 AND ON PUBLIC TT OF 10/14/1897. STATION APPEARS AS "LAUREL" ON TT OF 09/17/1899 AND TT's THEREAFTER. DEPOT BUILT: 1901. AGENT ASSIGNED ( <i>per LIRR Rules and Rates of Pay eff. 01/01/1924</i> ). LIRR PETITIONED THE PSC IN 1925 TO CLOSE THE AGENCY BUT REQUEST WAS DENIED. APPROVAL TO CLOSE AGENCY GIVEN: 5/1938. DEPOT REMODELED INTO SHELTER SHED: 1939. RAZED: 1967. LAST LISTED IN ETT #1, EFF: 5/22/66.
LAUREL HILL	MONTAUK	NORTHEAST CORNER OF CROSSING OF CLIFTON AVE. (46 <sup>TH</sup> ST.) EAST OF PENNY BRIDGE STATION, MASPETH, QUEENS. ON 1891 MAP. ABANDONED: c. 1900 ( <i>Per Bob Emery</i> ) DOES NOT APPEAR ON TIMETABLES OF 1894, 1897 OR 1899, SO DID THIS STOP REALLY EXIST????? LATTER-DAY SITE OF THE MASSIVE PHELPS-DODGE PLANT WHICH HAD ITS OWN ON-SITE RAILROAD AND A LIRR

FREIGHT OFFICE AND AGENT ALSO ON-SITE (*Per LIRR Co. Rules and Rates of Pay eff. 01/01/1924*).

LAURELTON	ATLANTIC	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. ELEVATED STRUCTURE OPENED WESTBOUND: 10/31/50, EASTBOUND: 11/27/50. PART-TIME AGENCY AS OF 01/01/55. AGENCY CLOSED: 12/10/96.
LAWRENCE	S. S. R. R. (FAR ROCK)	S. SIDE R. R. BEGAN SVC: 7/1869. DEPOT BUILT: JUNE-JULY/1872 ( <i>Per Vincent f. Seyfried's LIRR history. 3-year gap???</i> ) MOVED TO PRIVATE LOCATION: 7/31/1906 2 <sup>ND</sup> DEPOT OPENED: 8/1906. AGENCY CLOSED: 9/6/96.
LEFFERTS AVENUE	ATLANTIC	118 <sup>TH</sup> ST. APPEARS ON TIMETABLES OF 1867. LAST LISTED IN 6/1870.
LINDENHURST	S. S. R. R. (MONTAUK)	SSRR SVC BEGAN ON 10/28/1867 AS WELLWOOD. ORIGINAL 2-STORY, WOODEN DEPOT WITH FRONT VERANDAH-STYLE COVERED PLATFORM AND PORTE COCHERE AT REAR. ALSO HOUSED THE POST OFFICE. RELIGIOUS MEETINGS HELD EVERY SUNDAY AFTERNOON AND SUNDAY SCHOOL CLASSES SUNDAY MORNINGS. ( <i>South Side Signal of 12-17-1870</i> ) 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 2<sup>ND</sup> 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 ESTAB-  
LISHED IN PEARSALL'S BARBER  
SHOP AND THE FREIGHT HOUSE  
FOR SEVERAL DAYS UNTIL A  
COMBINE CAR WAS PLACED ON  
SIDING SERVING AS TICKET OFF-  
ICE 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 <sup>ND</sup> 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)	<p>S. SIDE R.R. SVC. BEGAN: 10/28/1867.</p> <p>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.</p> <p>2<sup>ND</sup>, 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.</p> <p>WESTBOUND, COVERED, HIGH-LEVEL WOODEN AND EASTBOUND, OPEN, LOW-LEVEL CINDER PLATFORMS, EAST OF DEPOT AND CROSSING TO ACCOMMODATE JAMAICA RACETRACK IN SVC: 1906 (TRACK OPENED IN 1903). NO AGENCY AS OF 01/01/1924. SHELTER SHED ADJACENT TO AND NEARLY TOUCHING DEPOT BLDG ERECTED: 1927. STATION RE-NAMED "LOCUST MANOR": 1929.</p>
LOCUST MANOR (JAMAICA RACETRACK)	ATLANTIC	<p>FORMERLY "LOCUST AVENUE" OR "RACETRACK" STATION. RE-NAMED: 1929.</p> <p>HIGH-LEVEL, WOODEN, COVERED PLATFORM EXTENDED EASTWARD TO ACCOMMODATE TWO, 10-CAR, RACE TRAINS: 1947. HIGH LEVEL PLATFORM AND REGULAR PASSENGER STATION OUT OF SVC: 1/28/59 WITH GRADE ELIMINATION PROJECT AND RAZED.</p> <p>ELEVATED STRUCTURE IN SVC: 1959. AGENCY CLOSED: ?</p>
LOCUST VALLEY	OYSTER BAY	<p>OPENED: 4/19/1869</p> <p>2<sup>ND</sup> DEPOT OPENED: 11/1872, RE-MODELED: 1885, POSSIBLY ADD-</p>

ING A 2<sup>ND</sup> STORY FOR AGENT'S LIVING ACCOMMODATION. OUT OF SERVICE c. 1906 AND MOVED TO PRIVATE LOCATION.

3<sup>RD</sup> DEPOT OPENED: 12/1906.

AGENCY CLOSED: 9/6/96.

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

LONG BEACH

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<sup>ND</sup> 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<sup>ND</sup> DEPOT OPENED: 7/1891, BURNED: 12/18/1902, REBUILT AND REOPENED: 4/26/1903. AGENCY CLOSED: 1917 (*Robt. Emery data*).

NORTH PORTION OF BUILDING RAZED: 1938 DURING CONSTRUCTION OF MIDTOWN TUNNEL. SOUTH PORTION OF BUILDING REMAINED AND BECAME COMMERCIAL SCRAPYARD OFFICES AFTER 1957.

3<sup>RD</sup> 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.
LYNBROOK	S. S. R. R. (LONG BCH./MTK. BR.)	S. SIDE R. R. SVC. BEGAN: 10/28/1867 AS "PEARSALL'S CORNER." DEPOT OPENED <u>?</u> . BECAME "PEARSALLS" AFTER APRIL, 1875. 2 <sup>ND</sup> DEPOT BUILT: 1881. RENAMED "LYNBROOK": 1893. REMODELED: c. 1920. RAZED: 1938 WITH GRADE ELIMINATION PROJECT. ELEVATED STRUCTURE, 1,113' WEST OF FORMER LOCATION, IN SVC: 10/18/38. AGENCY SCHEDULED TO CLOSE IN 2020-21.
MALBA	WHITESTONE	BUILT: 1909 TO SERVICE PRIVATE LAND DEVELOPMENT IN WHITE-STONE. CLOSED: 2/19/1932 WITH BRANCH ABANDONMENT.
MALVERNE	WEST HEMP.	OPENED: c. 1892 AS NORWOOD. RENAMED "MALVERNE": 2/1913. NO AGENCY AS OF 01/01/1924. AGENCY OPEN MONDAYS ONLY PER "L.I.R.R. TICKET OFFICES OPEN FOR SALE OF TICKETS" EFF. 9/12/55. PART-TIME AGENCY OPEN PER "LONG ISLAND RAIL ROAD TICKET OFFICE HOURS" OF 9/18/67. AGENCY CLOSED: <u>?</u>
MANHASSET	PORT WASH.	BUILT: 1899. PARTIALLY RAZED: LATE 1924. MAIN DEPOT PORTION MOVED ADJACENT TO TOWN HALL FOR USE AS BICYCLE SHOP. 2 <sup>ND</sup> 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.            MANH'T'N BCH  
(MANHATTAN BCH. JCT.) (BAY RIDGE)

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

MANHATTAN CROSSING ATLANTIC &  
ATLANTIC R.T.

