



**TOWN OF BABYLON, OFFICE OF HISTORIC SERVICES
AND TOWN OF BABYLON HISTORY MUSEUM**
47 W. Main Street, Babylon, NY 11702
(631) 587-3750



Babylon Station

1867 – Station established by South Side Railroad, which was absorbed by LIRR by 1876; and temporarily re-named Seaside

1881 – 2 ½ story depot constructed

1962 – Demolition of 1881 depot

1964 – Completion of elevated Babylon station and tracks

Much of the following information was compiled in 2017 for an application to the William G. Pomeroy Foundation for a historic marker.



<https://www.wgpfoundation.org/historic-markers/south-side-r-r-4/>

Arrival of South Side Railroad. Opening of Babylon Station and Attempt to Re-Name "Seaside"

—The South Side Railroad was completed from Jamaica to Babylon last Friday. On Saturday the Engineer, Mr. Charles Fox, with one passenger car attached to the engine, containing a number of Directors, passed over the road between these two points. It is expected that it will be formerly opened for business about the 25th.

Long Islander, October 18, 1867, p. 2

*completed from Jamaica to Babylon, October 11, 1867

(Note: The newspaper published on Friday, October 18, 1867, refers to "last Friday," meaning Friday, October 11, 1867.)

Railroad.

The Long Island Railroad Company, at the meeting of the Board of Directors on the 23d inst., decided to adopt what is called the South Route from this place to a point one half mile south of the Main street, at Northport. The enterprising citizens of Northport have guaranteed to the Company the right of way free of expense to the Company, and the contract for the completion of the Road in running order on or before the 1st of January has been awarded to P. C. Shanahan, Esq., the energetic contractor for the first section of the Road to this place, the grading and masonry of which are now nearly finished. The cross-ties for this part of the Road are now mostly upon the ground, and about two miles of the iron is in place; if the weather continues good, it is expected the Road to our station will be open for trade in November.

four miles. This solution of long-standing difficulties will result favorably to the interest of our friends at Oysterbay.

We learn, also, that the South Side Railroad Company, finding their efforts to obtain a suitable terminus in Brooklyn, have determined to make their terminus at Hunter's Point. This arrangement, we have no doubt, though designed as temporary, will be found ultimately as the best thing that can be done for that Company. There can be no doubt that the business of the Island will be greatly promoted by bringing the travel from all parts of it to one point at the

city. The South Side Railroad will commence to run regularly on the 28th inst., connecting at Jamaica.

The various propositions for the final termination of the Branch Road at this place, we learn, were under the consideration of the Directors, and we anticipate that the many important reasons which make a nearer station desirable, will influence the Board to come to a speedy and favorable conclusion.

*SSRR commence regular runs, October 28, 1867

Long Islander, October 25, 1867, p. 2

We are also informed that the differences between the Cold Spring R. R. Co. and the L. I. R. R. Co. have been adjusted, and that there will be an Extension of the Cold Spring Railroad, from the White Oak Station to Oysterbay, a distance of about two miles, which will make the Oysterbay Branch about

Increased facilities of communication with the villages of Long Island are of special concern to the City of Brooklyn. The opening of the South Side Railroad is a mark of progress. On Saturday the first passenger train passed over the road as far as Babylon, to which point the rails are laid. Several hundred persons assisted in the first trip and unanimously pronounced cars, engine and truck a thorough success. The opening of the South Side Road is as promising as the directors or the public could desire.

Brooklyn Daily Eagle, November 1, 1867, p. 3

*first passenger train, October 26, 1867

(The newspaper published on Friday, November 1, 1867, refers to "On Saturday," meaning Saturday, October 26, 1867.)

On the South Side Railroad—two trains run each way daily, leaving Jamaica at 8:40 A. M. and 4:35 P. M., and leaving Babylon at 7:10 A. M. and 2:00 P. M.

*schedule

Brooklyn Daily Eagle, November 4, 1867, p. 11

The South Side Railroad Open.

The South Side Railroad, which has been pushed forward with commendable energy, is now open for travel from Jamaica to Sayville, a distance of forty-one miles. By this road a productive section of Long Island is brought within easy access of Brooklyn and New York, adding millions to the value of property on the Island and in this city, if we are not blinder than bats to our own interest. For all practical purposes, Babylon will be brought nearer to Brooklyn than East New York was within the recollection of those who lay no claim to the title of the "oldest inhabitants." If we are wise enough to secure a desirable terminus for this road in Brooklyn, thousands of honest toilers, now confined in pent-up apartments, may secure homes within reach of their business, and a few acres of honest earth which they can call their own. The stations on the road are as follows: Springfield, Pearsall's Corner (within five miles of the popular bathing resort, Far Rockaway,) Rockville Centre, Baldwinville Freeport, Merrick, Oyster Bay, Amityville, Seaside (late Babylon), Penaticutt, Islip, and Sayville. For the present, the road will connect at Jamaica with the Long Island and the Brooklyn and Jamaica roads, but it will be pushed forward to Brooklyn as rapidly as possible.

The folly of diverting the trade of Long Island to New York is so apparant, that it can hardly be necessary to waste words or space upon it. Those who come after us will find it hard to believe that for ever a generation, after steam had been introduced, we saw the produce of the Island carted by our very doors, while we were content to follow it to New York, and purchase it when it had lost its freshness, and after three or four classes of bucksters had made a profit upon it. We look to the Common Council to deal wisely and generously by this enterprise. The apparent interest of the property owners on a single thoroughfare must give way to the solid and abiding interest of this great and growing city. We hope to see at the

terminus of this road, a great country market where we can deal with the farmers first hand with advantage to them and ourselves. Parks and Boulevards are well enough in their way, but provision for our material wants ought to take precedence of them. In the kitchen is embraced an important department of domestic economy, and no man who is not a candidate for the lunatic asylum, would provide pictures for his parlor while destitute of the means of properly cooking a beef-steak below stairs. Something like this is the policy being pursued in Brooklyn. Let us have no more on't.

We are glad to hear that the travel by the road is most encouraging to its projectors. The summer travel upon it can hardly fail in being immense, for the road will connect with many of the most popular bathing and fishing resorts on the south side of the island. Passengers to Rockaway, by taking the cars to Pearsall's Corner, will have an easy stage-ride of less than five miles. In time a branch road or horse cars will make it still better. Within ten years, villas and villages will dot the entire line, and here, as in the older countries, the traveller will not be reminded of his approach to the city by a long line of dilapidated shanties, but by miles of tasteful and comfortable homes, like those the Londoner points out to the traveller with a Britain's pride, in the fact that though finer parks, more stately boulevards, or more majestic structures, are to be seen in other lands, there are no homes so much like home as those of "Old England."

"Seaside (late Babylon)"

Brooklyn Daily Eagle, Nov. 8, 1867, p. 2

SOUTH SIDE RAILROAD—The Directors of the South Side Railroad have invited the Common Council and other prominent gentlemen of the city to accompany them to an excursion to Babylon tomorrow. The road is in good running order now between Jamaica and Babylon and well equipped. Messrs Bergen (President) and White (Superintendent) are indefatigable in the prosecution of the work which will connect the Eastern District with Jamaica and next season the whole line will be in active, and doubtless prosperous operation.

*excursion "tomorrow" - November 14, 1867

Brooklyn Daily Eagle, November 13, 1867, p. 3

THE SOUTH SIDE RAIL ROAD.

The South Side Railroad Formal opening to-Day—Who were present.

The opening of the South Side Railroad has long been a subject of considerable interest to the public generally, in as much as the establishment of the road will bring comforts and pleasures to business men of New York and Brooklyn. It is an indubitable fact that men generally—whether their finances admit or not—love to make a show of opulence, and one great feature of wealth is the ability to reside somewhere within ten or fifteen miles of Brooklyn, and do business in the city. But men of an interesting degree of impetuosity cannot afford to live outside of the limits of the city, for several reasons, important ones of which are the lack of speedy communication between country places and the city, and the rather exorbitant fare imposed upon passengers. But the establishment of the South Side Railroad will open a new avenue to the public, and afford most excellent facilities to the general public for travel to the country. Connection by steam with beautiful rural localities on Long Island, will be an event the occurrence of which will be hailed with delight. And after all preliminary arrangements have been made, the day of opening has come at last. This morning active scenes are to be witnessed in and around the City Hall. Aldermen, Supervisors, and officials generally, were congregated thereabout, and engaged in discussing the merits of the new railroad. At 10:30 A. M., the parties started for Jamaica, there to take the initial trip on the new road to Babylon. Among those who left the city at the above hour, were the following gentlemen: Mayor Booth, Supervisors Voorhes and White, Aldermen J. I. Bergen, Hinesdale, Hathaway, and Whitney, and the following gentlemen: Henry McCloskey, City Clerk, Alex McCue, Corporation Counsel, Levi Faron, Deputy Comptroller, Judge J. H. Cornwell, Thomas Kinsella, and William Hester, of the *Eagle*, George O. Bennett, of the *Williamsburg Times*, John Yates, of the *Union*, and Patrick Tormey, keeper of the City Hall. The following members of Assembly also accompanied the party: P. Burns, W. S. Andrews, P. Keady, F. A. Mallison, W. C. Jones, C. L. Smith, W. C. Tower, J. Raber and J. C. Jacobs.

The party left in coaches from the City Hall at 10½ A. M., and expected to arrive at Jamaica at 12 M.

*formal opening

Brooklyn Daily Eagle, November 14, 1867, p. 2

A RAIL ROAD EXCURSION.

Opening of the South Side Rail Road.— Entertainment, Speeches, etc.

The South side Rail Road of Long Island was yesterday formally opened from Jamaica to Babylon. A large number of gentlemen from Brooklyn were indulged in a free ride over the road. At noon all who had been invited assembled at Jamaica, and took the train for Babylon. There was a goodly company, including His Honor Mayor Booth, A. McCue, G. T. Jencks, Ald. Whitney, Casbow, O'Brien, Hathaway, Bergen, Carman, McGroarty and Guck.

