

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, Dick Makse,
Robert L. Myers, David M. Morrison, Derek Stadler et. al.)

<u>STATION:</u>	<u>BRANCH:</u>	<u>DATA:</u>
A & P	CENTRAL EXT.	1 ST STATION: LOW CINDER PLAT- FORM IN SVC: c. 1928 AT EAST SIDE OF A & P WAREHOUSE TO SERVICE THEIR EMPLOYEES. OUT OF SERVICE: 2/1930. 2 ND 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	OYSTER BAY	BUILT: 1913, AGENCY CLOSED. RAZED: 1954 SHELTER SHED BUILT: c. 1954 TICKET OFFICE ADDED TO ONE END OF SHELTER SHED: ___? MONDAY-ONLY AGENCY INDICAT- ED IN "LONG ISLAND RAIL ROAD TICKET OFFICE HOURS" LISTING

OF 9/18/67. 1ST OF THE MONTH
ADDED TO AGENCY HOURS. AGEN-
CY CLOSED: ?. REPLACED WITH
NEW SHELTER SHED: 19 ?
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 data*)

AMAGANSETT

MONTAUK

BUILT: 1895, BURNED: 8/15/10
2ND 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: 8/31/64
REPLACED WITH WOODEN SHELTER
SHED: c. 1965.
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 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 FURN-
ITURE 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. MOVED TO PRIV-
ATE PROPERTY: 1889. STILL
STANDING: 2003.

2ND DEPOT OPENED: 7/25/1889,
 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.
 2ND 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

AQUEBOGUE	MAIN LINE	BUILT: 1892 ON N. SIDE OF TRACKS. 2 ND DEPOT BUILT: 1910 ON S. SIDE OF TRACKS. GUTTED AND RE- MODELED INTO SHELTER SHED: 1956, RAZED: 7/67. REPLACED WITH METAL SHELTER SHED. LAST APPEARS IN ETT #1, EFF. 5/22/66
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AQUEDUCT	ROCK. BCH	BUILT: 1883 AT N. CONDUIT BLVD. WITH A SEPARATE SET OF LOW- LEVEL PLATFORMS FURTHER NORTH FOR RACETRACK SVC. ONLY. 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 STA- TION 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 TEMP- ORARY LOCATION ON ELEVATION NORTH OF FORMER LOCATION
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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. OUT OF SVC: 10/3/55 PER G.O. #216.

ARVERNE

ROCK. BCH.

BUILT: 1888 AT GASTON AVE. DUE TO QUARREL BETWEEN R.R. & DEVELOPER ANOTHER DEPOT BUILT AT STRAITON AVE: 1892 GASTON AVE. DEPOT REBUILT ON NEW SITE AND OPENED: MAY/1912. RAZED 1940-41 FOR GRADE ELIMINATION PROJECT. ELEVATED STRUCTURE OPENED: 4/10/42. 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 TERMINAL

ATLANTIC

OPENED 1/5/2010 ON THE FORMER SITE OF FLATBUSH AVE. TERMINAL. OFFICIALLY RENAMED IN ETT #1, PER G.O. #104, EFF. 3/8/2010.

ATLANTICVILLE

SAG HARBOR

OPENED JUNE/JULY, 1875. RENAMED "EAST QUOGUE" IN 1891.

(per Vincent Seyfried) STATION STOP APPEARS IN AVAILABLE PUBLIC TIMETABLES OF 1877 THRU 1881, BUT NOT IN 1883. *(per Art Huneke)*

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 STATION 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: <u>?</u>
AUTUMN AVE. (BROOKLYN)	ATLANTIC	OPENED: 4/28/1905 AS "RAILROAD AVENUE" WITH ELECTRIFICATION FROM FLATBUSH AVE. NAME CHANGED: <u>?</u> . 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 GARDEN CITY, DURING WWI. RENAMED "MITCHEL FIELD" 7/16/1918. NAME CHANGE OFFICIALLY APPROVED: APRIL/1919.)
BABYLON	MAIN LINE	MAY HAVE BEEN AT OR NEAR THE LATTER-DAY SITE OF WYANDANCH STATION OR POSSIBLY AT EAST NECK ROAD. (<i>per Art Huneke</i>) 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 ND DEPOT OPENED: 7/2/1881, RAZED: 1963 WITH GRADE CROSSING ELIMINATION. TEMPORARY STATION ACCOUNT GRADE CROSSING ELIMINATION IN SVC: 4/6/63. OUT OF SVC: 9/9/64 AND RAZED. ELEVATED STRUCTURE IN SVC: 9/9/64.
BAITING HOLLOW	MAIN LINE	SEE: "CALVERTON"
BALDWIN	S. S. R. R. (MONTAUK)	S. SIDE R.R. SVC. BEGAN: 10/28/1867 AS "BALDWINSVILLE" UNTIL 1875. DEPOT BUILT: 2/1868. PER TIME-TABLE LISTINGS, RENAMED "BALDWINS" 1875-1892. DEPOT REMODELED: 5/1881. RENAMED "MILLBURN" 1892-1897. AGAIN RENAMED "BALDWINS" 1897-1900. FINALLY RENAMED "BALDWIN" 1900. DEPOT RAZED: 1917. 2 ND DEPOT OPENED: 12/28/17, RAZED: 11/56 WITH GRADE ELIMINATION. ELEVATED STRUCTURE OPENED: 10/2/57
BALDWINS	MONTAUK	(SEE: "BALDWIN")

BALDWINVILLE	S. S. R. R.	S. SIDE R. R. (SEE: "BALDWIN")
BARNUM ISLAND	LONG BEACH	IN SERVICE c. 1897. RENAMED JEKYL ISLAND: JAN, 1901. AGAIN RENAMED ISLAND PARK: 10/1921 SERVED AS TEMPORARY STATION 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 (Robt. Emery data).

