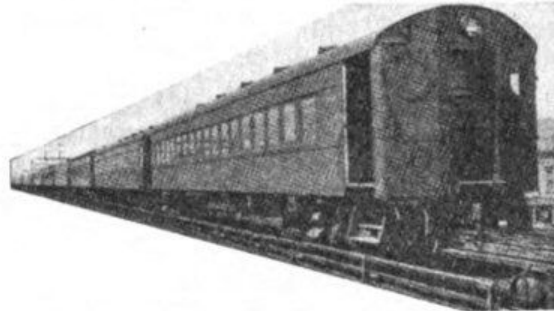


## WEST HEMPSTEAD BRANCH ELECTRIFICATION IS FITTINGLY CELEBRATED

Over Thousand Residents of Malverne, Lake View, Hempstead Gardens, West Hempstead, Mineola, New Hyde Park and the Neighboring Villages Guests of Railroad on First Passenger Train Operated Over Newly Electrified Line—Dedication Exercises at Mineola—"Dinkey" Motorman and Conductor Make First Run and Receive Gold Watches from Patrons.

—  
**1893**  
—



—  
**1926**  
—

**Y**OU are cordially invited to ride on the first electric train carrying passengers between New York and the West Hempstead Branch and Mineola on

**TUESDAY, OCTOBER 19, 1926**

Special train will leave Pennsylvania Station at 2.00 P. M., and stop at stations named on back hereof at times stated. You can board train at Pennsylvania Station or at your home station. This card will admit you.

Returning, special train will leave Mineola at 4.30 P. M., and will stop at stations named.

**THE LONG ISLAND RAILROAD CO.**  
**GEORGE LEBOUTILLIER**  
VICE-PRESIDENT

**No. 1150**

Wholehearted cooperation was given the local village officials, clubs and civic improvement organizations, in connection with the celebration exercises they planned for Tuesday, October 19, in commemoration of the completion that day, of the work of electrifying the West Hempstead Branch.

Formal invitations were sent by the railroad company to various citizens of all the communities along the newly electrified line, which enable them to ride on a special train the railroad operated over the West Hempstead Branch on October 19, the day before the fall and winter schedules went into effect on the entire System.

The special train left Pennsylvania Station, New York, at 2 p. m., and stopped at Jamaica, Malverne, Lake View, Hempstead Gardens, West Hempstead, and arrived at Mineola at 3:15 p. m. On board the train were several hundred invited guests, officials of the railroad and the Long Island "Sunrise Trail" Band, composed of 50 employees of the railroad.

Upon arrival of the special train at Mineola, the village officials of that place, also representatives of the Lions, Rotary and all other clubs and societies of Mineola and adjoining communities, greeted the train delegation. A parade was organized and after marching through the streets of the terminus of the new electric line, all filed into the Legion Building to participate in the dedication exercises.

Although New Hyde Park and Merrillon Avenue are located on the Main Line, and the special train did not pass those stations, the citizens of those communities were invited to take part in the event.

The West Hempstead Branch of the Long Island Railroad was built and placed in operation in 1893.

From that time up to October 20, 1926, it had been operated by shuttle service, that is to say, a local service by steam or electric battery cars, plying back and forth between Mineola and Valley Stream, connecting at either end with the Main Line trains.

On the day following the celebration at Mineola, the West Hempstead Branch began enjoying through service to the New York and Brooklyn terminals, and was placed in the same category as Hempstead, Long Beach and Far Rockaway.

The cost of the work of electrifying the line between Valley Stream and Mineola and between Floral Park and Mineola, involved an expenditure of about \$1,000,000, and, naturally, means a great step forward for the territory involved.

Malverne, Hempstead Gardens, Lake View and West Hempstead are, at the present time, very small communities, that is, from the standpoint of population, but the surrounding sections are among the most beautiful places on Long Island, and, located as they are, just outside the limits of the City of New York, it is confidently expected that the new and improved service will bring about a large and immediate increase in population.

At West Hempstead the railroad is building a new station, which will compare favorably with any station on Long Island. It is believed that West Hempstead will become a very large and populous center. This particular station will draw traffic from the west end of Hempstead, and the surrounding undeveloped farms and lots will quickly come into the market for home builders.