NY & MANHATTAN BEACH R.R. CROS-  
SING OF LIRR ATLANTIC BRANCH -  
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 (*Per  
local history, the first station agent,  
Seth Raynor, a patriot of the Amer-  
ican Revolution, painted out the  
"St. George's," leaving "Manor."*)  
THE TOWN NAME CHANGED TO  
MANORVILLE WITH OPENING OF  
THE POST OFFICE, BUT TIME-  
TABLES AND LIRR DOCUMENTS  
RETAINED THE NAME "MANOR"  
UNTIL c. 1907-1908. PHOTO OF  
DEPOT TAKEN IN 9/1906 SHOWS

		<p>“MANOR” STATION SIGN ON SIDE OF BLDG. JUNCTION TO EAST-PORT WITH NEW BRANCH TERMINATING AT SAG HARBOR CONSTRUCTED: EARLY 1870.</p> <p>2<sup>ND</sup> DEPOT BUILT: 5/1871. AGENCY CLOSED: _?_. RAZED: 06/41.</p> <p>CONCRETE BLOCK SHELTER SHED BUILT: 1941. JUNCTION AND SPUR TRACK TO MONTAUK BRANCH CONNECTION AT EAST-PORT OUT OF SVC: 12/27/49. STRUCTURE RAZED: 1968. STILL LISTED AS STATION STOP IN ETT #1, EFF: 5/79. NO LONGER LISTED IN ETT #2, EFF. 5/12/80.</p>
MAPLE GROVE	MAIN LINE	<p>OPENED: MAY/1879 AS FLAG STOP FOR MAPLE GROVE CEMETERY. CLOSED: 1882. REOPENED: 1883. REMOVED IN 1909 WITH REALIGNMENT OF TRACKS. MOVED APPROX. 600' SOUTH ALONGSIDE NEW SITE OF KEW STATION (WHICH OPENED 9/8/1910) AND PERPENDICULAR TO TRACKS FOR USE AS REAL ESTATE OFFICE FOR DEVELOPERS OF KEW. RAZED A SHORT TIME LATER.</p>
MASPETH	FLUSHING R.R. NY & FLUSHING FLUSHING & N. SIDE	<p>OPENED: 1855. ABANDONED: 1858</p>
MASPETH	MONTAUK	<p>OPENED: 2/1895, CLOSED: 10/1903, REOPENED: ?, AND AGAIN CLOSED: 1924, BLDG. REMOVED: 1925. DISCONTINUED AS STATION STOP.</p>
MASSAPEQUA (SO. OYSTER BAY)	MONTAUK (S.S.R.R.)	<p>ORIGINALLY OPENED AS SOUTH OYSTER BAY BY THE SSRR c. 1867. LOCATED WEST OF THE HICKSVILLE RD. CROSSING. RENAMED "MASSAPEQUA" IN MAY, 1889. (<i>Art Huneke data</i>)</p>

		<p>2<sup>ND</sup>, RELOCATED DEPOT BUILT: MAY-JUNE/1891, EAST OF HICKSVILLE ROAD CROSSING. RAZED: 1/53 WITH GRADE ELIMINATION.</p> <p>TEMPORARY STATION RELOCATED WEST OF FORMER LOCATION IN SVC: 1/12/53.</p> <p>ELEVATED STRUCTURE IN SVC: 12/14-18/53. AGENCY SCHEDULED TO CLOSE IN 2020-21.</p>
MASSAPEQUA PARK	MONTAUK	<p>ORIGINALLY EASTBOUND AND WESTBOUND PLATFORMS ONLY. IN SVC: 12/3/33 (G.O. 121-2)</p> <p>SHELTER SHED ON EACH PLATFORM ADDED: <u>?</u>. 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</p> <p>TICKET OFC: 8/3/65 (<i>Brad Phillips data</i>) REPLACED BY TEMPORARY STATION DURING GRADE CROSSING ELIMINATION PROJECT: 12/21/77.</p> <p>TEMPORARY STATION ACCOUNT GRADE CROSSING ELIMINATION IN SVC: 12/21/77. OUT OF SVC: 12/13/80 AND RAZED.</p> <p>ELEVATED STRUCTURE IN SVC: 12/13/1980. AGENCY CLOSED: 8/19/2009</p>
MASTIC	MONTAUK	<p>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.</p>
MASTIC-SHIRLEY	MONTAUK	<p>IN SERVICE: 7/15/60. AGENCY CLOSED: <u>?</u></p> <p>HI-LEVEL PLATFORMS AND SHELTER INSTALLED: 1999 TO ACCOMMODATE NEWLY-ARRIVED C3 BI-LEVEL CARS</p>

WHICH WERE PLACED IN SERVICE  
JULY, 1999. (*Robert L. Myers 1999 data*)

MATAWOK

ROCK BCH.

OPENED: JUNE (?), 1910 WITH OPENING OF GLENDALE CUT-OFF. ORIGINALLY LOCATED 500' SOUTH (RAILROAD EAST) OF 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. (*Data and LIRR blueprint and photo provenance by Art Huneke*)

REPLACEMENT STATION BUILT 1.1 MILES NORTH OF ORIGINAL LOCATION AT FLEET ST. (FORMERLY WHITE POT RD) UNDER-GRADE CROSSING SOUTH OF WHITE POT JCT. (*Data and map provenance by Richard F. Makse*). NO TRAINS INDICATED AS 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<sup>TH</sup> AVE. / MP 6 FOR SERVICE TO MATAWOK LAND CO.'S DEVELOPMENT AT FOREST HILLS WEST. STATION ACCESSED BY TWO STEEL PEDESTRIAN OVERPASS GIRDER SECTIONS OVER THE MAIN LINE AND BY SEVEN SPANS OVER THE ROCKAWAY 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 SCHED-



ULED 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	<p>1<sup>ST</sup> DEPOT APPEARS ON TIMETABLE OF 6/14/1845.</p> <p>2<sup>ND</sup> DEPOT BUILT: 1878, REMODELED: 1944, AGENCY CLOSED: 1/59, RAZED: 7/67. REPLACED WITH METAL SHELTER SHED.</p> <p>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>)</p>
MAYWOOD	CRR OF LI (CENTRAL EXT.)	<p>DEPOT APPEARS ON LATE 19<sup>TH</sup> 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.</p>
MEADOW BROOK	CENTRAL EXT.	<p>1<sup>ST</sup> DEPOT BUILT: ?, CLOSED: 6/1917 BECAME SITE OF SALISBURY PLAINS</p>

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 <sup>ST</sup> 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 1<sup>st</sup> building in Medford ? constructed in 1844 and the depot portion was added to the west side of the 1844 structure in 1889.</i> ) 2 <sup>ND</sup> (?) 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.

3<sup>RD</sup> 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*)

		<p><i>data</i>). DUE TO AN EXPECTED INCREASE IN RIDERSHIP, ABANDONMENT WAS RETHOUGHT.</p> <p>4<sup>TH</sup> 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. (<i>Robert L. Myers 1999 data</i>)</p>
MELVILLE	MAIN LINE	<p>1<sup>ST</sup> 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")</p>
MERILLON AVE. (GARDEN CITY PARK)	MAIN LINE	<p>BUILT: 1911 (VALUATION PHOTO PROVENANCE). NO AGENCY INDICATED AS OF 01/01/1924. RAZED: 1958.</p> <p>2<sup>ND</sup> DEPOT OPENED: 4/58. MONDAY ONLY AGENCY IN SVC. PER "LONG ISLAND RAIL ROAD TICKET OFFICE HOURS" LISTING OF 9/18/67. 1<sup>ST</sup> OF THE MONTH ADDED TO AGENCY HOURS. PART-TIME AGENCY CLOSED: <u>?</u>. PLATFORMS REMOVED FOR THIRD TRACK ADDITION AND TEMPORARY PLATFORMS CONSTRUCTED WEST OF THE DEPOT: SUMMER/2020.</p>
MERRICK	S. S. R. R. (MONTAUK)	<p>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.</p> <p><i>(2-year gap??)</i></p> <p>2<sup>ND</sup> DEPOT BUILT: 1885</p> <p>3<sup>RD</sup> DEPOT BUILT: 1902. WAS A TRAIN ORDER OFFICE AT ONE TIME (<i>Photographic provenance</i>).</p> <p>1<sup>ST</sup> TEMPORARY STATION BUILT: 1968</p>

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.