BASE BALL GROUNDS	EVERGREEN	GRAUER'S RIDGEWOOD PARK (BETWEEN SCHAEFFER & HALSEY STS. 1885-1886 PERIOD (<i>Art Huneke data and http://www.covehurst.net/ddyte/brooklyn/ridgewood.html</i> .)
BAYPORT	S. S. R. R. (MONTAUK)	S. SIDE R.R. DEPOT BUILT: 3/1869, RAZED: 1903 2 ND DEPOT OPENED: 8/10/1903, RAZED: 5/64. REPLACED WITH METAL SHELTER SHED. DISCONTINUED AS STATION STOP PER G.O. #207, EFF: 9/6/80.
BAY RIDGE	BAY RIDGE	TERMINAL OPENED: 1870s. 1 ST DEPOT BUILT: 6/1877. RAZED BY FIRE: 12/14/1882. 2 ND 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 ND DEPOT BUILT: 1882, RAZED: 1912 3 RD 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 ND DEPOT BUILT: 1886, RAZED: 1924 3 RD DEPOT BUILT: 1924. TEMPORARY TRACKS RELOCATED TO SHOO-FLY SOUTH OF ORIGINAL LOCATION: 6/18/29 DUE TO GRADE CROSSING ELIMINATION. TRACKS DEPRESSED AND HIGH LEVEL PLATFORMS IN SVC: 9/25/29 (WESTBOUND) AND 12/5/29 (EASTBOUND) 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 DRAWBRIDGE. 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.
BELLAIRE	MAIN LINE	OPENED: 3/20/1900 AS "INTERSTATE PARK." RENAMED "BELLAIRE" IN 1907. 2 ND DEPOT OPENED: 9/20/1924 <i>(per official dedication invitation)</i> . AGENCY LAST NOTED IN LIRR TICKET OFFICE LISTING OF 6/3/68. GONE BY LIST-

ING OF 5/26/69 (*Brad Phillips data*)
DISCONTINUED AS STATION STOP:
1972, RAZED: 19_?

BELLEROSE	MAIN LINE	OPENED: 1898 2 ND 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 ND DEPOT BUILT: 1886 (<i>Robt. Emery map data</i>) OR ORIGINAL DEPOT RE- MODELED (?). DEPOT AGAIN RE- MODELED POST-1925 (<i>photo prov- enance</i>) 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 ACCOUNT GRADE CROSSING ELIMINATION IN SVC: 12/4/70. 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-LEV-

EL 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.	BABYLON. APPEARS ON TIMETABLES 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 EVER INSTALLED. GONE FROM TIMETABLES BY 1896. (<i>per Art Huneke</i>)
BELMONT PARK	SPUR OFF MAIN LINE	OPENED: 1905 TO SERVICE THE RACE TRACK (OPEN DURING RACING SEASON ONLY) RAZED: 1957 WHEN TRACKS WERE CUT BACK TO N. OF HEMPSTEAD TPKE. 2 ND DEPOT BUILT: 1957 N. OF HEMPSTEAD 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.

BERLIN	ATLANTIC	BUILT: 1870 AT MAURE AVE., MORRIS PARK, AT THE CROSSING OF THE SOUTH SIDE RAIL ROAD AND THE BROOKLYN CENTRAL & JAMAICA RAILROAD. CLOSED: 1878.
BERLIN SWITCH	ATLANTIC	SEE: "VAN WYCK AVENUE" (<i>One and the same as "BERLIN?" D.K.</i>)
BETHPAGE	CRR OF LI (CENTRAL)	CENTRAL RAILROAD OF L.I. DEPOT BUILT: <u>?</u> NORTH OF THE JCT. ON THE OLD "BETHPAGE BRANCH" NEAR THE OLD "BETHPAGE BRICK WORKS." CRR PSGR. TRAINS BEGAN SVC. IN LATE 1874. STATION STOP APPEARS ON LIRR TIMETABLES UP TO AND INCLUDING 3/1879. PASSENGER SVC. DISCONTINUED THEREAFTER. BRANCH LATER DESIGNATED AS "SIDING" (G.O. OF 5/24/1909)
BETHPAGE	MAIN LINE	BUILT: 1884 AS "CENTRAL PARK", (SEE: "CENTRAL PARK" FOR EARLIER HISTORY) RENAMED BETHPAGE: 10/1/36. RAZED WITH OPENING OF NEW DEPOT. 2 ND DEPOT OPENED: 10/12/57 (<i>per NY Daily News article of 10/06/57</i>) AGENCY CLOSED: 8/19/2009.
BETHPAGE JCT.	CRR OF LI (CENTRAL EXT.)	CENTRAL RAILROAD OF L.I. DEPOT FIRST APPEARS ON TIMETABLE OF 6/1873. 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. (???)

BLUEPOINT	S. S. R. R. (MONTAUK)	S. SIDE R.R. DEPOT OPENED: 2/1/1870, N. SIDE OF TRACKS AND WEST OF RAILROAD AVE. (LATER BLUE POINT AVE.) (<i>per</i> <i>1873 map</i>). CLOSED: 6/1/1882. (LAPSE OF 18 YEARS BETWEEN BUILDINGS OR SERVICE STOPPED UNTIL JUNE, 1900?) 2 ND DEPOT OPENED: JUNE/1900, AGENCY CLOSED: 6/1946 RAZED: 1951. REPLACED WITH CONCRETE SHELTER SHED: 1951 DISCONTINUED AS STATION STOP PER G.O. #207, EFF: 9/6/80 AND STRUCTURE DEMOLISHED.
BOLAND'S LANDING	ATLANTIC	EMPLOYEE-ONLY STOP AT MORRIS PARK SHOPS (1990s ?)
BRANCH (HEMPSTEAD BRANCH)	MAIN LINE	APPEARS ON TIMETABLE OF MARCH, 1837 AS "HEMPSTEAD." THIS WAS THE STAGE CONNECTION TO HEMP- STEAD. 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." RE- NAMED "MINEOLA" ON TT OF JUNE 4, 1862. (SEE: "MINEOLA" FOR LATER DATA.)
BRENTWOOD	MAIN LINE	BUILT: 1870, BURNED: 4/1903 2 ND DEPOT OPENED: 11/10/1903, AGENCY CLOSED: ? DEPOT CLOSED: 1987 3 RD 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 COVERED PLATFORM AND PORTE COCHERE AT REAR. BUILT ON SOUTH SIDE OF TRACKS AND EAST OF WELLWOOD AVE. RENAMED "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 AND THE POST OFFICE AT STREET LEVEL. OPENED IN TIME FOR JUNE 6TH, 1870 FESTIVITIES FOR LAND SALE AND DEVELOPMENT OF BRESLAU. SSRR GAVE A TERRIBLE 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" (*Bayles, 1874*). THIS 2ND 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
2ND 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. *(Robert L. Myers data)*