The electrification of the West Hempstead Branch places it in the same class as the densely settled Rock-

### SCHEDULE OF THE FIRST ELECTRIC TRAIN

Carrying passengers between New York and Stations on the West

Hempstead Branch

Tuesday, October 19, 1926

GOING		RETURNING	
Leave New York (Penna. Sta.)	2.00 P. M.	Leave Mineola.....	4.30 P. M.
" Jamaica .....	.2.20 "	Arv. West Hempstead .....	4.35 "
" Malverne.....	2.35 "	" Hempstead Gdns.....	4.37 "
" Lake View .....	2.40 "	" Lake View .....	4.39 "
" Hempstead Gardens.....	2.48 "	" Malverne.....	4.41 "
" West Hempstead.....	2.55 "	" Jamaica .....	5.05 "
Arv. Mineola .....	3 15 "	" New York (Penna. Sta.)	5.30 "

away Branch, because it is in the same advantageous position from a railroad standpoint, in that it will be a loop operation, and trains will operate from both directions. Mineola on the one side and Valley Stream on the other, will profit by this operating scheme.

#### Details of Celebration.

What has been written above is merely a preface to what is to follow. Editors and reporters, representing the big city dailies as well as the local weekly newspapers, were very much in evidence on the special train which the Long Island Railroad sent out of New York on the afternoon of October 19. Fortunately THE BULLETIN has been able to assemble the accounts which appeared in the respective papers of these editorial men, describing in minute detail every interesting development of the day, both on board the first electric train over the Branch, and at Mineola, Malverne and other places where celebration exercises were held.

#### Aboard the Special Train, New York to Mineola.

"With the passage of the special 11-car Long Island Railroad train out of the Pennsylvania Station, Tuesday afternoon, for the first journey over the newly electrified West Hempstead Branch," says a writer for the Nassau Weekly and Gazette, of Mineola, "there is not a man, woman or child aboard who does not experience a thrill. We all feel ourselves, indeed, fortunate in being on board the train and realize that once past Jamaica, thence Malverne, every revolution of the wheels of the train will make history until glorious, lovable Mineola is reached, where our unprecedented joy will know no bounds.

"It's a wild bunch on board. En route toward Jamaica, the special train is sure some noise-making caravan. It's Mineola's Electric Wagon. William J. Hughes, conductor on the special, grown old and venerable in the service of the Long Island Railroad and conductor of the old Valley Stream 'dinky', shouts out to C. G. Pennington, Assistant General Passenger Agent of the road, who is standing on the platform of the second car, 'There's 588 on board.'

"Five hundred and eighty-eight souls, the majority of them from Mineola, who are on this epoch-making trip.

"'We're ahead of time,' says Conductor Hughes as he takes out his old-time silver watch, as big as a pie-plate.

"'That only happens when we have railroad officials along,' remarked one local wit.

"'How long have you got that watch?' a passenger asks Conductor Hughes.

"'Thirty years,' replies Hughes.

"'It's about time you got rid of it,' says a party from Malverne, who knows something. Later in the afternoon, at a little buffet lunch staged at the Court View Hotel, Mineola, Major J. O'Flynn, on behalf of the officials and citizens of Malverne, Lake View, Hempstead Gardens, West Hempstead and Mineola presented Conductor Hughes and Motorman Joe Bennett, each with a handsome gold watch. Bennett was the motorman of the discarded 'Dink.'

"The sides of the 11 cars are, seemingly, being pushed out by the noise made by the joyous passengers that are aboard. First, it's the Lions Club and the Rotarians, led by Judge J. Dwight Rogers, who is up at the front of the second car trying to keep his footing and do an Indian war dance to the tune of: 'Hail! Hail! The gang's all here! What the heck do we care?'

"Roy Caldwell, heavy megaphone man of the Lions, is stationed at the entrance to second car, roaring out, 'Only Lions and Rotarians in here-r-r-r.' The Mineola Realtors and the citizens aboard are employing every noise-making paraphernalia known to them.