Supervisors Voorhees, White and Little; Water Commissioners Peter G. Taylor, D. L. Northrup, G. King; U. S. Assessor John R. Williams; Sheriff Patrick Campbell, ex Sheriff Anthony P. Campbell, A. A. Degraw; Sheriff Durland of Queens county, A. Harris and B. K. True of Suffolk county.

The reception committee included J. R. Reed, D. S. Samuels, Jessie Conklyn, S. C. Smith, B. F. Fields, M. Willetts, I. Bedell, W. E. Underhill, F. S. Smith, I. H. Carll. There were present nearly a full delegation to the Assembly, including Messrs. Burns, Andrews, Keady, Mallison, Smith, Raber, Tower and Jacobs.

Also W. C. DeWitt, George C. Bennett, Henry McCloskey; Thomas Kinsella and Wm. Hester, of the Eagle; Mr. McElroy, Engineer of the Wallabout Improvement; Major General Calvin E. Pratt, and P. S. Concklin; Nelson Spearman, Commissioner of Jurors; Edmund Driggs, Robt. Furey, J. R. Cullen, Jr., John E. Cummeyer, Wm. M. Thomas and Charles Ashby, Tenth Ward; Henry S. Bellows, Mayor's Secretary; John W. Hunter, M. C.; Levi Faron, Deputy Comptroller, and a large number of others.

THE START.

At half past twelve o'clock the whistle blew and the train started off over a very smooth road. The stations along the route are Springfield, Pearsall's Corner, Rockville Centre, Baldwinville, Freeport, Merrick, Ridgewood, South Oyster Bay, Amityville; Jamaica and Babylon are the termini.

The route is along the best portion of Long Island, the road opens up a new territory for the wealthy who do business in New York, and desire pleasant rural residences. Among others now living there are Mr. H. Placide the actor, A. Wagstaff, J. T. Bertine, G. T. Arnold, of the New York dry goods firm of Arnold, Constable & Co., B. K. True, J. C. Minturn, C. J. Bergen, Royal Phelps, S. Eytlinge, and E. B. Litchfield.

The road was begun in April, 1866, and the iron was laid in May, 1867. The first train passed over it on the 12th of October last, since which time trains have been regularly running. The distance to Babylon from Brooklyn is forty miles, from Jamaica twenty-eight miles. Between this city and Jamaica the road is graded and only awaits the action of the Common Council as to its proper Brooklyn terminus. By next spring the route will be running from the ocean shore to this city. The cost is \$25,000 per mile or about \$1,250,000 in the aggregate.

IN BABYLON,

After a very enjoyable ride in first-class cars through a level, sandy country, and after listening to all the possible and impossible jokes upon Babylon and its being likely to fall, the party, happy in fact and in anticipation, arrived at the objective point. Babylon is one of those quaint old towns which has a life of its own and looks through sleepy eyes upon the rest of creation. Like all Long Island towns it is level, not to say flat, but its surroundings are very pleasant, and the new road will make it a popular sea-side resort for families in summer. Babylon is fallen in favor if we may believe what is stated by an old resident. He held that the name of the place would be changed to Seaside, on these grounds. That from the Biblical reputation of Babylon, city people concluded that its Long Island namesake must be very wicked, and hence hundreds flocked there to carouse and play at cards with the few who are among those always ready to take a friendly game or a social glass. By changing the name he proposes to change the tastes of the inhabitants, and relieve the village of its tide of visitors. Verily there must be something in a name.

*formal opening, with statement that the name "Babylon is fallen in favor..."

Brooklyn Daily Eagle, November 15, 1867, p. 2

S OUTH SIDE RAILROAD OF LONG ISLAND—Time table, fall arrangement—to take effect on Monday, Nov. 4, 1867.
 Express train leaves Babylon 7.35 A. M., arriving at Jamaica 8.40 A. M. Returning, leaves Jamaica at 4.05 P. M.
 Mail and passenger train leaves Jamaica 10.03 A. M. Returning, leaves Babylon 12.40 P. M.
 Trains stop at Springfield, Pearsall's Corner, Rockville Centre, Baldwinville, Freeport, Merrick, Ridgewood, South Oyster Bay and Amityville. notice.

*schedule

Brooklyn Daily Eagle, November 16, 1867, p. 1

*Please note: During the time period of the name change to Seaside, fall 1867 through 1868, there was not a local newspaper published in Babylon. The South Side Signal did not start until July 1869. So, there are no local, Babylon accounts of the situation.

CHANGE OF NAME.—The village of Babylon, (Suffolk county, hereafter will be called "Seaside." This is at present the terminus of the South Side Railroad.

—Exchange.

We notice in a number of our exchanges that the above statement is going the rounds, and as we have not seen it contradicted, we suppose it to be correct. We must confess that we are somewhat surprised that our Babylon friends have not selected some more significant name for so important a place as they expect it to become, now that they have the South Side Railroad.

*change of name to Seaside

Long Islander, Dec. 6, 1867, p. 2

The names of Post offices, Jerusalem South, Queens Co has been changed to Seaford, and of Seaside, this county to its old name Babylon, so says the Albany Journal.

*change Post Office name to Seaside

Corrector, Jan. 25, 1868, p. 2

VILLAGE GOSSIP.

BY WALKABOUT.

On Monday, the 3d inst., a four-horse load went to the ancient city of Babylon, (not Seaside), consisted of a number of the "s lid men" of this village, with a delegation from Northport, and returned by the "gas light of the moon." In the aft noon, a party of married ladies came from Northport, who scorned the protection of their "liege lords," (probably some of them had gone to Babylon), and came to our village, enjoying the pleasure among themselves; and were followed on Tuesday by a party of fair Misses of the same place, who came likewise unprotected by the sterner sex, seeming to enjoy themselves, although alone in their glory. We admire their spirit, but hope they will relent on some

*comment on the name "Babylon (not Seaside)"

Long Islander, Feb. 14, 1868, p. 2

LONG ISLAND.

Its Summer Resorts—Its Resources—Its Lands and Railroads.

THE RAILROADS.

If Long Island has allowed New Jersey and other places to precede her in constructing railroads, diffusing population and wealth over their surface, there is some evidence now that her whole valuable space is likely to be brought rapidly into requisition. The card of the South Side Railroad shows the following places and distances from the starting point foot of South Seventh street, Williamsburgh:—Clarenceville, 7 miles; Jamaica, 8; Springfield, 11; Pearsall's Corner, 16; Rockville Centre, 17; Baldwinville, 19½; Freeport, 21; Merrick, 22; Ridgewood, 25; South Oyster Bay, 27; Amityville, 29; Babylon Seaside, 35; Bay Shore, 40; Islip Centre, 42; Islip, 43; Oakdale, 47½; Sayville, 50; Bayport, 51½; Patchogue, 54.

*station named "Babylon Seaside)

Brooklyn Daily Eagle, July 23, 1869, p. 2 (excerpt)

TRAINS GOING EAST.

(Heavy figures denote meeting and passing places.)

FROM	No. 1.	No. 2.	No. 3.	No. 4.	No. 5.	Miles.
	Freight Trains.	Mail and Pass.	Patch'g Express.	Islip Accom.	Jamaica Pass.	
	A. M.	A. M.	P. M.	P. M.	P. M.	
Roosevelt St.,	---	8.30	3.15	4.15	5.30	
Grand St.,	---	8.35	3.20	4.20	5.35	
S. 7th St. B'kn.	---	8.40	3.25	4.25	5.40	
Bushwick Av.	6.20	9.00	3.40	4.40	5.55	1 ½
Fresh Pond,	---	---	---	---	6.00	5
Clarenceville,	6.45	9.20	---	4.55	6.05	7
Van Wyck Av	---	---	---	---	6.15	8
Jamaica,	7.00	9.30	4.00	5.00	6.15	8 ½
Springfield,	7.12	9.40	---	5.05	---	11 ½
Pearsall's Cor.	7.30	9.54	4.22	5.21	---	10 ½
Rockville Cen.	7.35	10.00	---	5.24	---	17 ½
Baldwinville,	7.42	10.05	4.32*	5.33	---	19 ½
Freeport,	7.50	10.10	---	5.40	---	21
Merrick,	8.10	10.15	4.42	5.46	---	23
Ridgewood,	8.27	10.20	---	5.55	---	25
S. Oyster Bay	9.00	10.30	4.50	6.02	---	27
Amityville,	9.12	10.30	4.55	6.12	---	29
Wellwood,	9.30	10.45	---	6.20*	---	32
Babylon,	9.45	10.54	5.10	6.30	---	35
Bayshore,	10.10	11.08	5.24	6.45	---	40 ½
Islip Centre,	10.18	11.12	5.30	6.50	---	42
Islip,	10.24	11.15	5.35	6.55	---	43
Oakdale,	10.48	11.30	5.40	---	---	47 ½
Sayville,	11.00	11.38	6.00	---	---	50
Bay Port,	---	---	---	---	---	51 ½
Patchogue,	---	---	---	---	---	54

TRAINS GOING WEST.

(Small figures and ... trains do not stop. * on signal only.)