BRIDGEPORT	S.S.R.R.	AT FRANKLIN AVENUE, HEMPSTEAD
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. 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 ND 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 FORMERLY DeLANCY AVE. PER 1837 TT. RENAMED BRUSHVILLE ON TIMETABLE OF 11/27/1837. RAZED: c. 1871. PER ETT #3, EFF: 6/1897, CERTAIN TRAINS CON- TINUED TO MAKE A STOP HERE.

LATTER-DAY SITE OF BELLAIRE.

BUSHWICK AVE. (BUSHWICK)	BUSHWICK	S.S.R.R. DEPOT OPENED: 7/14/1877 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 AND 1866 TIMETABLES.
CALVERTON	MAIN LINE	DEPOT BUILT: 1880 AS "BAITING HOLLOW", CLOSED AND MOVED TO PRIVATE LOCATION: 1922 2 ND DEPOT BUILT FURTHER EAST: 1922. AGENCY CLOSED: 1958 AND MOVED TO PRIVATE LOCA- TION. 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. RE- NAMED "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 STA- TION SERVICED TICKET SALES FOR THE CAMP. THE EASTERN SIDE OF THE CAMP WAS KNOWN AS "AVIA- TION FIELD NO. 2". ALL RENAMED "MITCHEL FIELD" 7/16/1918. NAME CHANGE OFFICIALLY AP- PROVED: 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, TAR- PAPERED DEPOT BUILT TRACK- SIDE, 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 <i>(Thos. R. Bayles data)</i>
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. <i>(Robt. Emery Map Data)</i> 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. IN SERVICE: 1935 –1953 FOR “FISHERMAN’S SPECIAL” TRAINS
CARLE PLACE (CARLL PLACE)	MAIN LINE	DEPOT BUILT: 1837 WITH OPEN- ING OF LIRR TO HICKSVILLE. APPEARS ON TT OF 6/17/1837. REMOVED AS STATION STOP FROM TT OF 1859. 2 ND STATION (WOODEN SHELTER SHED) IN SERVICE PER ETT #99 EFF. 10/9/1923. REMOVED: 1950

FACILITIES RELOCATED 400' EAST
OF FORMER LOCATION: 1/21/52
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 STA-
TION 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 RE-
MODELED: 5/1888. RENAMED
"CEDARHURST" __?__
2ND 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 DE-
POT ON GEOGRAPHIC EAST SIDE OF
TRACKS. AGENCY CLOSED: 8/19/2009.

CEDAR MANOR

S.S.R.R.
(ATLANTIC)

OPENED: 1906 AS "POWER PLACE."
RENAMED: 19_?. OUT OF SVC:
1/28/59. DISCONTINUED AS
STATION STOP. RAZED: 2/59
WITH GRADE ELIMINATION.

CENTER AVENUE	LONG BEACH	<p>FIRST BRICK DEPOT BUILT: __? 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.</p> <p>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: __?</p> <p>PLATFORM SHELTERS IN SVC: __?</p>
CENTRE MORICHES (CENTER MORICHES)	MONTAUK	<p>BUILT: 1881. 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.</p> <p>NEWER WOODEN SHELTER BUILT: c. 1985. DISCONTINUED AS STATION STOP: 3/16/98</p>
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, RAZED: 8/58

		2 ND DEPOT BUILT: 1958. AGENCY CLOSED: ? DEPOT CLOSED: 1987
		3 RD 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 ND PLATFORM OPENED AT EAST SIDE OF CARLETON AVE.: c. 1930s, OUT OF SERVICE: 1953 3 RD 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., 3/4 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 DE- POT 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
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.

2ND 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

		<p>WITH SHELTER SHED BUILT c. LATE 1920s/EARLY 1930s. STATION SIGN IN PERIOD PHOTOS READS "CENT<u>ER</u> AVENUE." NO AGENCY. WOODEN BLDG. RAZED: __? LOW LEVEL PLATFORM REMAINING IN SERVICE. REPLACED WITH HIGH-LEVEL PLATFORMS IN NEW LOCATION S. OF CENTRE AVE. CROSSING: 1968-69 AND TRAILER TICKET OFFICE INSTALLED AT PLATFORM LEVEL. PART-TIME AGENCY IN SERVICE AS LATE AS DECEMBER, 1982. TRAILER REMOVED: __? STATION STOP STILL IN SERVICE: 2016.</p>
CHESTER PARK	ATLANTIC	NEAR 104TH ST., EAST OF WOODHAVEN. OUT OF SVC. ___(?)
CLARENCEVILLE	S.S.R.R. (MONTAUK)	S. SIDE R. R. (SEE: "RICHMOND HILL")
CLARENCEVILLE	ATLANTIC	BUILT: 1905 (?) WITH ELECTRIFICATION FROM FLATBUSH AVE. 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 INSTRUCTIONS 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. CLOSED: 5/15/53, DISCONTINUED AS STATION STOP. USED AS FIRE STATION.
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. (*Closing date per Geo. L. Weeks, Jr. in his book Isle of Shells*)

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." RENAMED "COLD SPRING" ON 10/15/1880 PER G. O. #90. MOVED EAST ACROSS COUNTY LINE TO PRESENT STATION LOCATION: 1901- 02. RENAMED "COLD SPRING HARBOR." RAZED: 1948.