"Everyone wants to know where that famous 'Sunrise Trail' Band of the Long Island Railroad is. The word quickly passes through the cars that the band will be picked up at the Jamaica station. While we are rolling towards Jamaica this would be an appropriate time to put down the events preceding the embarkation of the special train from the Pennsylvania Station.

"Mineola organizations, county and local officials and citizens left here on the 12:03 train for the Pennsylvania Station to board the special train, which was on invitation ticket only. The members of the Lions Club wore their purple fezes; the Rotarians, headed by their president, Howard S. Walters, displayed their pie-plate badges; the realtors smiled their biggest grins, and the plain citizens, by their happy faces, proclaimed to the whole world: 'We are all

from Mineola and proud of it.

"En route to Jamaica then to New York, the Mineola delegation looked like a band of Comanche Indians. Upon arrival at the Pennsylvania Station the Mineola delegation rent the atmosphere with sundry cries of, 'Mineola! Mineola!' Crowds of commuters from other villages on Long Island waiting for trains in the station, gathered around while the Mineola crowd made happy. We got in shortly before 1 p. m. We were informed that we would have to be on hand again at 1:30 p. m.

"Some of the 'boys' took advantage of the little lay-over by going upstairs and looking the big building over. Fred Tricker, Frank Hermann and Henry Seaman knocked over a heavy meal on Broadway. The hands of the clock were creeping around towards 2 p. m., and the crowd from Mineola and Lake View crowded about the gates. At 1:55, R. T. Childs, of the Mineola Homes Company, came dashing into view. He got a royal welcome from all hands. R. T.'s face was wreathed in smiles. He, too, had seen the coming of the day of the electrification of the road to Mineola—and he has had more to do with it than many suspect. Mr. Childs has rushed away from the Sesqui in Philadelphia to ride back on the Special.

"Why, there's Mr. and Mrs. William Stewart, who conduct a confectionery and candy store on Jericho Turnpike. A woman asked them, 'I suppose you left someone in charge of your store, eh?'

"We did not,' they replied. 'We put the lock on the old door. Yes, sir, we closed our store shut and we are going in on this special train to Mineola. That's what we think of the electrification.' The Stewart store was also decorated in honor of the day.

#### Malverne Man First Through Gates and On Special Train.

"The honor of being the first person through the gates and to step aboard the special train fell to G. Blaine Nisson, of Malverne. The huge crowd of joyous celebrators crowded behind Mr. Nisson and down to the lower level, where the 11-car special was waiting. The first car was reserved for the railroad band. The second for the Lions and Rotary Clubs; the third for the Realtors of Mineola, who were:

"J. Alfred Valentine, the boulevard real estate man; Charles Quinn, nominee on the Democratic ticket for Treasurer of Nassau County. During the ride into New York the air would suddenly be rent with the cry, 'Ha! Banks, Charley Quinn wants you.' Whatever the popular 'Charley' whispered into the ears of all the fellows who were sent to his side during the ride is not known, but they all came away smiling. Another prominent real estate man was Sal Ramagli, who put Second Street on the map; Anton Pape, who takes care of the upper end of the boulevard; Wallace Bogart, who wanted the world in general to know he was from Mineola; Charles E. L. Clark; Edwin Cashman, the 'Duke of Main Street'; William Enequist, H. J. Simonson, Edward Patterson, G. H. Patterson, Ray Hayden.

"Good old 'Doc' Barnes of Horton Highway dashed down the stairs and aboard. Ralph Latham, who missed the train out of Mineola, came quietly in the second car and was greeted with a shout. Ralph, after missing the train, had hired a taxicab and rushed on to New York to be with the 'gang.'

"We are still enroute to Jamaica with horns blowing and the 'crowd' kicking up the dust. Come ahead, we will walk through the cars and see who the neighbor's child are aboard. We espy Surrogate Leona D. Howell, who in a witty speech later at the Legion Building mentioned the fact that he had noticed that the baby carriages at Malverne had been decorated with bunting and flags. The Judge said

that this was remarkable in view of the fact that the Special had only stopped at the station for two minutes. 'However,' said the Judge, 'if I lived in one of those villages enroute, I don't know but that I would have taken off my shirt and waved it at the first electric train.'