FROM	No. 6.	No. 7.	No. 8.	No. 9.	No. 10.
	Jamaica Pass.	Islip Accom.	Patch'g Express.	Mail and Pass.	Freight Train.
	A. M.	A. M.	A. M.	P. M.	P. M.
Patchogue,	---	---	---	---	---
Bay Port,	---	---	---	---	---
Sayville,	---	---	7.28	12.52	1.15
Oakdale,	---	---	7.40	1.00	1.30
Islip,	---	6.50	7.50	1.15	1.50
Islip Centre,	---	6.55	8.00	1.20	1.55
Bayshore,	---	6.12	8.06	1.25	2.05
Babylon,	---	6.56	8.20	1.40	2.20
Wellwood,	---	7.08	---	1.49	2.45
Amityville,	---	7.20	8.35	2.00	3.00
South Oyster Bay,	---	7.28	8.42	2.06	3.10
Ridgewood,	---	7.35	8.47	2.13	3.20
Merrick,	---	7.45	8.53	2.20	3.40
Freeport,	---	7.50	---	2.25	3.50
Baldwinville,	---	7.50	---	2.32	4.00
Rockville Centre,	---	8.03	---	2.40	4.12
Pearsall's Corner,	---	8.08	9.10	2.45	4.22
Springfield,	---	8.25	---	3.00	4.42
Jamaica,	7.30	8.35	9.30	3.09	5.00
Van Wyck Avenue,	7.33	---	---	---	---
Clarenceville,	7.35	8.42	---	3.14	5.10
Fresh Pond,	7.45	---	---	---	---
Bushwick Avenue,	7.51	9.00	9.50	3.30	5.40
S. 7th St., B'klyn.,	8.05	9.15	10.05	3.45	---
Grand St., N. Y.,	8.10	9.20	10.10	3.50	---
Roosevelt St., N. Y.,	8.15	9.25	10.15	3.55	---

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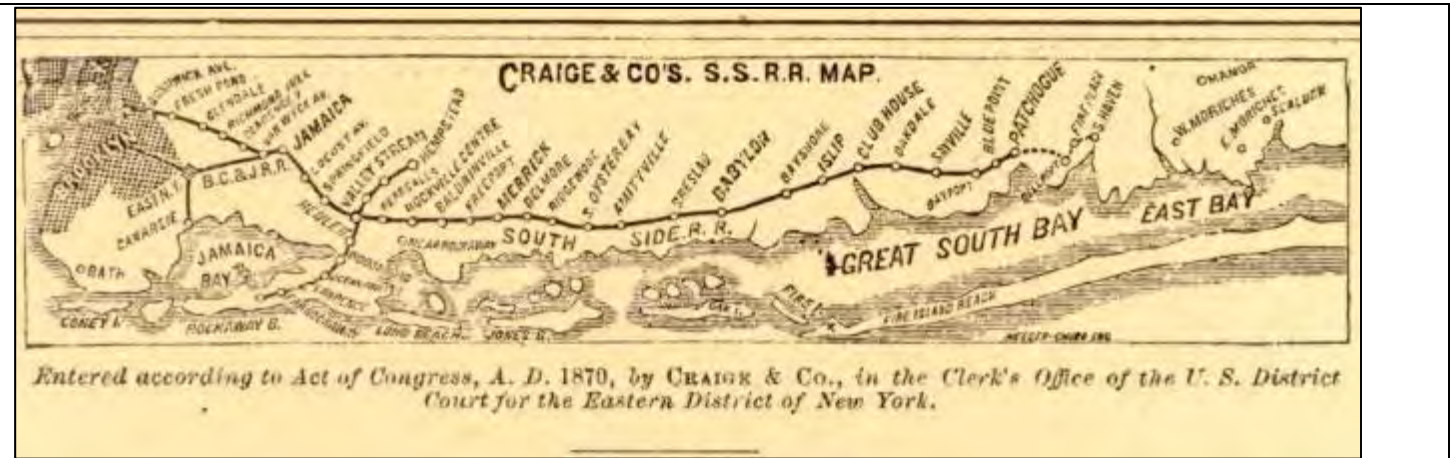
South Side Railroad Timetables, 1869 (no longer referred to as "Seaside") (Image found on Trains Are Fun website - <http://www.trainsarefun.com/lirr/southsiderailroad/SSRR.htm>)

SOUTH SIDE RAILROAD OF L. I.

WINTER ARRANGEMENT.

On and after October 25th, the trains will leave the Roosevelt and Grand St. ferries as follows:
 8:45 A. M. Mail and passenger for Patchogue.
 10 A. M. For Merrick.
 3:30 P. M. Express to Patchogue.
 4:30 P. M. Accommodation to Islip; on Saturdays through to Patchogue.
 6:30 P. M. For Merrick; Saturdays through to Babylon.
 All trains connect at Valley Stream, except the Merrick late and early train*
 O. W. DOUGLAS, Sup't.

*schedule (no longer referred to as "Seaside")
 Brooklyn Daily Eagle, May 21, 1870, p. 1



South Side Railroad 1870 Map (Image found on Arrt's Arrchives website, hosted by Arthur John Huneke - <http://arrrts-arrchives.com/SSRR.html>)

EVENT OF 65 YEARS AGO RECALLED

Old Poster Found in Curiosity Shop Tells of Attempt To Name Babylon "Seaside"

(Special to The Leader)

The Leader purchased on Tuesday of this week a hand bill displayed in the Old Curiosity Shop on Main street, which contained a bit of history relative to the attempt to change the name of Babylon to Seaside way back in 1867.

Babylonians rallied and downed the movement although the South Side Railroad at that time favored it and had the name "Seaside" painted on the outside of the station which now stands on the east side of lower Cooper street and was formerly used by Henry J. Kellum as a carpenter shop. The lettering can still faintly be seen on the building which was moved to the present site when the depot now at the station was erected.

The late David S. S. Sammis, who conducted the famous Surf Hotel, on Fire Island Beach and a large property owner here, was the leader in the movement to make the change.

According to Mr. Kellum now host of the House of Kellum on Fire Island avenue, who was a small boy when the controversy was at its height, but who vividly recalls it, says that he was informed that Babylon at that time had received an unfavorable reputation because of certain overt acts of the New York sporting fraternity who oftentimes at that period made Babylon a point of rendezvous.

Wives of the gentry, it is said, put their two feet down hard when ever their husbands remarked that they were going to Babylon and hence it was decided to change the name, not that the big shots of the sporting world would be any more apt to conduct themselves with more decorum in Seaside than in Babylon, but their wives would be less apt to know exactly where their gay Latharo husbands were.

The scheme, however, did not work. Babylon's name was never changed by the post office and the railroad soon used the name Babylon exclusively.

The Old Tan House referred to in the circular occupied a site on the North side of Montauk Highway about where Dr. William F. T. Heinicke's residence now stands, just east of the Old Totten farm, which embraced Totten place and land on either side of the road.

The tan house or tannery, as it was also known, was owned by Simon Wheeler Cooper, Babylon's second postmaster and a large land owner of that day, and Mr. Kellum remembers seeing hides being tanned there, a horse making a circuit of the well in which the hides had been placed, grinding up bark placed in the water while men would be scraping other hides with a piece of glass to give them a polish.

No one that the Leader has met recalls the vote on the changing of the name of any particulars of the meeting. The late Selah Carll Smith who built and conducted the Watson House until his death in the middle

(Continued on Page Two)

(continued)

Although the writer states that the Post Office name wasn't change, they were mistaken. On Ancestry.com, a collection named "U.S. Appointment of Postmasters, 1832-1971," includes notes that the name Seaside was used instead of Babylon from November 5, 1867 to January 10, 1868.

Event of 65 Years Ago Recalled

(Continued from Page One)
fighters lead the opposition to the change.

The poster reads as follows:

PUBLIC MEETING!

The citizens of Babylon including
Cl Street, Clam town (or up Neck)
Tattle Lane and Islip, without dis-
tinction of party, or nativity are in-
vited to attend a Meeting to be held
at the OLD TAN HOUSE, on
FRIDAY, FEBRUARY 22, INST.
at 2 o'clock P. M. for the purpose
of celebrating the great victory,
achieved on the 11th inst., over our
opponents, who proposed to change
the honored name of Babylon. As
the name "Old Wigwam" and the
name of Babylon, have so long been
associated with each other, and are
now threatened with destruction, it
is deemed proper that some action
should be taken for the preservation
of both. It is therefore desired, that
all persons friendly to the object of
this call, will attend on this impor-
tant occasion.

Come one. Come all. Come every-
body.

Distinguished speakers from New
York and other places are expected
to be present.

By order the Committee.

Dated, Feb. 14th, 1867.

The circular is being framed and
will be hung in the Leader "Hall of
Antiquity."

Babylon Leader, Nov. 25, 1932, p. 1, 2

This 1932 article recalls the temporary name change to
"Seaside."

Depot – Built 1881, Demolished 1962

<p>The carpenter work in the construction of the new depot building is being pushed rapidly forward. The frame has been prepared, and, as soon as the masons complete the foundation, the carpenters will proceed with the work of framing the structure. This one is intended to be the best furnished and most elaborate depot on the line of the Long Island Railroads. Babylon, at least, has reason to commend the liberal spirit of Mr. Corbin.</p>	<p>*new depot under construction South Side Signal, April 30, 1881, p. 2</p>
<p>The Railroad Company has taken Rail-avenue in charge. The roadbed is being graded up with dirt excavated from under the new depot building. The improvement was much needed.</p> <p>The new depot is enclosed and rapidly assuming shape. Great changes are to be made in the switches, etc. The old depot will be remodeled into a freight depot.</p>	<p>*road excavated and new depot enclosed South Side Signal, May 28, 1881, p. 2</p>
<p>The old railroad depot was on Saturday last sold at auction. Henry Ingles was the purchaser for \$180.</p>	<p>*old depot sold at auction South Side Signal, June 11, 1881, p. 2</p>
<p>BABYLON'S new depot is nearly completed, and is a decided improvement on anything of the kind on Long Island. The grounds are to be neatly graded and laid out in a park. The unsightly water tanks west of the depot are to be removed, and water towers are to be erected to take their places.</p>	<p>*depot nearing completion South Side Signal, June 18, 1881, p. 2</p>
<p>TELEPHONIC communication is being established between Babylon depot and Austin Corbin's residence, at North Babylon. This is the second telephone line in operation in the village.</p>	<p>*telecommunications at new depot South Side Signal, July 2, 1881, p. 2</p>
<p>The new and commodious railroad depot in this village is completed and occupied. It is a model for convenience. A new freight house is being erected a short distance west of the old building.</p>	<p>*depot completed South Side Signal, July 9, 1881, p. 2</p>