2<sup>ND</sup> 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*).

4<sup>TH</sup> 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 2<sup>ND</sup> 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. 1<sup>ST</sup> DEPOT BUILT: 1898, DESTROYED

BY ARSON ON 09/05/1903 (*Derek Stadler data*).

2<sup>ND</sup> NEARLY IDENTICAL DEPOT  
BUILT: 1903. AGENCY CLOSED  
1928. DEPOT BURNED: 09/16/34  
(*Derek Stadler data*). THERE-  
AFTER 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 BAY-  
VILLE 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. DES-  
TROYED BY FIRE 4/3/1911 (*Per*  
*"Brooklyn Daily Eagle" article*.)

2<sup>ND</sup> 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*).

3<sup>RD</sup> DEPOT OPENED: 1919 (*Robt. Emery*  
*data*) SLIGHTLY E. OF PREVIOUS DEP-  
OTS. 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 (?) AGEN-  
CY 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	1 <sup>ST</sup> DEPOT APPEARS ON TIMETABLE OF 6/14/1845 AS "MILLEVILLE" PROBABLY REPLACING THE TEMPORARY CARMAN'S RIVER/FIRE PLACE STATION OPENED AT OR NEAR THE SITE IN JUNE, 1844 WITH TEMPORARY END OF TRACK. RENAMED "YAPHANK": 1846. (SEE: "YAPHANK")
MINEOLA	MAIN LINE	APPEARS ON TIMETABLE OF MARCH, 1837 AS "HEMPSTEAD." THIS WAS THE STAGE CONNECTION TO HEMPSTEAD. STATION DOES NOT APPEAR ON TIMETABLES OF 1838. DEPOT PROBABLY OPENED IN JULY 1839 WITH OPENING OF LIRR BRANCH TO HEMPSTEAD. DEPOT NAMED "BRANCH" AS A RESULT. LATER NAMED "HEMPSTEAD BRANCH." LAST LISTED AS "HEMPSTEAD BRANCH" IN TT OF JUNE 6, 1861. LISTED AS "MINEOLA" IN TT OF JUNE 4, 1862. RENOVATED: JUNE/1872. 2 <sup>ND</sup> DEPOT BUILT: MAY-JUNE/1883, RAZED: 1923 3 <sup>RD</sup> , RELOCATED DEPOT IN SVC: 9/22/23. ORIGINAL HIGH-LEVEL PLATFORMS REMOVED FOR THIRD TRACK ADDITION: 09/2020. TEMPORARY 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 OFFICIALLY APPROVED: APRIL/1919.) WOODEN 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 2<sup>ND</sup> STORY ADDED: c. 1911 (*based on news article below. Photo postcard cancellation of 1908 shows no remodel as of yet*). LARGER STRUCTURE CONTAINED 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.

2<sup>ND</sup> DEPOT OPENED PERPENDICULAR 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 AMAGANSETT. FACILITIES CLOSED: 2/1942 WITH TRANSFER OF RAILROAD PROPERTY TO U.S. NAVY FOR WARTIME USE.

3<sup>RD</sup> DEPOT OPENED JUST SOUTH OF PRIOR LOCATION: SPRING /1942. AGENT AND FAMILY LIVED UPSTAIRS. YEAR-ROUND AGENCY CLOSED: 1/21/72. OPEN SUMMERS ONLY THEREAFTER. CLOSED PERMANENTLY: 19<sup>?</sup>. 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 RENAMED "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 <sup>ND</sup> , 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 <sup>ND</sup> 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 INSTRUC- TIONS OF ETT #27: 6/25/1903. APPEARS WITH STATION DESIGNA- TION 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. SHELTER 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 <sup>ND</sup> DEPOT OPENED: 1909, CLOSED: 1924 WITH BR. ABANDONMENT.
NEPTUNE HOUSE	S.S.R.R. ROCK. BCH.	BUILT: 1875 AT BEACH 116 <sup>TH</sup> ST., ROCKAWAY BEACH. (SOUTHERN DIVISION IN 07/15/1878 BOOK OF RULES) CLOSED: _?_. LATER SITE OF "ROCKAWAY PARK" STATION.
NEW BRIDGE ROAD	CENTRAL EXT.	STATION STOP EAST OF CENTRAL PARK STATION (AT STEWART AVE.) NO INDICATION OF DEPOT BLDG. CONSTRUCTED. APPEARS ON 1876 FREIGHT REPORT. ETT #13, EFF: 1879, INDICATES EASTBOUND TRAIN #19 WILL MAKE STATION STOP ALTHOUGH STATION IS NOT INDICAT- ED IN TIMETABLE LISTING OF STOPS.

DISCONTINUED AS STOP:  ?

NEW BROOKLYN	ATLANTIC	EARLY STOP BETWEEN BEDFORD AND EAST NEW YORK. APPEARS ON 1852 TIMETABLE ONLY.
NEW CASSEL	MAIN LINE	W. SIDE OF URBAN ROAD, WESTBURY AND N. SIDE OF TRACKS ( <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 <sup>ST</sup> DEPOT BUILT: c. 1837 AS "HYDE PARK" WITH OPENING OF LIRR TO HICKSVILLE. RENAMED "NEW HYDE PARK. 2 <sup>ND</sup> DEPOT BUILT: 1870, S. SIDE OF TRACKS. RAZED: SUMMER/1947 3 <sup>RD</sup> DEPOT BUILT: 1947, N. SIDE OF TRACKS. REMODELED: c. 1990s RAZED: 2002-2003. 4 <sup>TH</sup> 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. LO- CATED BETWEEN SUFFOLK STA- TION 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 LOCA- TION: 1927. USED AS OFFICE FOR A SIGN COMPANY. RAZED: 1959. 2 <sup>ND</sup> 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 REMOD- ELED:" 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 <sup>st</sup> 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 <sup>ND</sup> 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 <sup>ND</sup> 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. NY & ROCK R.R./ L.I.R.R.	(SEE: "CEDARHURST")
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 ( <i>Per "Long Island Railroader"</i> <i>of 11/05/59</i> ) 2 <sup>ND</sup> DEPOT BUILT: LATE 1959, RAZED: SUMMER/2002 3 <sup>RD</sup> 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 ( <i>Art. Huneke data</i> ) ETT #10, EFF: 06/28/1899 INDICATES LAST PSGR. SVC. ( <i>Art Huneke data</i> ) 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, EXTENSIVE- LY REMODELED: 1902, COVERED

PLATFORMS REMOVED: 1941,  
 AGENCY CLOSED: 11/7/96.  
 UNDER RENOVATION FOR REST-  
 ORATION TO 1902 REMODEL FOR  
 MUSEUM HISTORICAL SITE (2017)  
 \*\*4-STALL ENGINE HOUSE DEMOL-  
 ISHED: 8/24/29 (*David Morrison  
 data*)  
 NEW STATION SHELTER WITH HI-LEV-  
 EL 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 ELIM-  
 INATION.  
 TEMPORARY LOW LEVEL PLATFORM  
 NORTH OF NEW TRACK 1 AND 800'  
 EAST OF FORMER LOCATION IN  
 SVC: 5/5/30.  
 2<sup>ND</sup>, ELEVATED STATION EASTWARD  
 FACILITIES RELOCATED NORTH  
 OF FORMER LOCATION AND  
 WESTWARD FACILITIES RELOCA-  
 TED SOUTH OF FORMER LOCA-  
 TION. IN SVC: 12/15/30. AGEN-  
 CY STILL OPEN PER "L.I.R.R. TICK-  
 ET 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. RE-  
 NAMED "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 <sup>ND</sup> 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 <sup>RD</sup> 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	1 <sup>ST</sup> DEPOT APPEARS ON TIMETABLE OF 5/1/1848 AS "HERMITAGE." RENAMED "PECONIC". 2 <sup>ND</sup> DEPOT BUILT: 8/1876, RAZED:



