



THE HISTORY

THE SOCIETY

PRESERVATION

GAHS STORE

HOME

LIRR SERVICE to:

Van Iderstine Co.

Shaw-Walker Co.

Bickfords and Peter F. Mallon

Eagle Electric #7

Extrin

Roto-Broil

Walworth Craftsman, Westinghouse

Slicklen Paper

Sternberger

National Casket

Brenner Paper

Louis Sherry

Speed Queen

American Steel Wool

Web Offset

Astoria Lumber

West Chemical

Blissville Yard

Jacobson & Son

Stoll Metal

Marlyn Warehouse

Yard A

Dutch Kills Lift Bridge

Carbona Products

Centre Lumber

Back to Transportation

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Merchandise

HISTORY TOPICS: TRANSPORTATION: LIRR

INDUSTRIES SERVED BY THE LONG ISLAND RAILROAD

A Research Series on the History of Long Island City



VOLUME 21:

LONG ISLAND RAILROAD SERVICE TO BLISSVILLE'S MARLYN WAREHOUSE

By Nicholas Kalis

Twenty-one in a series of glimpses into industries or warehouses that made for interesting freight operations on the Long Island. Information presented has included, where available, a brief history of the firm, how it was served by the LIRR, and what commodities were received or shipped from this facility.

Marlyn Warehouse, located in Blissville, was known as Spot 7 according to page 7 of *Maps of Freight Stations and Private Sidings* published in June 1966. Marlyn Warehousing Corp. was near Penny Bridge with a street address of 38-10 Review Avenue, Long Island City, New York. Its telephone number was RA9-6900. It operated here from 1959 through 1988. This Spot 7 had a capacity of three cars. According to an unpublished manuscript by J.J. Earl, Marlyn (sic) took deliveries of liquo. Photo 3 indicates that this structure was contiguous to the Newtown Creek waterfront. Was there any public street access? Distinctive black and white painted sign was absent in 1953 photo so it must have been added some time thereafter. Constuction sppaears to be brick and poured concrete with a flat roof.



Leftmost structure is a cement silo operated by Princepe-Dana. Building on the center left background is Marlyn Warehouse (Spot 7) Camera looking Northwest
Carl Fabrizio 1998. Credit: Carl Fabrizio

Bliss Yard Drill would return to Yard A at the end of an 8-hour trick. Bliss Yard also had a later 3:00 PM Drill. Bliss Yard Drill used no hack for its one-mile trip to Blissville Yard.

Modeling

Those wishing to model the Marlyn would benefit from consulting the pictures in this article. Anyone wishing to help this author model Marlyn on his HO scale layout is encouraged to contact him with any offers of assistance.



2 Marlyn Warehouse (Spot 7) Note twin prominent elevator or staircase shafts. Penny Bridge Station Shed at left foreground. Note absence of cement silo.
William D. Slade July 1953. Credit: Art Huneke Collection



Camera looking west ward toward the Manhattan skyline. Marlyn Warehouse (Spot 7) Newtown Creek from Kosciusko Bridge. Road bordering Calvary Cemetery is Review Avenue. Penny Bridge Station wa built to serve Calvary.
Bernard Ente 2001. Credit: Bernard Ente



Marlyn Warehouse (Spot 7)
Bernard Ente 2001.



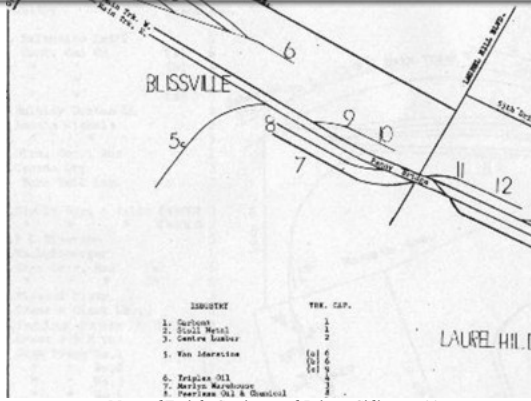
Laurel Hill Boulevard Crossing Building on the right background with two towers is Marlyn Warehouse (Spot 7) Camera looking North West LIRR Photograph Circa 1940.
Credit: Art Huneke

Credits

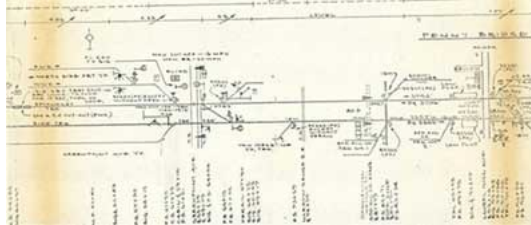
Thanks to LIST member Carl Fabrizio and to the Queens Borough Public Library at 89-11 Merrick Boulevard. Special thanks to volunteer Bob Miller. Special thanks to Art Huneke and J. J. Earl of New York.

Bibliography

Author Unknown *Maps of Freight Stations and Private Sidings* (Reprint) June 1966
J. J. Earl *Unpublished Manuscript*



Maps of Freight Stations and Private Sidings 1966 showing Marlyn Warehouse as Spot 7.



Blueprints from Art Huneke Collection

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