<p>BABYLON — Elimination of grade crossings in Babylon will cost \$6,798,933.90, exclusive of land, under a low bid opened December 21 at the office of the State Department of Public Works in Albany. Completion is expected by September, 1964. The contract calls for raising the tracks along 3.6 miles of the Montauk and Central branches of the Long Island Rail Road. The program was first proposed in 1938.</p>	<p>*grade elimination project Patchogue Advance, Jan. 4, 1962, p. 28</p>
<p>BABYLON — Surprising though it may be, there will be more parking space around the Long Island Rail Road Station in Babylon during the village's three-year, \$7,000,000, grade crossing elimination program. Net gain in parking spaces is expected to be about 45.</p>	<p>*grade elimination project Patchogue Advance, Jan. 25, 1962, p. 32</p>
<p>The Babylon railroad station, a landmark in that village for over half a century will be torn down next week to make way for the grade elimination work in that community . . . the</p>	<p>*depot set for demolition Islip Bulletin, July 19, 1962, p. 15</p>
<p>BABYLON -- The 76-year-old Babylon railroad station was torn down last week to make room for the massive three-year grade-crossing elimination project. Fifteen persons watched as the wrecking began.</p>	<p>*depot demolished Patchogue Advance, Aug. 2, 1962, p. 19</p>
<p>Temporary R. R. Tracks In Use Sat. In Babylon</p> <p>Operations of trains over temporary track facilities, in connection with the Babylon grade crossing elimination project, will begin on Saturday, on the Central and Montauk Branches of the Long Island Rail Road at Babylon.</p> <p>The State Department of Public Works, which has jurisdiction over the project, has announced today that the temporary tracks will be used until the project is nearly completed next year.</p> <p>Temporary tracks for eastbound trains will go into operation Saturday morning at 6:27, while the temporary westbound track operation will begin at 7:25 a.m.</p>	<p>*temporary tracks Islip Bulletin, April 4, 1963, p. 16</p>

\$11.3 Million Project Nears Completion:

Babylon Mayor Gilbert C. Hanse has announced that a half-mile of new, elevated tracks of the Long Island Rail Road in the incorporated village was placed in use yesterday (Wednesday) morning.

The Babylon depot, which, a survey showed, serves about 1,000 commuters living in West Islip and other areas of Islip township is now in the final stage of a \$11.3 million grade-crossing elimination project which started in the Spring of 1962. The work is expected to be completed by November, Mayor Hanse said.

The tracks opened to traffic yesterday consist of a half mile of the Central Branch of the railroad extending eastward from Cedar Woods Road in Babylon.

The platform of the newly-constructed Babylon station was also opened for use yesterday although the station-house will not be opened for a few more months. Work on an escalator has not yet started.

The Central Branch construction involved elevation of the tracks over Great East Neck Road. The rest of the project, 2.84 miles of the Montauk



MAYOR GILBERT HANSE

Branch, in Babylon and West Islip, is expected to be opened in three or four weeks. The last stage of the work, improvement of streets at the crossings, is to be completed by Spring, Mayor Hanse said.

The project is being constructed under the direction of the Department of Public Works in cooperation with the public Service Commission to eliminate six grade crossings of the railroad. The work included construction of a new Babylon station, nine bridges and a reinforced concrete viaduct. Over most of the project the new tracks are elevated on earth embankments.

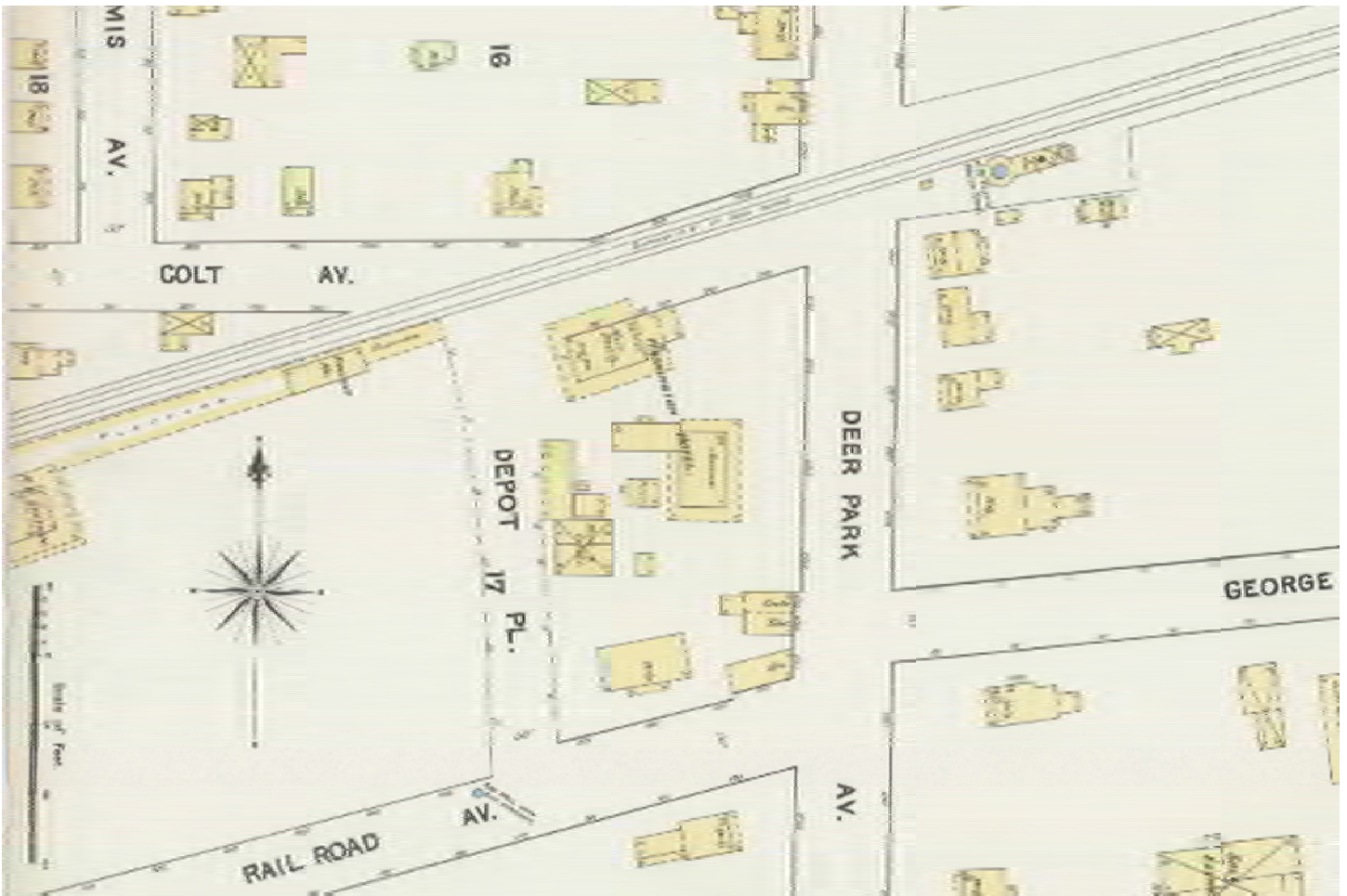
The bridges carry the railroad over Great East Neck Road (two structures), Little East Neck Road, Litchfield Avenue, Carll Avenue, Deer Park Avenue, Union Street, Carlls River and Sampawams Creek. The viaduct was constructed between Carll and Deer Park Avenues where the new station is located.

The construction is being performed by the Horn Construction Company, Inc., of Merrick, which has a \$6,798,933 contract, and by railroad forces who are carrying out work valued at \$4,548,900.