4/42

SHELTER SHED BUILT: 1942. RAZED:  
LATE SUMMER, 1967. LAST LIST-  
ED IN ETT #1, EFF: 5/22/66

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 TRANS- IT STOP. OUT OF SVC. ___(?)
PENNSYLVANIA STA.	NEW YORK CITY	JOINT TERMINAL OF THE PENNSYL- VANIA AND LONG ISLAND RAIL- ROADS. CONSTRUCTED OF MAR- BLE, STEEL AND GLASS, WITH VAULTED CEILINGS RESEMBLING THE ROMAN BATHS AT CARACAL- LA, 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 PLAT- FORMS AT TRACK LEVEL. RENO- VATED: ? TO CLOSE THIS AREA AND PROVIDE MORE WAITING ROOM SPACE. DEMOLITION OF STREET-LEVEL STRUCTURE BE- GAN: 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 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	AT LAUREL HILL BLVD. SHELTER SHED BUILT: 1902. 2 <sup>ND</sup> SHELTER SHED BUILT: 03/1921 <i>(Robt. Emery data)</i> . NO AGENCY ESTABLISHED. SHELTER SHED DEMOLISHED BY CEMENT TRUCK SKIDDING ON ICE: c. 1986 (?). <i>(Steve Melrose data)</i> DISCONTINUED AS STATION STOP: 03/16/1998
PHELPS-DODGE REFINING CO.	MONTAUK	MASPETH, QUEENS. FORMER SITE OF "LAUREL HILL" STATION. HUGE PLANT HAD ITS OWN TRACKS AND LOCOMOTIVE ON-SITE ALONG WITH A LIRR FREIGHT OFFICE AND AGENT <i>(Per LIRR Co. Rules and Rates of Pay eff. 01/01/1924)</i> . NOT AN EMPLOYEE STATION STOP.
PILGRIM STATE HOSPITAL (BRENTWOOD)	SPUR OFF MAIN LINE W. OF SAGTIKOS PKY.	SPUR CONSTRUCTED: 1930 FOR COAL DELIVERY TO THE INSTITUTION. STATION WITH COVERED SHELTER AND CONCRETE PLATFORM IN SVC. PER ETT #1, EFF: 6/24/34. DISCONTINUED AS STATION STOP EFF: 5/21/78 PER OFFICIAL LIRR NOTIFICATION DUE TO LACK OF PATRONAGE. SPUR TRUNCATED: 19__? AND TRACKS REMOVED FROM UPPER PORTION OF SPUR. LOWER PORTION OF SPUR USED BY LIRR AS STORAGE TRACK. COVERED SHELTER AND PLATFORM STILL IN PLACE: 2013 BUT HEAVILY OVERGROWN.
PINEAIRE	MAIN LINE	BUILT: 1915 FOR REAL ESTATE DEVELOPMENT. NEVER AN AGENCY STATION. <i>(Robt. Emery data, Verified via L.I.R.R. Rules and Rates of Pay eff: 01/01/1924)</i> . HEAVILY VANDALIZED

IN LATER YEARS AND RAZED: 06/62.  
DISCONTINUED AS STATION STOP:  
10/27/86.

PINELAWN	MAIN LINE	<p>1<sup>ST</sup> 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 TIME-TABLE OF 1899.</p> <p>2<sup>ND</sup> 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. (<i>Brad Phillips data</i>). AGENCY PERMANENTLY CLOSED: ? DEPOT GREATLY REMODELED AND LONG COVERED BRICK PLATFORM ADDED: 1977. REOPENED AS A SHELTER ONLY. DEMOLISHED: 12/2017* (<i>* Steve Quigley Data</i>) WITH THE START OF DOUBLE-TRACKING OF THIS SEGMENT OF THE MAIN LINE.</p>
PINELAWN CEMETERY	MAIN LINE	<p>OPENED: 8/30/1904 WITH FANCY TICKET OFFICE LOCATED IN THE MAIN LOBBY. IT WAS SAID THE OFFICE WAS NEVER PUT IN SVC. BUILDING REMAINED IN SERVICE FOR CEMETERY BUSINESS UNTIL IT WAS DESTROYED BY FIRE IN 4/1928. WALLS STILL STANDING IN 1960. ARCHED ENTRANCE STILL STANDING UNTIL ELECTRIFICATION PROJECT BEGAN IN 1985.</p>
PINELAWN-MELVILLE	MAIN LINE	<p>1<sup>ST</sup> 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.</p>

LISTED AS "PINELAWN" IN TIME-TABLE OF 1899. (SEE: "PINE-LAWN")

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: ?
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: 2/1/1874. 2 <sup>ND</sup> DEPOT BUILT: 6/1875, CLOSED: 1903 AND USED AS EXPRESS HOUSE, RAZED: 4/1963 3 <sup>RD</sup> DEPOT OPENED: 7/25/03, REMODELED: 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. PLATFORM IN SVC: 10/31/88. CONSTRUCTION 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 DEPOT. <i>(Derek Stadler research)</i> EXTERIOR RESTORED TO ORIGINAL ARCHITECTURE, INTERIOR REMODELED NON-HISTORICALLY. RENOVATION COMPLETED AND OLD DEPOT REOPENED: 7/10/2001. <i>(Derek Stadler date)</i> AGENCY SCHEDULED TO CLOSE IN 2020-21.
PORT WASHINGTON	PORT WASH.	OPENED: 06/23/1898 AS WOOD-FRAMED BLDG. WITH WOOD SIDING. REMODELED WITH BRICK FACING: 1930. BRICK FACING REMOVED AND DEPOT RESTORED TO CLOSE-TO-ORIGINAL CONDITION FOR 100 <sup>TH</sup> ANNIVERSARY CELEBRATION: 1998
POWER PLACE	S.S.R.R. (ATLANTIC)	SEE: "CEDAR MANOR"

PRAIRIE GRASS FURNITURE CO. WORKS	MONTAUK	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 SPECIAL INSTRUCTIONS.
PRAIRIE GRASS WORKS	MONTAUK	EAST OF GLENDALE. LOW LEVEL PLATFORM FOR EMPLOYEES OF THE PLANT, PER 5/1923 ETT SPECIAL INSTRUCTIONS. FORM- ERLY "AMERICAN GRASS TWINE WORKS," "PRAIRIE GRASS FURN- ITURE CO. WORKS." BECAME ATLAS, PER 9/1923 ETT SPE- CIAL INSTRUCTIONS.
PROMISED LAND (PROMISE LAND)	MONTAUK	PLATFORM ONLY. OPENED: __?_ AS FLAG STOP ONLY, FOR EMP- LOYEES 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 INSTRUC- TIONS OF ETT #27: 06/25/1903. AP- PEARS 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	<p>OPENED: 10/1881 AS "QUEENS",          MOVED TO PRIVATE LOCATION:          1924 WITH GRADE ELIMINATION.          ELEVATED STRUCTURE OPENED:          9/20/1924 (<i>per official dedication          invitation</i>) AS "QUEENS VILLAGE."          AGENCY CLOSED: 12/10/1996.</p>
QUEENSWATER	LONG BEACH	<p>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 PER-          MISSION 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</p>
QUOGUE	MONTAUK	<p>STATION STOP ESTABLISHED 12/20/1869.          DEPOT SITE SELECTED 01/04/1870          ON NORTH SIDE OF TRACKS AT LEWIS          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</p>

ERECTION OF A DEPOT CAUSED HIM TO REFUSE TO STOP TRAINS THERE. ATLANTICVILLE STATION OPENED AT THIS LOCATION IN 1875

1<sup>ST</sup> DEPOT (2-STORY, WOOD FRAME BLDG.) BUILT IN JUNE-JULY, 1875, W. OF FORMER SITE AT WHAT IS NOW OLD DEPOT ROAD BY ORDERS OF NEWLY INSTALLED LIRR PRESIDENT HENRY HAVEMEYER. STATION DISCONTINUED 06/1876 AND REINSTATED IN AUGUST. (*Vincent Seyfried data*)