2ND 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 TROTting 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 RE- MOVED FROM SITE: 10/25/68. TEMPORARY WOODEN STATION CON- STRUCTED ACCOUNT GRADE CROS- SING 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. FLUSH-
ING. RENAMED CORONA.
2ND DEPOT BUILT: SEPT-OCT/1872,
BURNED: 12/9/1880
WHITE LINE DEPOT MOVED TO SITE:
1890, RAZED: 9/1894
4TH 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)
DISCONTINUED AS STATION STOP:
4/8/64

COUNTRY LIFE PRESS

HEMPSTEAD

BUILT ADJACENT TO AND SOUTH OF
THE 1911 OVERPASS OVER CHEST-
NUT 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 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. 1ST 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	<p>APPEARS ON TIMETABLE OF 6/14/1845. 2ND DEPOT BUILT: 8/1875 3RD DEPOT BUILT: 1887, REMODELED: 1944, AGENCY CLOSED: 1958, RAZED 6/62. REPLACED WITH METAL SHELTER SHED. STILL LISTED IN STATION LISTINGS IN ETT #4, EFF: 5/85 BUT NOT LISTED IN TIMETABLE PORTION. NO LONGER LISTED IN PTT EFF: 5/16/86.</p>
CYPRESS AVENUE (RIDGEWOOD)	BAY RIDGE/ MAN. BEACH	<p>OPENED: 1884 AS RIDGEWOOD. BECAME CYPRESS AVE. IN 1893. RAZED: 1914 ACCOUNT GRADE CROSSING ELIMINATION. 2ND 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>1ST DEPOT OPENED: 03/12/1842 WITH OPENING OF LIRR TO THAT POINT. STAGECOACH SERVICE TO BABYLON. 2ND DEPOT BUILT: APR-MAY/1884, CLOSED: 8/25/36 DUE TO GRADE CROSSING ELIMINATION OF DEER PARK AVE. MOVED TO PRIVATE</p>

		<p>LOCATION.</p> <p>3RD. ELEVATED DEPOT OPENED: 12/17/36. AGENCY CLOSED: ? DEPOT CLOSED: 1987</p> <p>4TH 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 RIDGWOOD: 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 TIMETABLES WHEN PLACED IN SERVICE. LATER BECAME BRUSH- VILLE ON TT OF 10/23/1838. (SEE: BRUSHVILLE)</p>
DOUGLASTON	FLUSHING R.R. NY & FLUSHING FLUSHING & N. SIDE (PORT WASH.)	<p>BUILT: APR-MAY/1867, MOVED TO PRIVATE LOCATION: ?</p> <p>2ND DEPOT BUILT: 6/1887, REBUILT: 1898, RAZED: 3/62</p> <p>NEWER DEPOT BUILT: 1962. AGENCY CLOSED: 8/19/2009.</p>
DRY HARBOR RD.	MONTAUK	<p>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- TURE CO. WORKS," "PRAIRIE GRASS WORKS")</p>
DUNTON	ATLANTIC MONTAUK	<p>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</p>

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.

2ND, 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. LOCATED 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. (Robert L. Myers data). SUNDAY AGENCY ONLY: EFFECTIVE 2005.
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 LISTING 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 SURVIVING FREIGHT HOUSE (<i>per local</i>)

newspaper article of 9/24/36 discussing the fire's destruction.)

2ND SMALLER, BRICK DEPOT BUILT: 1936 (*Robt. Emery data*). DEPOT BLDG. CLOSED AND DISCONTINUED AS STATION STOP: 10/6/58. SOLD TO PRIVATE OWNER. DEPOT STILL STANDING ON SITE AS PRIVATE 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. STATION BUILDING ABANDONED: 11/1915 AND RAZED DUE TO BAY RIDGE BRANCH GRADE ELIMINATION PROJECT.

3RD DEPOT WITH HIGH-LEVEL PLATFORMS AT STREET LEVEL IN SERVICE: 1915. RAZED: 1941 WITH ATLANTIC AVE. GRADE ELIMINATION PROJECT (1941-43)

4TH 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.

2ND COMBINATION HOTEL/DEPOT
ERECTED ON SITE IN 1883.
OPENED FOR JOINT SERVICE WITH
THE LIRR: 1/1/1884. THE LIRR
CEASED ALL STOPS AT HOWARD
HOUSE AT THAT TIME. RENAMED
"EAST NEW YORK" IN 11/1905
WITH INAUGURATION OF FULL
ELECTRIC SERVICE ALONG AT-
LANTIC BRANCH. STATION BLDG.
ABANDONED: 11/1915 AND
RAZED DUE TO BAY RIDGE
BRANCH GRADE ELIMINATION
PROJECT AND EAST NEW YORK
TUNNEL. STATION STOP SERVED
BY NEW FULTON ST. STATION
PLATFORM IN TUNNEL. (SEE
"FULTON STREET" FOR CONTIN-
UATION 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:
12/11/51 WITH RELOCATION OF
NEW, COMBINED STOP.

2ND, RELOCATED DEPOT OPENED:
 12/11/51. 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. 1ST 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 DEMOL-
 ISHED WHEN ORIGINAL HIGH-LEVEL
 PLATFORMS REPLACED: c. 1994.
 3RD DEPOT IN THE FORM OF A TRAILER
 IN SERVICE WITH NEW HIGH-
 LEVEL PLATFORMS: c. 1994.

EAST WILLISTON

OYSTER BAY

BUILT: c. 1880. AGENCY CLOSED:
 12/10/96. RAZED: 12/11/2004

EDGEMERE

FAR ROCK.