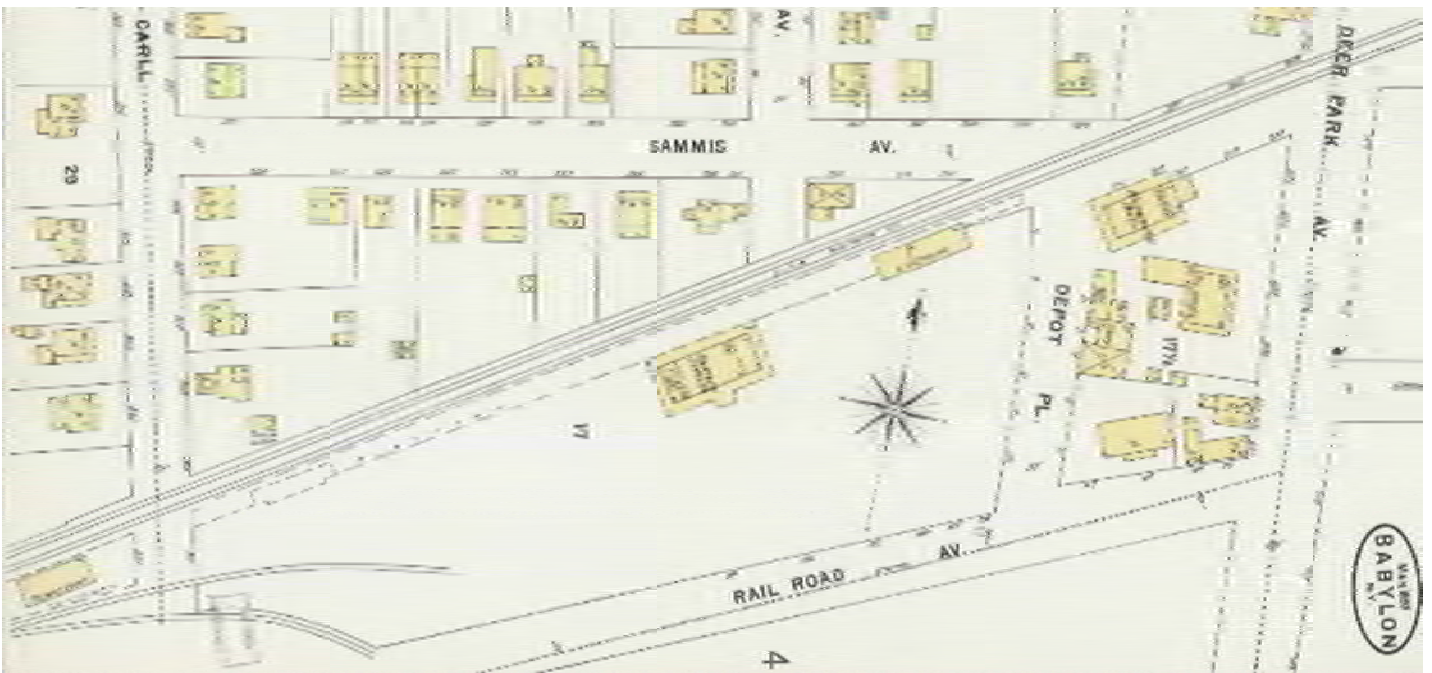
*elevated tracks and station complete

Islip Bulletin, Aug. 27, 1964, p. 3

<p>ELEVATED TRACKS</p> <p>ALBANY—J. Burch McMorran, state superintendent of public works, has announced a half mile of new elevated tracks of the Long Island Railroad at Babylon, was placed in service last Wednesday. Under an \$11.3 million grade crossing elimination project for which the remaining trackage will be ready next month.</p>	<p>*elevated tracks and station complete Patchogue Advance, Sept. 3, 1964, p. 7</p>
<p><i>Commuters to Get 'Free' Ride At Babylon RR... on Escalator</i></p> <p>State Sen. Elisha T. Barrett of Brightwaters announced Friday that the State Department of Public Works has approved plans for construction of an escalator at the Babylon station of the Long Island Rail Road. Sen. Barrett said that the decision marks the first state participation in such a project.</p> <p>The escalator is expected to cost between \$100,000 and \$150,000. Sen. Barrett said that the precedent set by state participation in the Babylon escalator construction sets the stage for state installation of escalators at Amityville, Copiague and Lindenhurst, where a mammoth grade elimination project is planned. Previously, towns or villages were required to pay for installation of escalators.</p> <p>It is estimated that more than 600 West Islip commuters use the Babylon Terminal.</p>	<p>*elevated tracks and station complete Islip Bulletin, Dec. 2, 1965, p. 2</p>



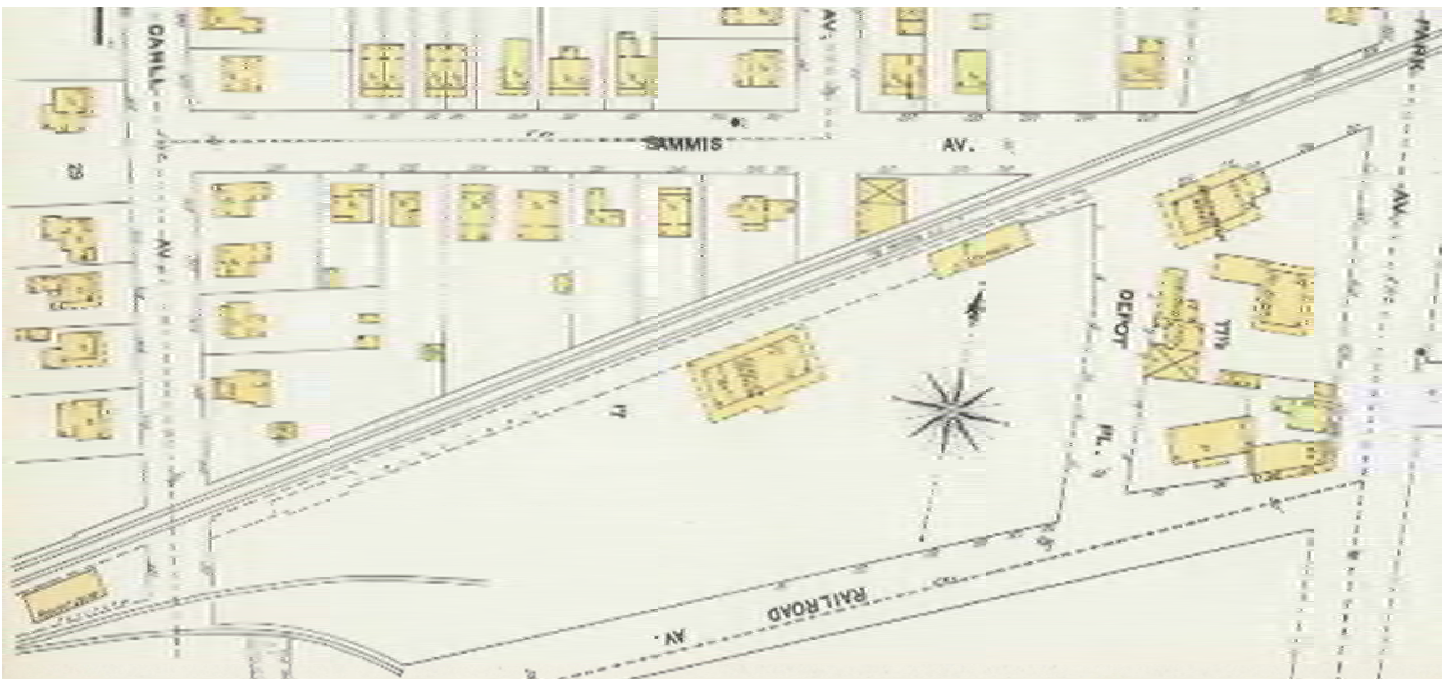
1890, Dec. – Sanborn Map (Sanborn maps may be under copyright restrictions.) The west side of this map page ended at the railroad depot.



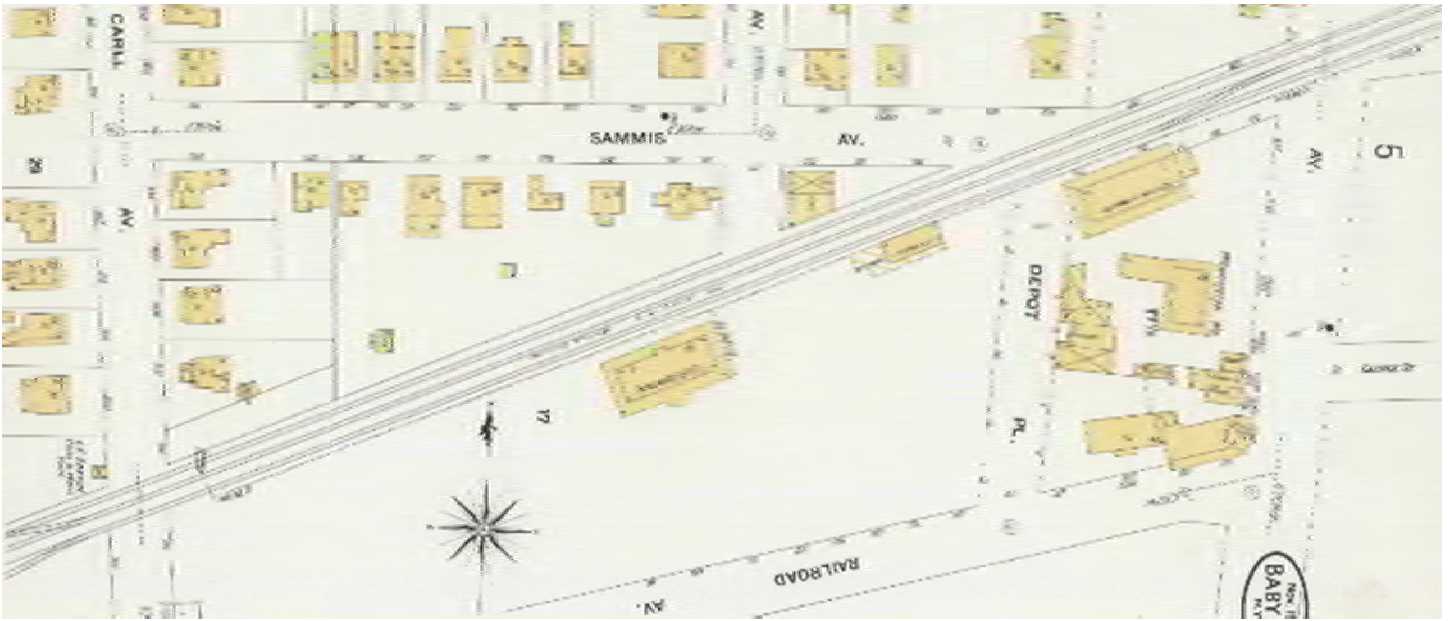
1897, March – Sanborn Map. (Sanborn maps may be under copyright restrictions.)