AS A RESULT OF LACK OF BUSINESS, DEPOT RELOCATED .6 MILES EAST ON N. SIDE OF TRACKS AND W. SIDE OF QUOGUE STATION ROAD: 1882, MIDWAY BETWEEN FORMER QUOGUE STATION LOCATION AND ATLANTICVILLE STATION WHICH WAS TO CLOSE. (*Babylon Signal of 03/18/1882.*) ANTICIPATED TROUBLE WITH THE TOWN IN RELOCATION OF THE QUOGUE DEPOT LED TO THIS ACCOUNT OF EVENTS OF THE MOVE THAT APPEARED IN THE MAY 27, 1882 ISSUE OF THE "BABYLON SIGNAL":

—Boss Carpenter Joseph H. Cummin, of the Long Island Railroad, is as shrewd and sharp as they make 'em, and doesn't "get left" on moving depot buildings any more than he does on a Jumbo narrative. Recently he was instructed to remove the Quogue station a short distance east of the old site. Every preparation had been made by the people of Quogue to prevent the removal of their depot, and were in readiness to serve an injunction upon Mr. Cummin restraining him from proceeding with the work, should he select a weekday for the task. If, on the other hand, the labor should be prosecuted on a Sabbath, officials were to appear on hand with authority to arrest the "gang" on the charge of violating the Sunday laws. Mr. Cummin gave the matter consideration and quickly devised a means out of the difficulty. On Saturday evening a por-

tion of the force was sent to Bay Shore, and early on Sunday morning a special train conveyed the men to Quogue, reinforcements joining the company at Patchogue. Engineer Colligan, pursuant to instructions, made the run in short order, entering the silent precincts of sleepy Quogue early and quietly, without sounding the whistle or bell. In a remarkably short time the depot was placed upon the flat and transported to the new site, and the freight house shared identical fate. The work was attended with so much quiet that the deed was accomplished before the Quogue people had fairly aroused from their peaceful slumbers. The circumstance is highly creditable to the sagacity of Mr. Cummin, and proves him equal to every emergency. The people of Quogue, however, will probably love him no more forever.

(Article from Art Huneke archive)

RELOCATED 1882 QUOGUE DEPOT



OUT OF SVC: 1905 WITH CONSTRUCTION OF NEW DEPOT. OLD BUILDING REMAINED IN PLACE AT LEAST INTO MID-1920s. (*Photographic provenance, David Keller data*)

3<sup>RD</sup> 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 <sup>TH</sup> 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 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.  
 2<sup>ND</sup> DEPOT WAS PLANNED (2014) TO  
 BE BUILT AND STATION STOP RE-  
 OPENED. NOT YET BEGUN AS OF  
 START OF 2020.

RICHMOND HILL	S. S. R. R. (MONTAUK)	S. SIDE R. R. DEPOT BUILT: APR/MAY, 1869 AS "CLARENCEVILLE." USED AS CHAPEL ON SUNDAYS BEGIN- NING 7/25/1869. RENAMED "RICH- MOND HILL": OCT/NOV, 1871. RAZED DUE TO GRADE CROSSING ELIMINATION AT JAMAICA AVENUE: 1923-24 2 <sup>ND</sup> . ELEVATED DEPOT BUILT: 1923-24. IN SVC; 6/18/24. CLOSED: ?, DISCONTINUED AS STATION STOP: 3/16/98
RIDGEWOOD	S. S. R. R. (MONTAUK)	S. SIDE R. R. DEPOT (SEE: "WANTAGH")
RIDGEWOOD	MONTAUK	OPENED: 6/2/1883, CLOSED: 1924
RIDGEWOOD	EVERGREEN	OPENED: 7/14/1878 AS DeKALB AVENUE. CHANGED TO RIDGE- WOOD: 6/1882. CLOSED WITH END OF PSGR. SVC: 1894
RIVERHEAD	MAIN LINE	1 <sup>ST</sup> DEPOT APPEARS ON TIMETABLE OF 6/14/1845. MOVED FOR USE AS RAILROAD BUNKHOUSE: 3/1870 2 <sup>ND</sup> DEPOT OPENED: 3/1870 3 <sup>RD</sup> DEPOT OPENED: 6/2/10. AGENCY CLOSED: 11/13/72 ( <i>per "LIRR Ticket Office Hours" listing</i> ). HOUSED SIG- NAL MAINTAINERS UNTIL DEPOT WAS RESTORED AND OWNERSHIP TRANSFERRED TO THE TOWN OF 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. ( <i>Robert L. Myers 1999 data</i> )

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 <sup>ND</sup> 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 <sup>ND</sup> 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 ORIGINAL LOCATION c. 1940 (*Robt. Emery data*). BECAME OFFICE FOR THURBER 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 ARTICLE OF 03/25/1882, ORIGINAL LAKELAND AND HOLBROOK STATIONS WERE TO BE CONSOLIDATED AND REPLACED WITH A NEW, RELOCATED STATION NAMED "RONKONKOMA."

NEW STATION PLACED IN SERVICE AS OF "*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 2<sup>ND</sup> FLOOR.  
BURNED: 1934

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

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

RAZED: 1994 WHEN PARKING LOT WAS REBUILT AND EXTENDED W. 4<sup>TH</sup> 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 ( <i>4-year gap??</i> ) OUT OF SVC: 1889. MAY HAVE BEEN USED AS FREIGHT HOUSE FOR 2 <sup>ND</sup> DEPOT. RAZED: <u>?</u> 2 <sup>ND</sup> DEPOT BUILT: 1889. RENAMED "ROSEDALE": 1892. EASTBOUND FACILITIES RELOCATED S. OF FORMER LOCATION: 11/26/41. RELOCATED N. AGAIN: 3/10/42 WITH CANCELLATION OF PROJECT. ALL FACILITIES AGAIN RE-RELOCATED S. OF FORMER LOCATION: 11/16-18/48 DUE TO GRADE ELIMINATION PROJECT. DEPOT RAZED: 11/48. TEMPORARY FACILITIES IN SVC. SOUTH OF FORMER LOCATION: 11/16-18/48 ELEVATED STRUCTURE OPENED WESTBOUND: 10/31/50, EASTBOUND: 11/27/50. AGENCY CLOSED: 8/19/2009.
ROSLYN	OYSTER BAY	OPENED: 1/23/1865, REMODELED

AND MOVED: SUMMER/1885 TO ACCOMMODATE A NEW FREIGHT STATION

2<sup>ND</sup> 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-LEVEL PLATFORMS UNDER CONSTRUCTION AROUND OLD DEPOT BLDG. BEGINNING 3/3/97. COMPLETED BY FALL OF THAT YEAR.

*(David Morrison and Derek Stadler data )*

RUGBY

MANH'T'N BCH

BUILT: 1888 (AS FORD'S CORNERS), CLOSED: 1902 DUE TO GRADE ELIMINATION.

2<sup>ND</sup> DEPOT (SHELTER SHED) BUILT: 6/12/1902, BURNED: 11/10/19, CLOSED: 1924 WITH LINE ABANDONMENT

SAG HARBOR

SAG HARBOR

TEMPORARY TICKET OFFICE OPENED IN FREIGHT HOUSE: 5/1870.

1<sup>ST</sup> 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 BLUE-PRINT, 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 2<sup>ND</sup> DEPOT. RAZED: 1923 (?)