OPENED: 06/21/1895 TO ACCOMMO-
 DATE THE NEW EDGEMERE HOTEL
 WHICH OPENED FOR BUSINESS
 THE NEXT DAY. OUT OF SVC:
 8/9/40 ACCOUNT GRADE CROSSING
 ELIMINATION.
 WESTWARD STATION FACILITIES
 RELOCATED 600' EAST OF FORM-
 ER LOCATION: 8/9/40. EAST-
 WARD STATION FACILITIES:
 8/23/40.
 ELEVATED STRUCTURE OPENED:
 4/10/42. AGENCY OPEN UNTIL
 END OF LIRR SERVICE WHEN
 PROPERTY WAS TRANSFERRED
 TO TA OWNERSHIP: 10/3/55

EDGEWOOD

MAIN LINE

2-STOREY-WOODEN DEPOT
 BUILT BY LAND DEVELOPER.
 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. ABAN-

		DONED. USED BY LOCALS AS A SOURCE FOR SCRAP LUMB- ER (<i>Geo. G. Ayling first-hand data</i>). BURNED: 1920
ELMHURST (NEWTOWN)	FLUSHING R.R. NY & FLUSHING FLUSHING & N. SIDE (PORT WASH.)	OPENED: 1855, RAZED: 1888 2 ND DEPOT OPENED: DEC/1888, HIGH PLATFORMS: 1912, RAZED: 1927 3 RD , ELEVATED DEPOT IN SVC: 1927 OUT OF SVC: 1/22/85 PER GN3-43 AND RAZED.
FANNY BARTLETT	MONTAUK	SEE: "BARTLETT"
FARMINGDALE	CRR OF LI (CENTRAL)	CRR OF LI (SEE: "SOUTH FARMING- DALE")
FARMINGDALE	MAIN LINE	1 ST DEPOT IN SVC. WITH OPENING OF LIRR TO THIS POINT: 10/14/1841. LOCATED ON EAST SIDE OF MAIN ST. RAZED: 1875. 2 ND DEPOT BUILT: 7/1875, RAZED: 1895. 3 RD 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.
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 MERG- ER 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 ND DEPOT: 1881 2 ND DEPOT MOVED TO SITE FROM

OCEAN POINT (CEDARHURST), RE-MODELED AND OPENED:
 10/1/1881 (*Vincent Seyfried data. Brand new depot constructed per LIRR 1881 annual report, Art Hun- eke data*), SOLD AND MOVED TO PRIVATE LOCATION: 10/1890
 3RD DEPOT OPENED: 7/15/1890.
 DEPOT BLDG AT GRADE CON- TINUED TO BE USED IN CON- JUNCTION WITH NEW ELEVATED PLATFORMS AND TRACKS PUT IN SVC: 4/10/42. LIRR THRU-SERV- ICE TERMINATED HERE: 10/3/55 WHEN TRACKAGE WEST OF MOTT AVE. TO ROCKAWAY PARK TRANS- FERRED TO TA OWNERSHIP. BE- CAME TERMINUS OF FAR ROCK- AWAY BRANCH. DISCONTINUED AS STATION STOP: 2/21/58 WHEN SERVICE WAS CUT BACK TO NAM- EOKE 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.
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.
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.

2ND DEPOT OPENED: 4/1/07 WITH
DEPOT AT STREET LEVEL AND
TRACKS UNDERGROUND. RE-
FURNISHED AND EXTERIOR SAND-
BLASTED: EARLY 1940s. TRACK
#1 OUT OF SVC: 4/10/59. FORM-
ER EXPRESS TRACKS #s 9-14 (“EX”
YARD) OUT OF SVC: 3/3/71.
TRACKS ORIGINALLY NUMBERED
SOUTH TO NORTH RENUMBERED
NORTH TO SOUTH: 7/1/78.
STREET LEVEL TERMINAL BLDG.
CLOSED: 1988. RAZED: c. 1990s.

3RD DEPOT OPENED: 1/5/2010. OFF-
ICIALLY RENAMED “ATLANTIC
TERMINAL” IN ETT #1, PER G.O.
#104 EFF. 3/8/2010.

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.

2ND, 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
IN SVC: 6/28/62.

ELEVATED EASTBOUND PLATFORM
IN SVC: 11/8/62. AGENCY
CLOSED: 8/19/2009.

FLOWERFIELD

WADING RIVER

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

FLUSHING (BRIDGE ST.)	FLUSHING R.R. NY & FLUSHING FLUSHING & N. SIDE (WHITESTONE)	APPEARS ON TT 1863. DEPOT BUILT: OCT-NOV/1870, RAZED: 1893 2 ND DEPOT BUILT: 1893, CLOSED: 2/19/32 WITH BRANCH ABANDONMENT.
FLUSHING (BROADWAY)	PORT WASH.	SEE: "BROADWAY"
FLUSHING (MAIN STREET)	PORT WASH.	BUILT: 12/1853 BURNED: 10/13/1864 2 ND DEPOT BUILT: JAN-FEB/1865, RAZED: 1870 3 RD DEPOT BUILT: OCT-NOV/1870, ABANDONED: 11/11/12 ELEVATED STRUCTURE OPENED: 10/4/13, ELEVATED TRACK LEVEL BLDG. RAZED: EARLY 1963. STREET LEVEL TICKET OFFICE OPEN- ED AND DEDICATED: MARCH, 1963. NO CHANGE TO EXISTING ELEVATED PLATFORMS. TICKET OFFICE REBUILT: JAN 21 ST -MAR 21 ST , 2005.
FORD'S CORNERS	BAY RIDGE	SEE: "RUGBY"
FORGE	MONTAUK	SEE: "MASTIC"
FOREST HILLS	MAIN LINE	BUILT: 1906, CLOSED: 1911 2 ND DEPOT OPENED: 8/5/1911. AGEN- CY CLOSED: 8/19/2009.
FOSTER'S MEADOW	S. S. R. R. (ATLANTIC)	SEE: "ROSEDALE"
FRANK AVE.	FAR ROCK.	AT BEACH 44 TH 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.