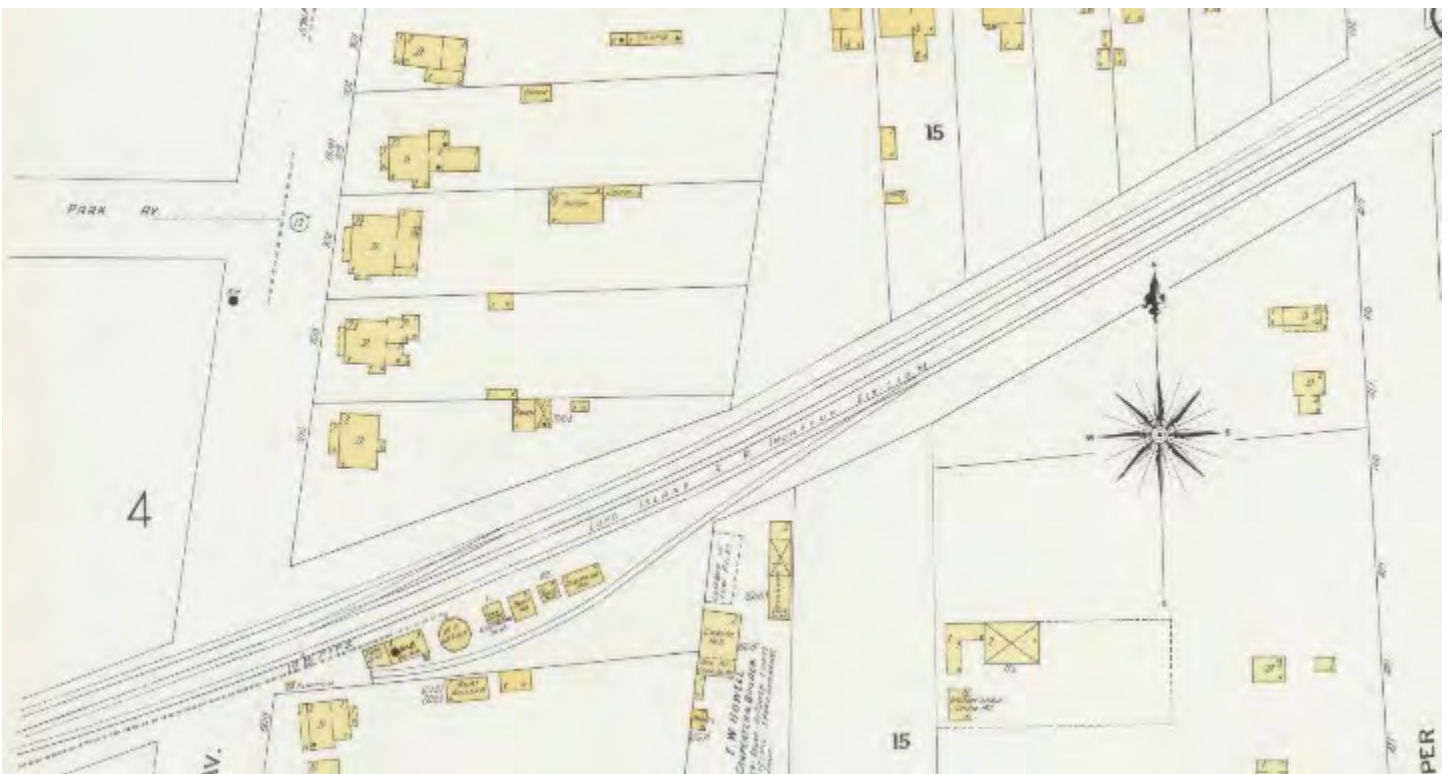
1902 - *Atlas of Suffolk County, Long Island, New York*, Merritt B. Hyde; Published by E. B. Hyde, 1902-09.



1902, October - Sanborn Map. (Sanborn maps may be under copyright restrictions.)



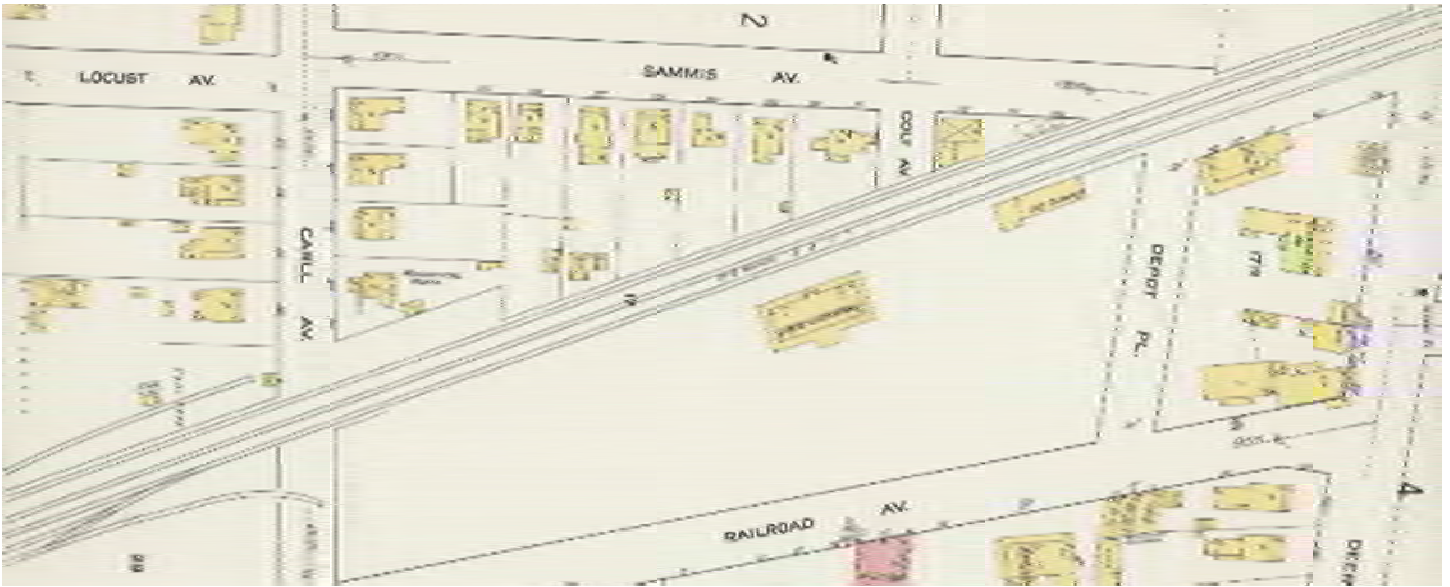
1908, November (page 4) – Sanborn Map. (Sanborn maps may be under copyright restrictions.)



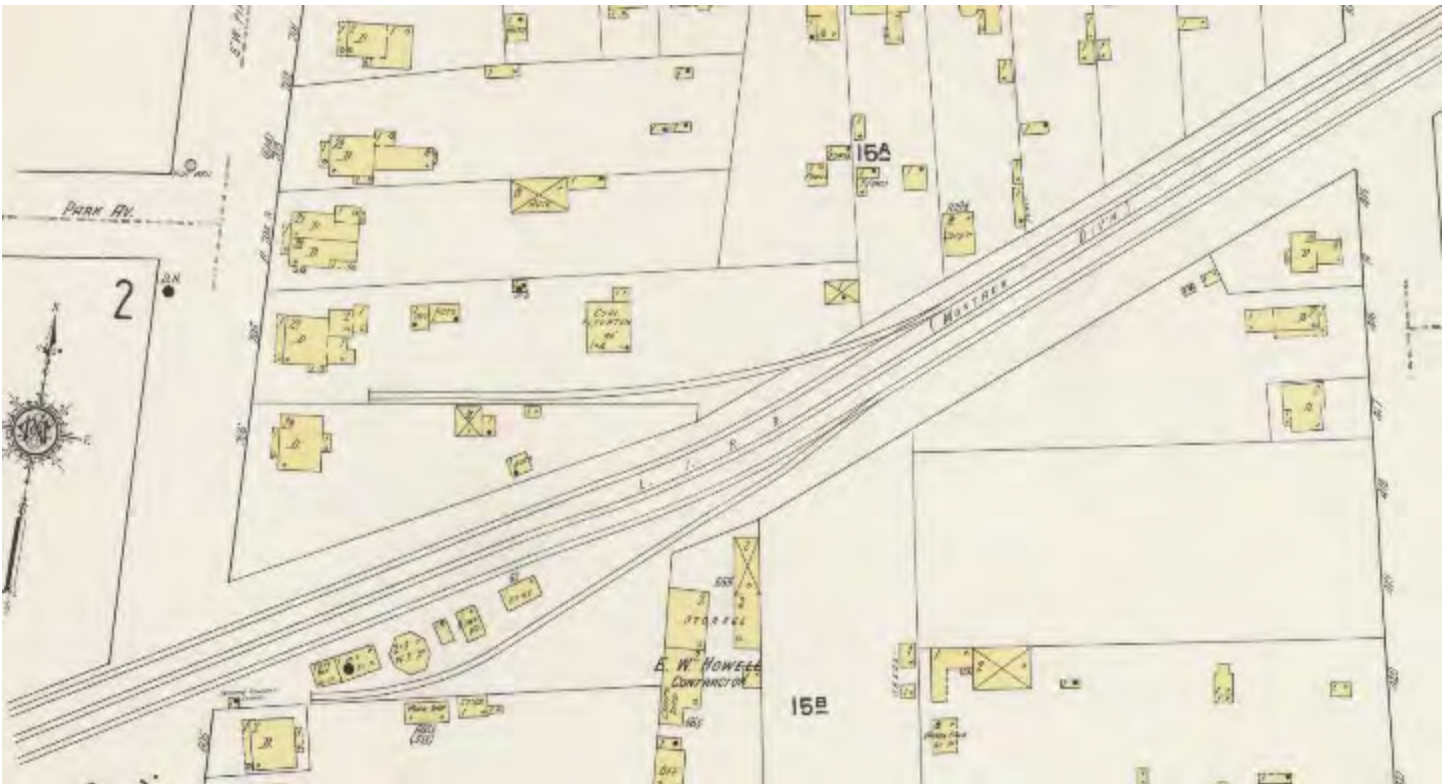
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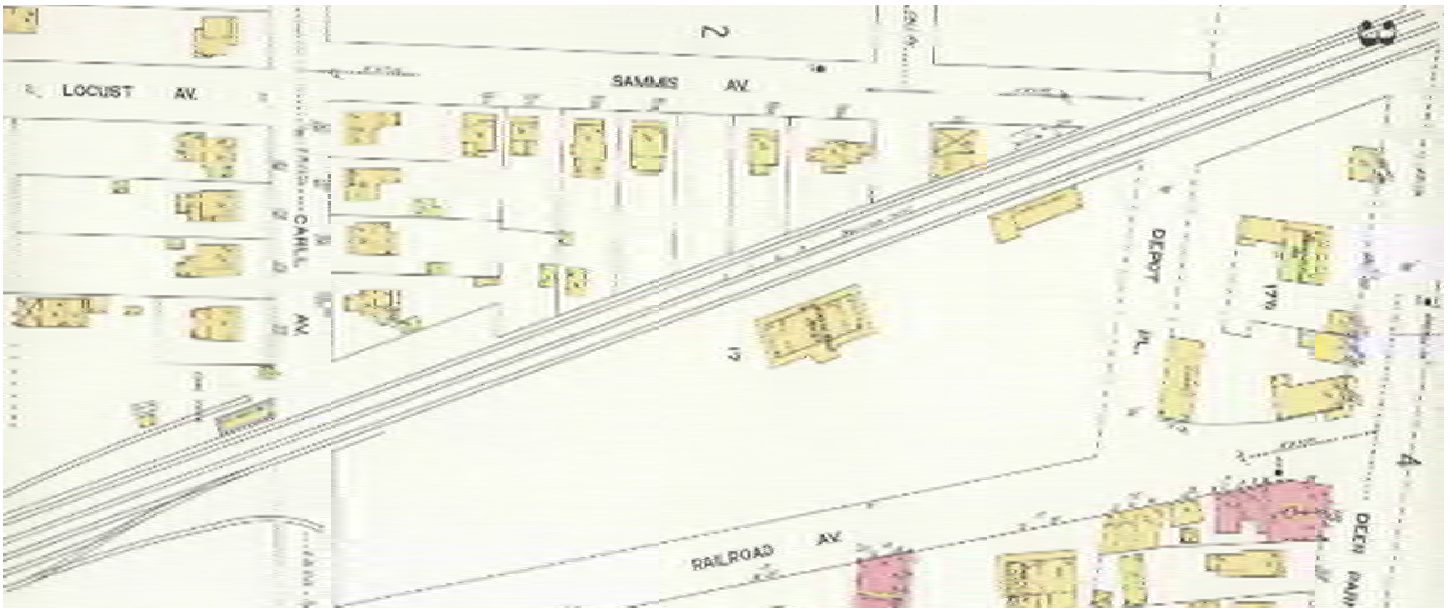
1915 - *Atlas of Part of Suffolk County, Long Island, New York, South Side - Ocean Shore, Volume One*; Published by E. Belcher Hyde.