2<sup>ND</sup> DEPOT OPENED: 12/10/23, NO AGENCY INDICATED AS OF 01/01/1924. CLOSED: c. 1942-43 DUE TO WAR-TIME SECURITY OF TRAINS PASSING THROUGH MITCHEL FIELD TO ACCESS THIS STATION STOP. DEPOT BE-

CAME 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 <sup>ND</sup> 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. (Robert L. Myers 1999 data) 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 <sup>ND</sup> 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 REMOD- ELED NON-HISTORICALLY: 1998 . NEW STATION SHELTER WITH HI-LEV- EL PLATFORMS BUILT: 1999 TO AC- COMODATE NEWLY-ARRIVED C3 BI- LEVEL CARS WHICH WERE PLACED IN SERVICE JULY, 1999. (Robert L. Myers 1999 data)
SEAFORD	MONTAUK	OPENED: 5/26/1899, RAZED:



		<p>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.</p>
SEASIDE (SEA SIDE)	ROCK. BCH.	<p>BUILT: 1880 AT BEACH 102<sup>ND</sup> ST., ROCKAWAY BEACH.  2<sup>ND</sup> DEPOT BLDG. ACQUIRED AT BEACH 104<sup>TH</sup> ST.: APR/1888, BURNED: 9/20/1892  3<sup>RD</sup> DEPOT BUILT: 1892, BURNED: 8/29/1893  4<sup>TH</sup> 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.</p>
SEA SIDE HOUSE	S.S.R.R. ROCK. BCH.	<p>BUILT: 7/1872 AT BEACH 103<sup>RD</sup> ST., ROCKAWAY BEACH. (SOUTHERN DIVISION IN 07/15/1878 BOOK OF RULES). TICKET OFFICE &amp; TELEGRAPH OFFICE IN HOTEL BUILDING. CLOSED: _?_. SITE OF LATER "SEASIDE" STATION.</p>
SETAUKET	PT. JEFFERSON	<p>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 SOMETIME AFTER 9/55. RAZED: 10/3/60. REPLACED WITH METAL SHELTER</p>

SHEP. 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 ( <i>Brad Phillips data</i> ). 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 ( <i>Art Huneke data</i> )
SHEEPSHEAD BAY	MANH'T'N BCH.	OPENED: 1877 2 <sup>ND</sup> DEPOT BUILT: JULY-AUG/1884, RAZED: 1909 WITH GRADE ELIM- INATION 3 <sup>RD</sup> 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 (*Art Huneke data*)  
LISTED IN ETT. #11 EFF: 11/08/1874.  
CLOSED: \_?\_

SHINNECOCK HILLS

MONTAUK

STATION STOP ESTABLISHED: 1886.  
ON E. SIDE OF HILLS STATION RD.  
DEPOT BUILT: APR-MAY/1887 TO  
SERVE LIRR PRESIDENT AUSTIN 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.  
(*See LIRR Telegraphic Call Letters / "KH"*)  
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 (*Robt. Emery data*).  
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 WITH NO TRAINS  
SCHEDULED TO STOP. 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 PURCH-  
ASED IN 1974 FOR USE *IN SITU* AS  
A PRIVATE RESIDENCE. SOME REN-  
OVATION PERFORMED. DESIGNAT-

ED A LOCAL SOUTHAMPTON LAND-  
MARK: 10/22/2013.

SHINNECOCK HILLS: 2	MONTAUK	FORMER SITE OF "SOUTHAMPTON COLLEGE" STATION. 528' WEST OF MP86. 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 PEDESTRIANS HAD TO WALK OVER THE TUCKAHOE RD. CROSSING, A PEDESTRIAN CROSS-OVER 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 STORAGE 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 MORRIS 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 CROSS-  
SING.

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

*(Per Vincent Seyfried: used as real  
estate office and razed: 1950. Per  
Bob Emery, with photographic proof,  
building remained abandoned and  
was repeatedly vandalized for lumb-  
er as late as 12/1944. Demolished  
in 1950.)*

SMITHTOWN

PT. JEFFERSON

BUILT: NOV-DEC/1872, CLOSED:  
11/6/36, WITH GRADE CROSSING  
ELIMINATION OF ROUTES 25 AND  
25A. 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.

2<sup>ND</sup>, 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  
2<sup>ND</sup> 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<sup>ST</sup> DEPOT APPEARS ON TIMETABLE  
OF 6/14/1845.  
2<sup>ND</sup> DEPOT OPENED: 1/1870. IN  
LATER YEARS, AGENT OUTFITTED

		<p>WAITING ROOM WITH COMFORT-          ABLE, STUFFED, EASY CHAIRS.          AGENCY CLOSED: 1958, RAZED:          6/62. REPLACED WITH METAL          SHELTER SHED.</p> <p>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>)</p>
SOUTH 8 <sup>TH</sup> 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 INDI- CATES TRAINS WILL MAKE STOP ALTHOUGH STATION IS NOT IN- DICATED 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 EAST SIDE OF MAIN STREET: 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 <sup>ND</sup> DEPOT OPENED: 1909, CLOSED: 1924 WITH BRANCH ABANDON- MENT
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



2<sup>ND</sup> 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 SPRINGFIELD STATION STOP.

SPRINGFIELD  
(SPRINGFIELD GDNS.)

MONTAUK  
(SPRINGFIELD)

BUILT: 1889 AS SPRINGFIELD. LISTED 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 (*Brad Phillips data*). 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.	OPENED: APR/1903 .2 MILES WEST OF SEASIDE STATION. 2-STORY WOODEN DEPOT BUILDING LOC- ATED EAST OF A LARGE, COV- ERED, OPEN WAITING ROOM. RE-

MOVED FROM TIMETABLE 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.)

STEWART AVE.	N.Y. BAY EXT.	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"
STEWART JCT.	MAIN LINE	SEE: "FLORAL PARK"
STEWART MANOR	HEMPSTEAD	BUILT: 1909. AGENCY CLOSED: 12/10/96. REMODELED: 2006
STONE AVE. (BROOKLYN)	ATLANTIC R.T.	AT EAST NEW YORK. OUT OF SVC. ___(?)
STONY BROOK	PT. JEFFERSON	BUILT: 1873, GREATLY REMODELED: 1917. CONSTRUCTION OF HI-LEVEL PLATFORMS WITH SHELTERS BEGUN: 3/88. TRACK REALIGNMENT RESULTED IN RELOCATION OF S. PLATFORM WHICH WAS PLACED IN SVC: 11/14/88. N. PLATFORM WITH SHELTERS COMPLETED: SPRING/1989. TEMPORARY WAITING ROOM AND

TICKET OFFICE SET UP IN TRAILER DURING RENOVATION OF OLD DEPOT. EXTERIOR RESTORED TO ORIGINAL ARCHITECTURE, INTERIOR REMODELED NON-HISTORICALLY. AGENCY CLOSED: 9/7/96. NEW SHELTERS CONSTRUCTED: 11/2008 TO EARLY 2009. (*Derek Stadler research re: shelters*)

STRAITON AVE.	FAR ROCK.	SEE: "ARVERNE, STRAITON AVE."
SUFFOLK STA.	MAIN LINE	OPENED: 7/14/1842 AT ISLIP AVE. APPEARS AS "NORTH ISLIP" ON 1861, 1862 AND 1867 TIMETABLES ( <i>Art Hunkel data</i> ). CLOSED: 1873 WHEN CENTRAL ISLIP STATION OPENED FURTHER EAST AT CARLETON AVE.
SUFFOLK DOWNS	MONTAUK	BUILT: 1907 ON W. SIDE OF PECONIC RD., IN SHINNECOCK HILLS. AGENCY AND DEPOT CLOSED: 1921. PURCHASED BY LIRR BLOCK OPR. JAMES V. OSBORNE AND MOVED TO PRIVATE LOCATION ON PECONIC BAY: 02/06/23. DISCONTINUED AS STATION STOP: 1927.
SYOSSET	PT. JEFFERSON	BUILT: 1872 AT LOCKWOOD'S GROVE, FAR ROCKAWAY, MOVED: 9/1877, GREATLY REMODELED: 1944, RAZED: 1948 2 <sup>ND</sup> DEPOT BUILT: 1948 3 <sup>RD</sup> DEPOT BUILT: 6/2019 <i>per:</i> <a href="http://www.amodernli.com/project/syosset-station/">www.amodernli.com/project/syosset-station/</a>
THE DYKES	LONG BEACH	APPEARS AS SIGNAL STOP IN TIMETABLE OF APRIL, 1898. BECAME ISLAND PARK IN JULY, 1922 OR MAY, 1923 ( <i>conflicting data</i> ) 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 <sup>ND</sup> 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") APPEARS AS SUCH ON TT OF 1842. LATER CALLED WOODVILLE AND THEN WOODHAVEN. (SEE: "WOODHAVEN") ( <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 <sup>TH</sup> AVE.& 36 <sup>TH</sup> 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 <sup>TH</sup> 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