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 44TH ST. TO BEACH 47TH 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: 10/28/1867. DEPOT OPENED. MOVED: 1899, TO BECOME PART OF FREIGHT HOUSE OF 2 ND DEPOT. 2 ND DEPOT OPENED: 4/3/1899, OUT OF SVC: 5/5/59 3 RD TEMPORARY STATION IN SVC: 5/5/59 ELEVATED STRUCTURE IN SVC: EARLY 1961
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 ND 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: 3/16/98

FULTON STREET (EAST NEW YORK)	MAN. BEACH	<p>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.</p> <p>2ND 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 2ND 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.</p>
GARDEN CITY	CRR OF LI (HEMPSTEAD)	<p>CRR OF LI DEPOT BUILT: OCT/1872-APRIL/1873. CLOSED: 1898</p> <p>2ND DEPOT BUILT: 8/1898. AGENCY CLOSED: 11/20/96.</p>
GARDEN CITY PARK	MAIN LINE	<p>OPENED AT PRESENT-DAY SITE OF MERILLON AVE. STATION: ?</p> <p>OUT OF SERVICE: ? PER ETT #3, EFF: 6/1897, CERTAIN TRAINS CONTINUED TO MAKE A STOP HERE.</p>
GASTON AVENUE (ARVERNE)	FAR ROCK.	<p>ELEVATED STRUCTURE OPENED: 4/10/42. AGENCY OPEN UNTIL END OF LIRR SERVICE WHEN PROPERTY WAS TRANSFERRED TO TA OWNERSHIP: 10/3/55</p>
GENERAL BRONZE	CENTRAL EXT.	<p>OPENED: 6/1949 TO SERVICE EMP-LOYEES. LATER "A&P BRONZE", CLOSED: 5/15/53 WITH END OF PSGR. SERVICE ON BRANCH.</p>

GIBSON	FAR ROCK.	OPENED: 5/29/1929. BUILT BY LAND DEVELOPER WM. R. GIBSON IN AN AGREEMENT WITH THE L.I.R.R. TO HAVE TRAINS STOP AT HIS NEWLY-ESTABLISHED COMMUNITY. (<i>Data per Howard F. Ruehl's History of Valley Stream</i>). AGENCY CLOSED: 9/7/96.
GLEN COVE (GLEN STREET)	OYSTER BAY	OPENED: 5/16/1867 2 ND DEPOT BUILT: SEPT-OCT/1898, AGENCY CLOSED: 11/20/96. 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. (<i>Robert L. Myers data</i>) EXTERIOR RE-STORED TO ORIGINAL ARCHITECTURE, INTERIOR REMODELED: c. 2001-02. (<i>Dave Morrison data</i>)
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. (<i>Robert L. Myers data</i>)
GLENDALE	S. S. R. R. (MONTAUK)	S. SIDE R. R. DEPOT FIRST APPEARS ON TIMETABLE OF 5/1870. 2 ND 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 73RD ST. X-ING: c. 1942. SHELTER SHED REMOVED: 1954. STATION STOP RELOCATED W. OF 73RD ST. X-ING: PRIOR TO 1998. DISCONTINUED AS STATION STOP: 3/16/98.

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 ND 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 RD 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 data</i>)

GOLF GROUNDS	MONTAUK	OPENED: 4/1907, DISCONTINUED AS STATION STOP: 1939, MOVED TO PRIVATE LOCATION: 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. 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 ND 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 SCHEDULED STOPS. SHELTER SHED REMOVED 1922. ETT #102, EFF. 5/25/25 LISTS STATION BUT INDICATES NO TRAINS STOPPING THERE. DISCONTINUED AS STATION STOP BETWEEN 5/25/25 AND ISSUANCE OF ETT #103, EFF. 10/21/25 WHICH DOES NOT LIST THE STATION.
GRAVESEND	PROSPECT PART & 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
2ND DEPOT OPENED: 10/1883, RE-MODELED: 1893, RAZED: 1924
3RD DEPOT IN SVC: 2/26/25.
TEMPORARY STA. FACILITIES RELOCATED S. OF FORMER LOCATION: 6/8/34 ACCOUNT GRADE CROSSING ELIMINATION.
STATION FACILITIES RELOCATED IN CUT 120' W. OF FORMER LOCATION 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 (*Robt. Emery data*). EXPRESS HOUSE REMOVED AROUND 1932. DEPOT SUPPOSEDLY BURNED: 1943, BUT PHOTOGRAPHIC EVIDENCE INDICATES DEPOT STILL STANDING ON 09/28/44. PROBABLY BURNED IN MARCH, 1945 PER REFERENCE IN "SUFFOLK COUNTY NEWS" ARTICLE OF 04/06/45 THAT MENTIONED THE LIRR PLANS TO CONSTRUCT A NEW DEPOT TO REPLACE THE GREAT RIVER STATION "RECENTLY DESTROYED BY FIRE."
2ND DEPOT BUILT: c. DECEMBER, 1945 PER "SUFFOLK COUNTY NEWS" ARTICLE OF 11/23/45 THAT READS "GREAT RIVER TO REPLACE THE FORMER DEPOT DESTROYED BY FIRE." 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. *(Robert L. Myers data)*