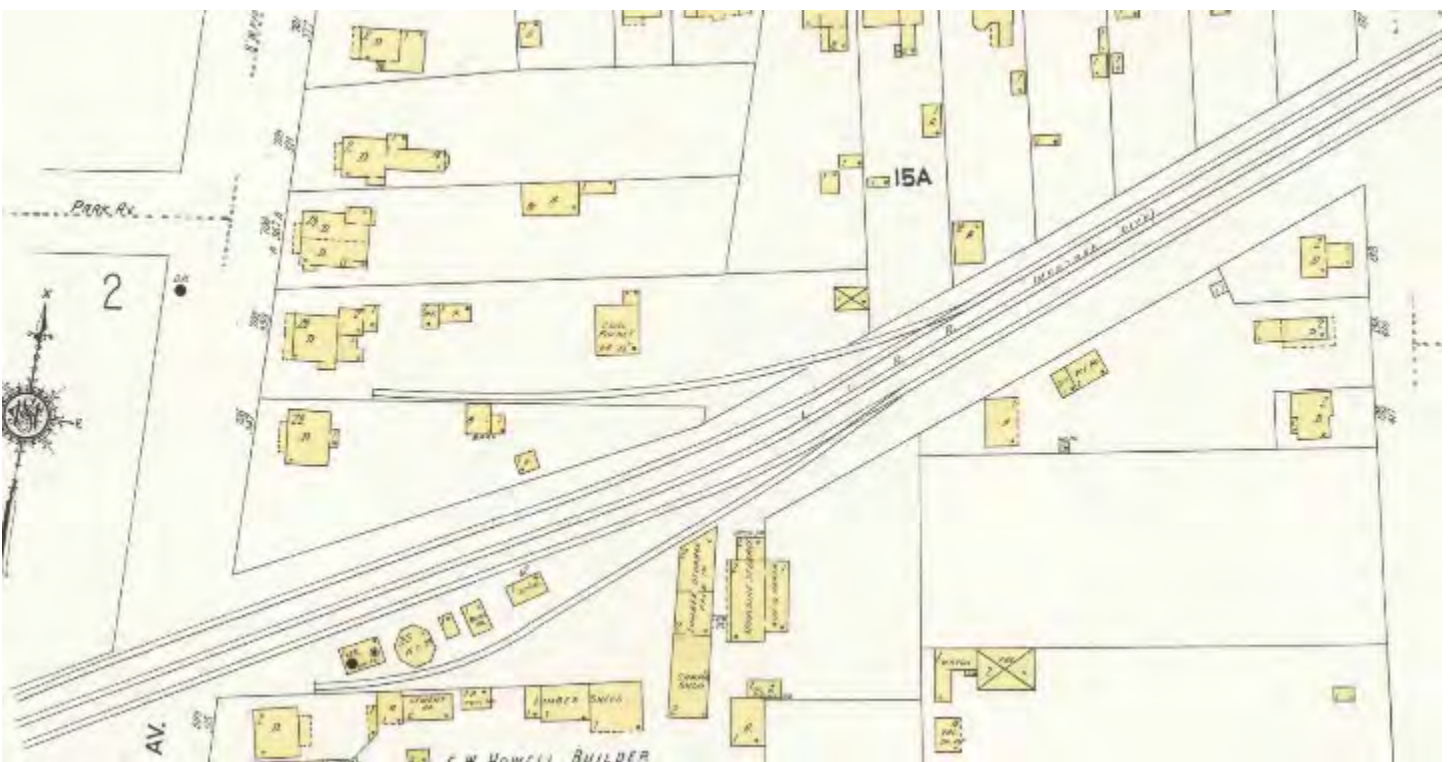
1915, May (page 3) – Sanborn Map. (Sanborn maps may be under copyright restrictions.)



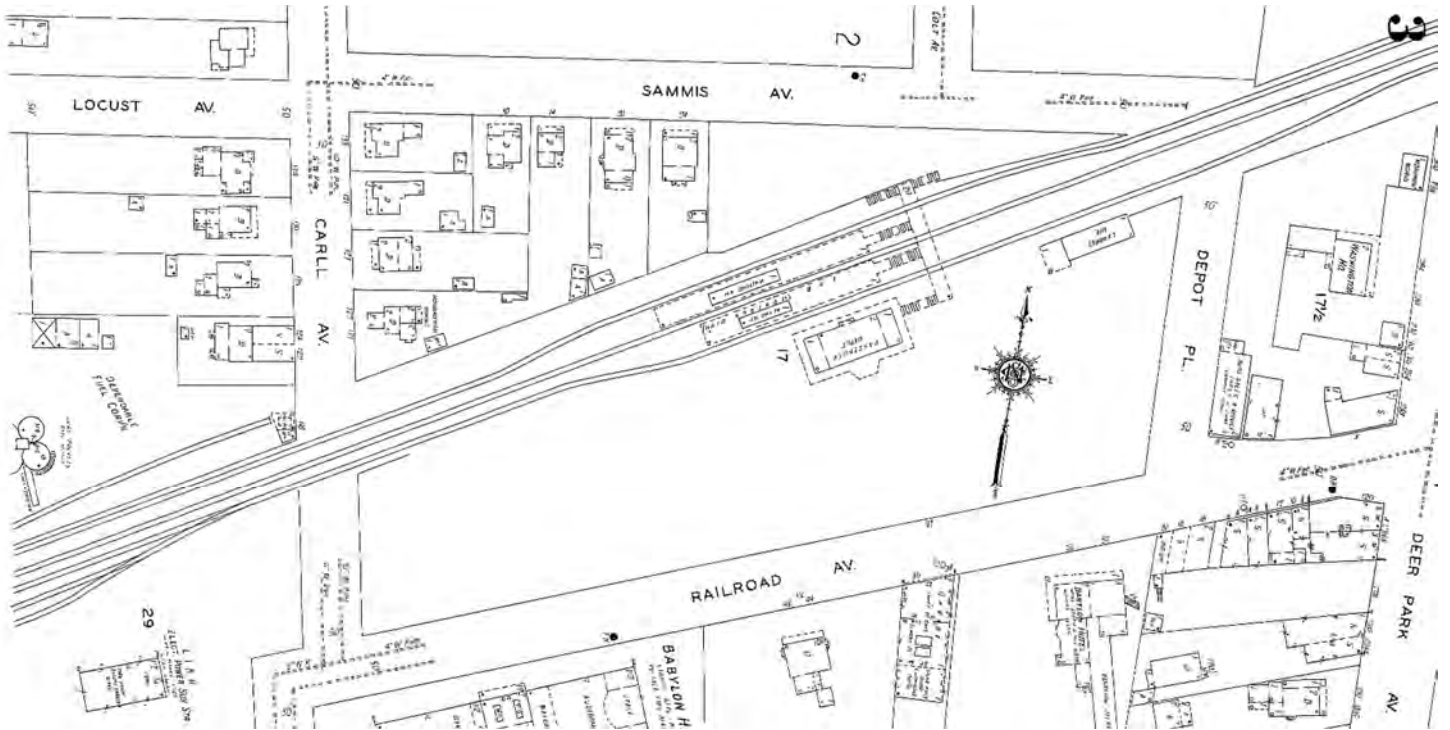
1915, May (page 4) – Sanborn Map. (Sanborn maps may be under copyright restrictions.)