"That's going pretty far for Howell, eh? Well, that was the spirit which caught everybody on board the train at the stations, and now Mineola was reached. There's Robert Kay, the architect of the new Municipal Building; also Philip Christ, who needs no introduction to the residents of Nassau County or Mineola. Others observed were: William F. Drury, T. C. Horton, 'Bill' Snow, Ollie Sauce, Frank K. Krug, our fire chief; Edward Durland of Reid's Ice Cream Co.; Edwin W. Weeks of East Williston; Mr. Simpson of the same place; Sidney B. Bowne, Village Engineer; John A. O'Connor, one of the big guns in the Veterans of Foreign Wars; Joe Nohowec. William Emig, who was one of the first men to make a million dollars out of Mineola real estate; Henry Andrew, President of the First National Bank of Mineola; his brother Joe; George D. Smith, Vice-President and Cashier of the First National Bank; George S. Emory, President Nassau County Trust Company; Mortimer Jones, the Hempstead undertaker. Speaking of Mr. Jones' profession, a hearse was drawn up in line when the Special pulled into West Hempstead.

"Ed Armstrong, of the Birdsall Coal Company; Cornelius E. Remsen, Supervisor of the Town of North Hempstead, giving everybody a genial 'hello' and his good-natured face a mass of smiles; Charles Weston, of the Mineola Homes Company. Earle U. McCarthy, in absence of his father, 'Billy' McCarthy, former President of the Village of Mineola, and one of its pioneers; Percy Stoddard, Village Counsellor; Frank Meeker, who is always doing something for the Village; Jesse Merritt of the Nassau Weeklies; the Rev. E. F. Steinkraus of St. Paul's Methodist Church on Willis Avenue; Edwin Diedrich of Saville Road, a prominent insurance man; Mr. and Mrs. Frank E. Brown; Ed. Gilligan, Henry Cronn, former Trustees, hopped aboard at Pennsylvania Station, as did John Rhodes; E. W. Denton, who put up the Denton Building; Mrs. Edna Wilson, Miss E. Evans, Ernest Johrens.

"Police Captain William McCormack, the first passenger of the first electric train to alight at Mineola; Tom Nash, representing the New York Telephone Company; Philip N. Krug, Democratic Leader of Nassau County, who made the trip despite the fact that overnight he had been inflicted with three boils on the left side of his face; Alonzo Shaw, Charles Hartmann, Charles Liebewitz, of Front Street, George L. MacEwen and Allan J. Sawsen.

#### "Sunrise Trail" Band Gets On at Jamaica.

"The Special pulled into Jamaica Station, where the 'Sunrise Trail' Band was waiting and jazzing up the atmosphere with the wonderful song dedicated to Long Island by the composers, Walter Goodwin, and John P. McDermott. The band got aboard, as did the 'Trainmen's Trio' composed of Matty Balling, tenor; Jeff Skinner, a relative of Otis Skinner, the famous actor; John Diehl, baritone. The trio, with a couple of 'ukes,' went from car to car entertaining the passengers.

"The Special arrived at Malverne at 2:35 p. m., and received a boisterous reception. The station was brilliantly decorated with flags, bunting, pennants and banners. The Malverne school children were lined up and shouted with joy. A two-minute stop was made. The next stop was Lake View, where 200 of Lake View's prettiest girls were on hand to welcome the first electric. The fire department, police and school children also took part in the celebration.



Top View—Start of Parade in Mineola. Bottom—Lions and Rotary Club members grouped together in march through streets of Mineola.

Hempstead Gardens was reached at 2:48. The town was garbed profusely in color for the occasion. West Hempstead hove into view at 2:55, where a most ostentatious celebration was indulged in.

"'Mineola the next stop!' cried out Conductor Hughes, and all eyes were on the lookout for the home town, where a larger demonstration yet encountered was planned. Waiting us in Mineola, we knew, was a parade in which the Boy and Girl Scouts would take part, a demonstration by the citizens, a dinner and speechmaking.