GREENLAWN	PT. JEFFERSON	BUILT: 1868 AS "CENTERPORT." RENAMED "GREENLAWN." BURNED: 1909. 2 ND DEPOT OPENED: 9/1911. AGENCY CLOSED: 9/6/96.
GREENPOINT	EVERGREEN	OPENED: 5/15/1878 AT OAK AND WEST STREETS. CLOSED: 9/28/1885.
GREENPORT	MAIN LINE	1 ST DEPOT IN SVC: 7/29/1844 AS TERMINUS OF LIRR. DEPOT BURNED IN TOWN FESTIVITIES: 7/4/1870 2 ND DEPOT OPENED: 10/1870 3 RD DEPOT BUILT: 1892, WITH DISTINCTIVE, 2-STORY TICKET OFFICE BAY WINDOW, FRONT DORMER WINDOW ON W. SIDE OF BAY AND DECORATIVE WROUGHT-IRON ROOF TREE ALONG RIDGE. BAY WINDOW REMOVED IN THE TEENS AND REPLACED WITH DOUBLE FRONT DORMER WINDOWS. BY 1925, DORMERS AND ROOF TREE WERE GONE. AGENCY CLOSED: 10/1/67 PER OFFICIAL LIRR NOTICE. REOPENED: 1968 FOR ONE SUMMER'S USE, SUNDAYS ONLY THEN PERMANENTLY CLOSED. DEPOT BUILDING NOW A MARITIME MUSEUM. 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 data)</i> **FREIGHT STATION BUILT: 1892. GARAGE DOOR INSTALLED ON WEST SIDE AND BECAME GARAGE FACILITY 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 AGENCY. MAY, 1891 NEWSPAPER ACCOUNT DESCRIBES THE SHED WHICH SHORTLY AFTER WAS DEMOLISHED BY 4-4-0 LOCOMOTIVE #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 DERAILED 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 Hammond, Town of Oyster Bay Historian*)

2ND SHELTER SHED BUILT: ? NO DATA OR PHOTO EVIDENCE AS TO ANYTHING BEING CONSTRUCTED ON SITE BETWEEN 1891 AND 1921.

3RD (?) SHELTER SHED BUILT: 1921 (*Per Robt. Emery notes*). 1937 PHOTO SHOWS TWO MAIL CRANES ON NORTH (R.R. EAST) SIDE OF THE SHELTER FOR MAIL PICK-UP IN EACH DIRECTION. CRUSHED CINDER PLATFORMS WITH DIETZ KEROSENE PLATFORM LAMPS. ELECTRIC LAMPS AND PAVED PLATFORMS ADDED IN LATER YEARS. RAZED: 1991.

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)

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 TH 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. (<i>Art Huneke data</i>)
GRUMMAN	MAIN LINE	6,955' WEST OF BETHPAGE STATION. WOODEN SHELTER SHED IN SVC: 2/2/42 FOR EMPLOYEES OF GRUMMAN AVIATION. NO AGENCY. STATION STOP RELOCATED: 1951 WITH RELOCATION OF S. OYSTER BAY RD. CROSSING. SEVERAL WOODEN SHELTER SHEDS CONSTRUCTED. METAL SHELTER SHED BUILT: c. 1960s. LAST SCHEDULED SERVICE TO STATION: 11/29/85. STATION OFFICIALLY CLOSED: 12/2/85.
HABERMAN (L. I. CITY)	MONTAUK	OPENED: 9/1910 AT HABERMAN'S FACTORY CROSSING (49 th ST.) FOR EMPLOYEES OF THE PLANT. 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.*) DIS-
CONTINUED AS STATION STOP:
3/16/98

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. 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 STA-
TUS DUE TO LACK OF RIDERSHIP.
(UNABLE TO VERIFY 1901 AND 1902 AS
LACKING 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 PUB-
LIC TIMETABLES OF 10/17/1928 AND IS
GONE FROM ETT #110 EFF. 06/16/29,
ALTHOUGH STILL LISTED IN THE TIME-
TABLE'S LIST OF STATIONS SHOWING
MILEAGE AND BLOCK STATIONS.

HAMILTON BEACH

ROCK. BCH.

FIRST APPEARS IN ETT #90 EFF:
10/16/1919. 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
2ND DEPOT BUILT: SPRING/1888,
CLOSED: 1941

HAMPTON BAYS

MONTAUK

OPENED: 2/1871 AS "GOOD GROUND",
BURNED: 11/4/1873
2ND DEPOT OPENED: 1/10/1874,
CLOSED: 1913, USED AS EX-
PRESS HOUSE FOR 3RD DEPOT.
3RD DEPOT OPENED: SUMMER/ 1913,
AGENCY CLOSED: 1958, 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.
(Robert L. Myers data)

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 STATION IN 1913.
HEBBARD'S	S. S. R. R.	S. SIDE R. R. DEPOT AT FLUSHING AVE. & 52 ND ST. LISTED ON TIME-TABLES OF 5, 6, & 8/1870 ONLY. STATION STOP DISCONTINUED.
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: "HEMPSTEAD" BELOW). REMODELED: 7/1881. RAZED: 1913. 2 ND 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 provenance with official valuation photo and date)</i> GUTTED BY FIRE: 12/31/62 AND REMODELED. RAZED: 1998 3 RD TERMINAL BUILDING BUILT: 1999-2000
HEMPSTEAD	L. I. R. R. (HEMPSTEAD)	1 ST DEPOT BUILT: c. 1839 AS TERMINUS OF LIRR WHICH WAS EXTEND-

		ED FROM "HEMPSTEAD BRANCH" (MINEOLA) TO MAIN ST., HEMPSTEAD. STATION FACILITIES RAZED: 1878 AND NEWLY ACQUIRED EX-CENTRAL R.R.'S HEMPSTEAD DEPOT AT FULTON AVE. USED AS NEW TERMINUS.
HEMPSTEAD	S.S.R.R. HEMPSTEAD	BUILT: <u>?</u> DISCONTINUED AS STATION STOP: <u>?</u>
"HEMPSTEAD BRANCH"	MAIN LINE	SEE: "BRANCH"
HEMPSTEAD CROSSING	MINEOLA-HEMP.	1st STATION STOP NORTH OF STEWART AVE. PRIOR TO 1923. 2nd STATION STOP SOUTH OF STEWART AVE. AFTER 1923 FOR LIRR'S BATTERY CAR SHUTTLE SERVICE ONLY.
HEMPSTEAD GARDENS	W. HEMPST'D	BUILT: 19 <u>?</u> , SHORT, COVERED PLATFORM SHELTER ONLY. NO DEPOT BUILDING. RAZED: 19 <u>?</u> 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: 7/1869 AS "HEWLETTS." DEPOT BUILT: 1870 <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.