		<p>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: <u>?</u>. DISCONTIN- UED AS STATION STOP: 1976. RAZED: c. 2001.</p>
UNIONVILLE	ATLANTIC R.T.	<p>WEST OF ROCKAWAY BLVD. OUT OF SVC. ___(?) MAY HAVE BEEN THE EARLIER STATION STOP TO SERV- ICE UNION COURSE RACE TRACK.</p>
UNITED NATIONS (FLUSHING MEADOWS)	PORT WASH.	<p>EAST OF CORONA STATION. IN SVC: 9/15/46. OUT OF SVC: c. 1952 (SITE OF 1939 WORLD'S FAIR STATION)</p>
UNQUA	S.S.R.R. (MONTAUK)	<p>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</u> OF MARCH 2 AND JULY 17, 1874 AS FREIGHT STOPS. LISTED AS STOP IN MAY 30, 1880 EMPLOYEE TIMETABLE AND AS FLAG STOP IN JUNE 19, 1880 EMPLOYEE TIME- TABLE. AGAIN LISTED AS FLAG- STOP IN JULY 28, 1881 EMPLOYEE TIMETABLE (<i>Art Huneke data</i>) NO LONGER LISTED ON WINTER/1881-</p>

1882 PUBLIC TIMETABLE. NAME APPEARS ON FREIGHT REPORT SHEETS: 1881 AND AS LATE AS MARCH, 1893. (*Also per Art Huneke*)

UPTON ROAD	MAIN LINE	EAST OF YAPHANK AND APPROX. TWO MILES W. OF UPTON JCT., AND THE FORMER CAMP UPTON STATION, WHERE THE OLD HAY RD (UPTON RD. IN 1918) CROSSED THE TRACKS. NORTH SIDE OF TRACKS. STATION IN SVC. EFF: 05/28/1918 PER G.N. #87. STILL LISTED ON PUBLIC TT OF 10/16/1921 BUT NO TRAIN SERVICE INDICATED. LIRR SERVICE TO /FROM THE CAMP ENDED: 4/1922 ( <i>Thos. R. Bayles data</i> ). TWO STORIES OF DISPOSITION OF DEPOT GIVEN: <ol style="list-style-type: none"><li>1. DEPOT CLOSED AND MOVED TO YAPHANK FOR USE AS AGENT'S RESIDENCE FROM 1922 UNTIL 1948. (<i>per Bob Emery's map notes. <u>LIRR Co. Rules and Rates of Pay</u> eff: 01/01/1924 indicated the agent received rent as part of his pay.</i>)</li><li>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>)</li></ol>
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 <sup>nd</sup> DEPOT BUILT AT SAME LOCATION OR ORIGINAL DEPOT RE-



		<p>MODELED: c. 1881 OUT OF SVC: 8/10/32 ACCOUNT GRADE CROSS- ING ELIMINATION PROJECT. RAZED: 1933.</p> <p>TEMPORARY STATION RELOCATED ON SHOO-FLY SOUTH OF FORM- ER 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.</p> <p>3<sup>RD</sup>. 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</p>
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 <sup>ND</sup> DEPOT BUILT: 1906, BECAME FREIGHT STATION WITH TER- MINATION 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 DONATED PROPERTY FROM RIVERHEAD TOWN LINE EAST TO ORIGINAL END OF TRACK DUE TO LIRR NOT RUNNING THE REQUISITE NUMBER OF TRAINS PER THE ORIGINAL 1895 DONATION AGREEMENT). WOODEN DEPOT RAZED SOMETIME AFTER AND LUMBER USED TO BUILD STORE NORTH OF STATION SITE. LAST REVENUE TRAIN: 10/9/38. RELOCATED STATION OUT OF SVC. PER G.O. #1006C: 3/29/39 AND BRANCH ABANDONED.

WAINSCOTT

MONTAUK

BUILT: 1898  
2<sup>ND</sup> 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 (SUMMER-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. APPEARS ON 1852-53 TIMETABLE ONLY. POSSIBLY ONLY USED AS A MEETING / PASSING LOCATION. APPEARS ON AN 1855 MAP. A SIDING AT THIS LOCATION BORE THE NAME "WAMPMISSIC" ON 1916 LIRR VALUATION PLANS AND IN THE LIRR'S 1924 CR4 BOOK WHICH INDICATED FREIGHT SIDING LOCATIONS.  
*(Info courtesy of Art Huneke)*

WANTAGH	S. S. R. R. (MONTAUK)	<p>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.</p> <p>TEMPORARY STATION ACCOUNT GRADE CROSSING ELIMINATION IN SVC: 8/24/66. OUT OF SVC: 10/22/68 AND RAZED.</p> <p>ELEVATED STRUCTURE IN SVC: 10/22/68. AGENCY SCHEDULED TO CLOSE IN 2020-21.</p>
WARDENCLYFFE	WADING RIVER EXTENSION	<p>FIRST APPEARS IN TIMETABLE OF JUNE, 1900. LOCATED ON WEST SIDE OF NORTH COUNTRY ROAD CROSSING.</p> <p>2ND DEPOT BUILT: 1902, .2 MILES EAST OF ORIGINAL LOCATION. RENAMED "SHOREHAM": 1906 (SEE: "SHOREHAM")</p>
WARWICK ST. (EAST NEW YORK)	ATLANTIC	<p>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</p>
WASHINGTON AVE. (BROOKLYN)	ATLANTIC RT	<p>RAPID TRANSIT STOP PER ETT #11, EFF. 11/4/1878</p>
WASHINGTON ST. (GARDEN CITY)	CENTRAL EXT.	<p>EAST OF GARDEN CITY STATION. LOW PLATFORM FOR LIRR'S BAT-</p>

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 CROSSING"). 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). AN 03/18/1882 ARTICLE IN "THE SIGNAL," A BABYLON WEEKLY THAT PUBLISHED A SATURDAY COLUMN CALLED "GOS-SIP ON THE RAILS", STATED THE LIRR IS TO ABANDON THE STATION ALONG WITH THAT OF ATLANTICVILLE DUE TO INSUFFICIENT BUSINESS, HOWEVER, THE STATION CONTINUED TO BE LISTED ON TTs OF 1883 AS "WATER MILLS" (2 WORDS) AND IN 1885, AGAIN AS "WATERMILLS" (ONE WORD). FINALLY LISTED AS "WATERMILL" (date?) UNTIL EVENTUALLY DISCONTINUED AS A STATION STOP (date?). 2 <sup>ND</sup> DEPOT OPENED: 8/1903, AGENCY 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 STATION SYMBOL CARD EFF: 8/31/57. STRUCTURE LEFT STANDING AND ABANDONED. COMPLETELY RENOVATED: 1968 FOR USE AS A DRESS SHOP. LATER BECAME A RESTAURANT. EXTERNALLY RESTORED (2012) TO BE PART OF OFFICE CONDOMINIUMS SURROUNDING THE OLD DEPOT GROUNDS.
WAVECREST	FAR ROCK.	OPENED: 5/1928. WESTWARD STATION 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<sup>ND</sup> 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 YAP-  
HANK 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. RE- NAMED "BRESLAU": 1869. (SEE: "BRESLAU")
WESTBURY	MAIN LINE	1 <sup>ST</sup> 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 <sup>ND</sup> DEPOT BUILT: APR-JUNE/1883 3 <sup>RD</sup> DEPOT BUILT: 1914, GREATLY REMODELED: 1972. PER RAY MUNTZ, ANOTHER REMODELING BEGAN IN APRIL, 2001 BUT POS- SIBLY 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. DISCONT- INUED: ?
WESTBRIDGE (HIGH BRIDGE)	MAIN LINE	JAMAICA AVE. AT 130 <sup>TH</sup> ST., JAMAICA. SHELTER SHED OPENED: 6/28/1916, WITH STREET-LEVEL TICKET OF- FICE ON JAMAICA AVE. AT THE CROSSING OF THE LIRR'S TRACKS BY THE JAMAICA AVE. EL. <i>(photo- graphic 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>2<sup>ND</sup> DEPOT BUILT: 1905. SUFFERED EXTENSIVE INTERIOR DAMAGE IN A FIRE SET IN FRONT OF THE TICKET OFFICE IN 1986. OFFICE CLOSED FOR 4-5 MONTHS DURING RENOVATION OF THE TICKET OFFICE AND WAITING ROOM. UPPER LEVEL DAMAGE WAS NOT REPAIRED. (<i>Read retired agent Fred Allen's account of the fire at the end of this listing.</i>) AGAIN BURNED, BUT ONLY SLIGHTLY 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>)</p> <p>SUNDAY AGENCY ONLY: 2006</p>
WEST HEMPSTEAD	W. HEMP.	<p>OPENED: 19_?_ NORTH OF HEMPSTEAD AVE. RAZED 1928.</p> <p>2<sup>ND</sup> DEPOT OPENED 1928, NORTH OF HEMPSTEAD AVE. MOVED SOUTH OF HEMPSTEAD AVE. 9/15/35</p>