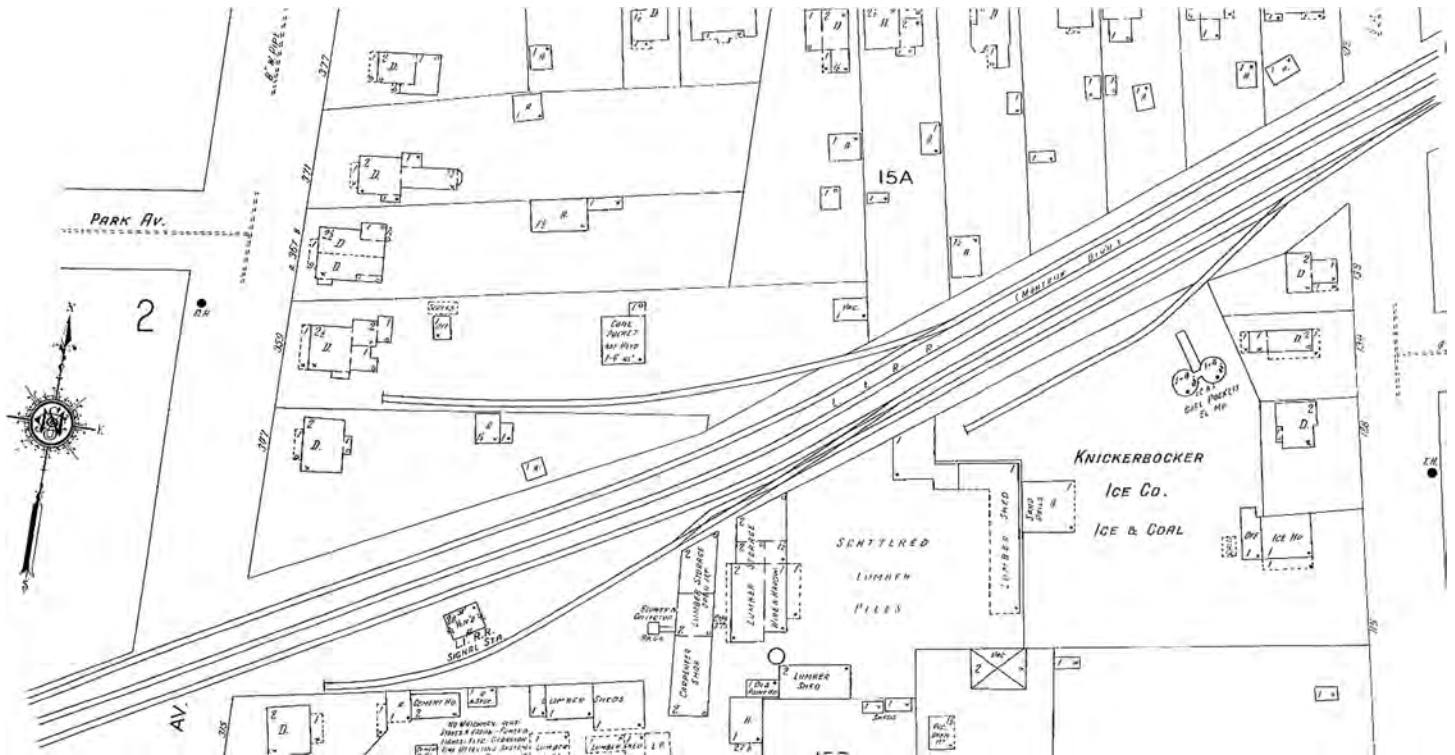
1923, October (page 3) – Sanborn Map. (Sanborn maps may be under copyright restrictions.)



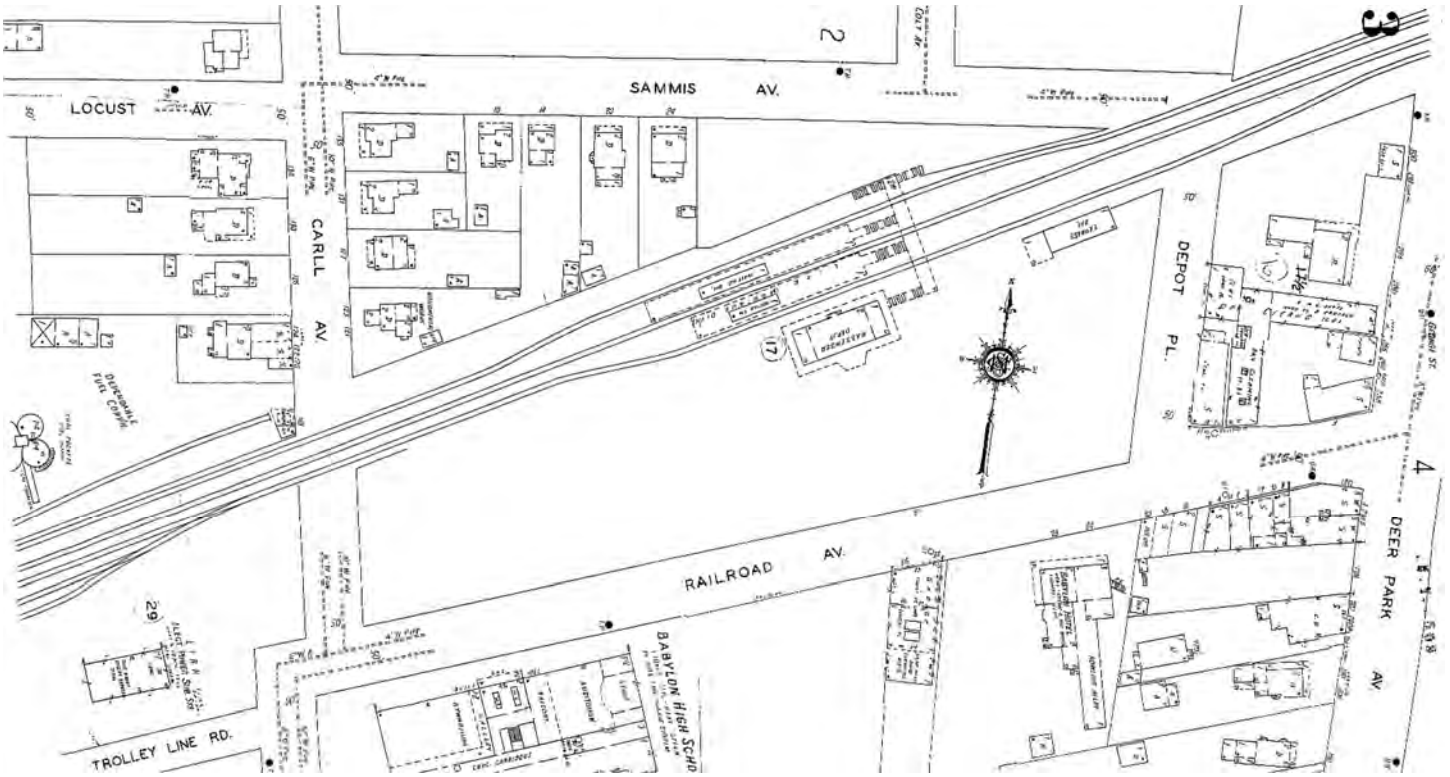
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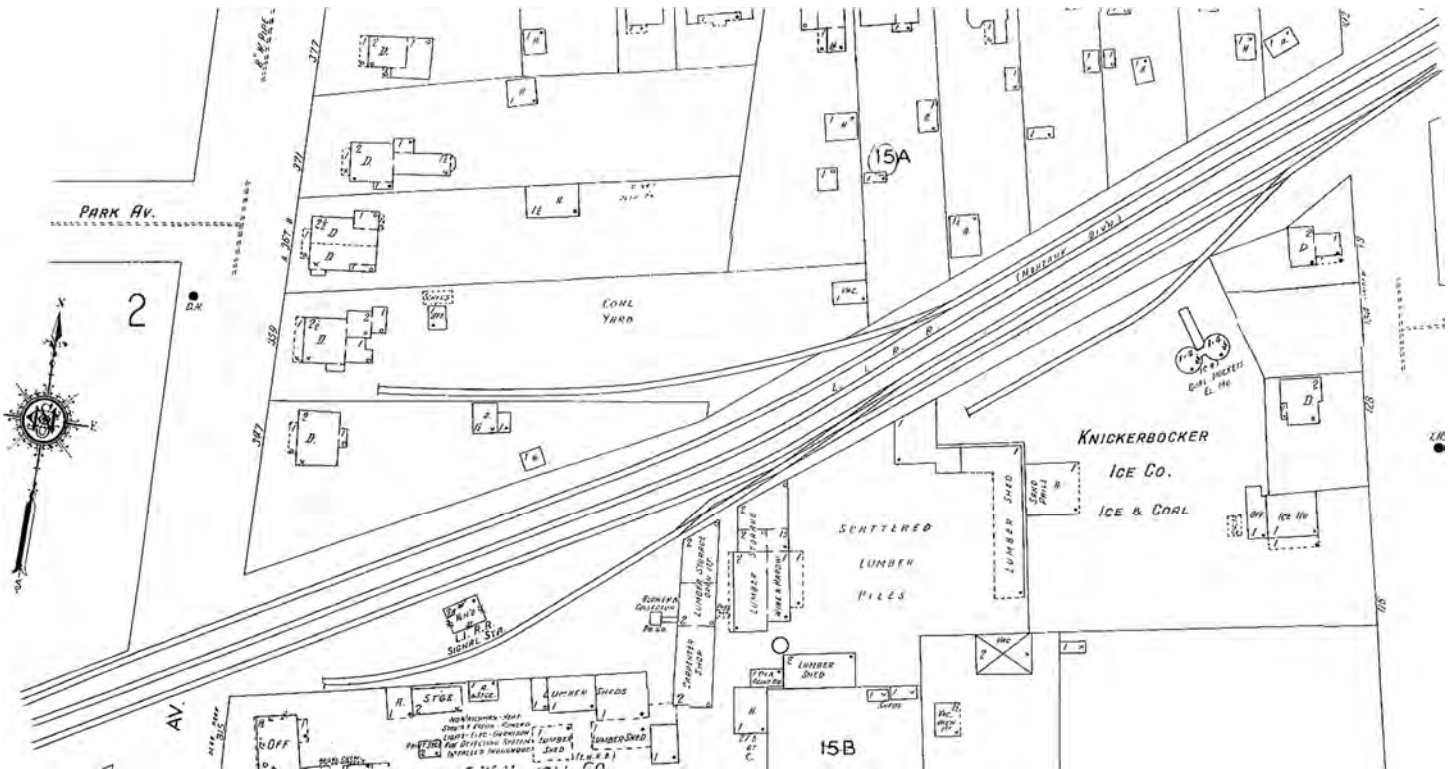
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