"The first persons in Mineola to accord the Special a reception as it rounded the old 'dinky' tracks on Main Street, Mineola, was 'Pop' Powell of Main Street, who stood on the curb and joyously waved a huge American flag. Good old 'Pop.'

"Mineola at last! And its first electric train. It was a grand and glorious occasion and everybody was happy.

"The arrival of the electric train in Mineola was greeted with a noisy and hearty demonstration, making every railroad official feel happy and bringing a glow of pride to everyone in the County seat. The fire whistle was blown, the band played, the sirens on the fire apparatus screamed a welcome and the villagers joined, adding to swell the welcoming din."

#### Dedication Exercises at Mineola.

At the Legion Building, where the official welcome took place, former Supervisor Philip J. Christ presided. He said the electrification of the Branch between Valley Stream and Mineola marked another epoch in Mineola and the surrounding sections.

"We have passed through several eras of progress," said Mr. Christ, "and have gone through several stages of railroad improvement, but today's event is the all-crowning achievement. We believe this is another step forward in the growth of the County. We can not in reality visualize what it means for the future. I predict we will experience a newer and better impetus in the easterly and in this section of Long Island. The growth in Nassau County, and in points east and west, has been marvelous, and it was beyond the conception of any one that we should experience such growth.

"The Long Island Railroad, in its foresight, saw these things and has kept abreast of the development. They came, they saw and conquered; that is why we are here to celebrate one of the most glorious events in the history of Long Island. The Long Island Railroad started this job and no doubt it will finish it as you would wish. Some day, we hope we will have a four-track system for local as well as express trains."

#### Village President of Mineola Makes Address of Welcome.

Village President Harry F. Asher, of Mineola, given the role of official welcomer for the village, said it was his pleasure and privilege to welcome the first electric train and the officials who made it possible.

"We are grateful for this electric train service and we are grateful to you officials who have made it possible," said President Asher. "What the electrification of this railroad means to us no man can estimate. It brings to a culmination the thing that has been uppermost in our hearts and minds for many months. It fits in splendidly with the other fine moves we have made and are making for the progress of the village. We have a new high school in prospect, a municipal building, a theatre, the improvement of the water plant, an incinerator and we are putting in a new lighting system. The roads are in fine condition, and we have a fire department and police system that are second to none. With this new means of transportation, we are and will be one of the foremost villages on Long Island, and it will not be long before we shall be the first village."

#### Village President of Malverne Stresses Co-operation With Railroad.

William Stratton, President of Malverne, spoke in terms of cooperation. He said the electrification of the Branch means much to Malverne.

"We put up with that for years, but due to the courtesy of the Long Island Railroad, we have now got the electric service to the city. Our attitude toward the Long Island Railroad is this: As time goes on we are not going to be satisfied, but will indulge in that ancient pastime of kicking against the Long Island Railroad for more.

"Instead of waiting for the schedule to be made up and asking for a change we will make the appeal to Mr. Woodward for better service, and I make the appeal that we go to him and tell him what we want before the schedule is prepared instead of waiting for it to be prepared and then finding fault.

"In the matter of train service I think that if the different communities, instead of being jealous of the other, will get together and appoint a man from each community to say what that community wants, I feel confident the Long Island Railroad will cooperate and I pledge cooperation on the part of Malverne."

#### Mr. Woodward Dedicates Improvement to Public Service.

Chairman Christ next introduced Mr. P. H. Woodward, General Passenger Agent of the Long Island Railroad, who said, in part:

"One year ago, last May, when the electrification of the Montauk Division to Babylon was completed, a celebration was had and a special train was operated, just as we are doing today. The bands played, the men, women and children along the route turned out to welcome the new improved transportation, just as you people are doing today.

"In dedicating the new work to the public service, I opened the same by saying, 'Everything comes to those who hustle while they wait,' and I also had something to say about 'Faith and Confidence,' meaning faith and confidence in each other.

"You good people who live along the route between Valley Stream and Mineola and between Floral Park and Mineola, have had faith in the Railroad, and you have hustled too. You knew that as soon as it could be worked out, that your transportation facilities would be modernized. Now the railroad comes along and shows its faith in you and in the future by spending about \$1,000,000 to electrify these routes I have mentioned.