		<p>WITH END OF THRU-PSGR. SVC. BETWEEN MINEOLA AND VALLEY STREAM. SET IN PLACED PARALLEL TO HEMPSTEAD AVE. WITH DIAGONAL COVERED WALKWAY LEADING TO COVERED PLATFORM. BURNED AND RAZED: 1959.</p> <p>3<sup>RD</sup> 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	<p>FRAME DEPOT BUILT: 1898 AND WAS A SIGNAL STOP ONLY. NAME CHANGED TO "NORTH ROSLYN" IN 1901. CLOSED AND DISCONTINUED AS STATION STOP: 03/19/1924.</p>
WHITE POT (WHITEPOT)	MAIN LINE	<p>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 PROBABLY IN 1892 WHEN MANUAL BLOCK SYSTEM PLACED IN SERVICE BETWEEN 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 SIGNAL "R-58" AT WHITE POT. (<i>Art Huneke Data</i>)</p>



WHITESTONE	FLUSHING R.R. NY & FLUSHING FLUSHING & N. SIDE (WHITESTONE)	ORIGINAL DEPOT BUILT: 10/1869. 2 <sup>ND</sup> DEPOT OPENED: 1/30/1871. ORIGINAL DEPOT POSSIBLY USED AS FREIGHT/EXPRESS HOUSE FOR NEW DEPOT BLDG. ( <i>Possible 3/1932 photo provenance</i> ) 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 <sup>ST</sup> 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 <sup>ST</sup> 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 <sup>TH</sup> 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 <sup>TH</sup> AVE. & 69 <sup>TH</sup> ST.: 08/1876 ON OLD ALIGNMENT.

RAZED: 11/1915.  
 NEW DEPOT BUILT: EAST OF TODAY'S  
 72<sup>ND</sup> 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 (*Realignment  
 data per George Chiasson, Jr.*)

WOOD'S STATION	S.S.R.R. (FAR ROCK.)	(SEE: "WOODMERE.")
WOODBURY	PT. JEFFERSON	SEE: "COLD SPRING HARBOR"
WOODHAVEN (1 <sup>st</sup> )	ORIG MAIN LINE BETW. BKLYN AND JAMAICA (ATLANTIC)	ORIGINALLY OPENED AS CONNECTI- CUT AVE. (1837) ON ORIGINAL MAIN LINE BETWEEN BKLYN AND JAMAICA. BECAME TROTGING COURSE AND THEN TROTGING COURSE LANE TO SERVICE THE CENTREVILLE RACE COURSE (TROTGING 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 <sup>nd</sup> )	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 ATLANTIC AVE. WITH ATLANTIC AVE. IMPROVEMENT PROJECT OF 1939-1940. (*Valuation photo from 11/21/1939 shows demolition underway.*)  
2<sup>ND</sup> DEPOT, LOCATED UNDERGROUND, OPENED: 1940-41. RENAMED "WOODHAVEN" TO REPLACE THE RAPID TRANSIT STOP ORIGINALLY LOCATED FURTHER WEST AND WHICH WAS REMOVED BY THE ATLANTIC AVE. IMPROVEMENT PROJECT. THE "JUNCTION" PORTION OF THE STATION NAME WAS ELIMINATED AT THIS TIME ALTHOUGH THE JUNCTION REMAINED IN SERVICE. THE ACTUAL JUNCTION WAS TAKEN OUT OF SERVICE: 6/8/62 AND THE ROCKAWAY 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 TICKET OFFICE HOURS" LISTING OF 9/25/66. AGENCY GONE BY LISTING 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. IMPROVEMENT PROJECT. RENAMED "WOODHAVEN."  
2<sup>ND</sup> 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 178 <sup>TH</sup> 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 <sup>ND</sup> 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 <sup>TH</sup> AVE. BETWEEN 57 <sup>TH</sup> & 58 <sup>TH</sup> STS. ON OLD ALIGN- MENT: 11/15/1869. CLOSED: 1913 DUE TO GRADE ELIMINATION AND TRACK REALIGNMENT AND RAZED SOMETIME AFTER. 2 <sup>ND</sup> STATION IN SVC. AT TODAY'S 60 <sup>TH</sup> ST & WOODSIDE AVE. ON OLD AL- IGNMENT DURING TRACK ELEVA- TION: 04/1913. RAZED: 11/17/1915 3 <sup>RD</sup> AND ELEVATED STRUCTURE IN SVC. AT TODAY'S ROOSEVELT AVE. & 61 <sup>ST</sup>

ST. ON NEW ALIGNMENT: 10/17/1915  
(*Realignment data per George Chiasson, Jr.*)

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 <sup>ND</sup> STATION IN SVC: 1939-40, RAZED AFTER FAIR CLOSED IN OCT, 1940. 3 <sup>RD</sup> STATION IN SVC: 1/11/61. AGEN- CY 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 ( <i>Brad Phillips data</i> ) AT CLOSING OF FAIR. STA- TION RENAMED "SHEA STADIUM": 4/15/66. (SEE "SHEA STADIUM.")
WRECK LEAD	LONG BEACH	OPENED: c. 1898, AS COMBINATION LOW CINDER / LOW WOODEN PLAT- FORM. NO DEPOT BUILDING. ON NE SIDE OF WRECK LEAD (REYN- OLD'S) CHANNEL AT WATER'S EDGE. CLOSED: 12/31/27.
WYANDANCH (WYANDANCE)	MAIN LINE	BUILT: 5/1875 AS "WEST DEER PARK", RENAMED "WYANDANCE:" 01/01/1889. APPEARS AS "WYAN- DANCH" IN 1903 CR4. RAZED: 2/58 2 <sup>ND</sup> , RELOCATED DEPOT OPENED: 2/58. RAZED: 1987. 3 <sup>RD</sup> , RELOCATED DEPOT OPENED: 1987 ON SITE OF 1 <sup>ST</sup> DEPOT. AGEN- CY CLOSED: ___?_ 4 <sup>TH</sup> DEPOT WITH PARKING GARAGE FACILITY IN SVC: 9/2018 WITH DOUBLE-TRACKING OF MAIN LINE FROM PW TO RONKONKOMA <i>per:</i> <a href="http://www.amodernli.com/project/wyandanch-station-enhancement/">http://www.amodernli.com/project/ wyandanch-station-enhancement/</a>

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	<p>1<sup>ST</sup> 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.</p> <p>2<sup>ND</sup> 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 (<i>Robt. Emery Data</i>). AGENCY CLOSED: 1958, DEPOT RAZED: 1961. REPLACED WITH METAL SHELTER SHED.</p> <p>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>)</p>
YOUNGSPORT	S.S.R.R. (MONTAUK)	<p>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.</p>

**GENERAL ORDER No. 90 } RECEIVER'S OFFICE**

**LONG ISLAND CITY - OCT. 15<sup>TH</sup> 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:**

TRACK BETWEEN HEMPSTEAD AVE., WEST HEMPSTEAD AND "MT" TOWER (MINEOLA) WILL BE OPERATED AS A SIDING. BEFORE MAKING MOVEMENTS OVER CROSSINGS IN THIS TERRITORY, A TRAINMAN MUST PRECEDE SUCH MOVEMENTS TO WARN THE PUBLIC OF APPROACHING ENGINES OR CARS.

**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 NOTICE #1-48, EFFECTIVE 02/15/83**

TURNTABLE TRACK, OYSTER BAY, 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, recalls 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!