		REPLACED BY NEW DEPOT: 7/28/2003. 2 ND DEPOT OPENED: 7/28/2003, ON N. SIDE OF, AND PERPENDICULAR TO, THE TRACKS AND W. OF FRANK- LIN AVE. AGENCY CLOSED: 8/19/2009. ORIGINAL DEPOT USED BY LIRR PERSONNEL. STILL STANDING: 2014.
HICKSVILLE:	MAIN LINE	1 ST DEPOT OPENED: 3/1/1837 AS TEMPORARY TERMINUS OF LIRR. BURNED: 7/15/1864 2 ND DEPOT OPENED: 9/1873, MOVED TO PRIVATE LOCATION: 1909 3 RD DEPOT OPENED: 10/30/1909, RAZED: 11/62 WITH GRADE ELIM- INATION PROJECT. 4 TH AND TEMPORARY DEPOT RELOCAT- ED TO SHOO-FLY NORTH OF ORIGI- NAL LOCATION IN SVC: 11/13/62 5 TH AND ELEVATED STRUCTURE IN SVC: 7/1/64.
HIGBIE AVE. (LAURELTON)	ATLANTIC	OPENED: 1908 AS "SPRINGFIELD", RENAMED: 9/1927. PART TIME AGENCY STILL LISTED IN "L.I.R.R. TICKET OFFICES OPEN FOR SALE OF TICKETS" OF 9/12/55. OUT OF SVC: 2/2/60 WITH GRADE ELIMINATION 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 ND 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 TICKETS" OF 9/12/55 AS PART-TIME. AGENCY CLOSED: <u>?</u> . DEPOT USED AS PRIVATE BUSINESS. DISCONTINUED AS STATION STOP: 7/1/66.
HILLSIDE	MAIN LINE	EMPLOYEE-ONLY STOP AT HILLSIDE 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 STATION DESIGNATION OF S115 IN 1913 CR4. GONE FROM 1924 CR4 (<i>Art Huneke data</i>).
HOLBROOK	MAIN LINE	STATION STOP OPENED: <u>?</u> <u>?</u> . PER " <i>Babylon Signal</i> " NEWSPAPER ARTICLE OF 03/25/1882, THIS STATION ALONG WITH LAKELAND 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)	ROCK. BCH.	BUILT: MAY-JUNE/1880, REMODELED: APR-MAY/1899, REMODELED: 1914, CLOSED: 1941. ELEVATED STRUCTURE OPENED:

1942. AGENCY OPEN UNTIL END OF LIRR SERVICE WHEN PROPERTY WAS TRANSFERRED 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.

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 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.
2ND DEPOT OPENED: 5/13/12,
BURNED: 1/4/14
3RD DEPOT BUILT: 1914. SUFFOLK

		<p>TRACTION CO.'s 1912 STEEL TRESTLE OVER TRACKS DEMOLISHED: 1930. AGENCY CLOSED: 1/1959. RAZED: 7/62.</p> <p>REPLACED WITH SHEET METAL SHELTER SHED. SHED REMOVED BY LATE 1960s.</p> <p>METAL AND PLEXIGLASS SHELTER SHED INSTALLED: EARLY-MID 1970s WHICH REMAINED IN PLACE UNTIL DISCONTINUED AS STATION STOP: 3/16/1998.</p>
HOPEDALE	MAIN LINE	<p>DEPOT BUILT OCT-NOV/1875 AT UNION TURNPIKE. DUE TO PLANNED 2ND TRACK ADDITION AND PROXIMITY TO MAPLE GROVE, DEPOT CLOSED AND RELOCATED AS PRIVATE RESIDENCE BY 8/28/1884. (<i>Newtown Register</i> 8/28/1884)</p>
HOPKINSONAVE. (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.: 11/5/1905. OUT OF SVC: ?
HOWARD BEACH	ROCK. BCH.	OPENED: 4/1913, AS "RAMBLERSVILLE" REPLACING ORIGINAL STOP 0.2 MILES SOUTH. RENAMED: 4/1916. REPLACED WITH SHELTER SHED ON OPPOSITE SIDE OF TRACKS SOMETIME IN THE MID-1930s. STATION STOP OUT OF SVC: 6/27/55. ACQUIRED BY NYCTA, RAZED: SUMMER: 1956
HOWARD HOUSE	ATLANTIC	(ALABAMA AVE., EAST NEW YORK) TRACKSIDE HOTEL WITH PLATFORM OUT FRONT. USED AS DEPOT: 1853 – 1884. SEE: "EAST NEW YORK" AND "MANHATTAN

		CROSSING.”
HULSE TURNOUT	MAIN LINE	4 MILES EAST OF MANOR (1852 TIME-TABLE)
HUMBOLDT STREET	EVERGREEN	OPENED: 5/15/1878 BETWEEN HUMBOLD 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 ND DEPOT OPENED: 4/26/1903 3 RD DEPOT OPENED: 10/18/14
HUNTINGTON STA.	PT. JEFFERSON	BUILT: 1868 (?), CLOSED: 1909 2 ND , RELOCATED DEPOT OPENED: 10/1909
HYDE PARK	MAIN LINE	1 ST DEPOT BUILT: c. 1837 WITH OPENING OF LIRR TO HICKSVILLE. RENAMED “NEW HYDE PARK.” (SEE: “NEW HYDE PARK”)
INNER BEACH	LONG BEACH	SEE "QUEENSWATER"
INTERSTATE PARK	MAIN LINE	PLATFORM OPENED: 3/20/1900, E. OF HEMPSTEAD TPKE., W. OF QUEENS. RENAMED “BELLAIRE” IN 1907.
INWOOD	FAR ROCK.	SHELTER SHED OPENED: 12/3/11, 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 FORMERLY BARNUM ISLAND (JEKYL ISLAND). AGENCY 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 ND STATION CONSISTING OF A 1,000 FOOT LONG, LOW, CINDER PLAT- FORM OPENED: 1916 AT HICKS- VILLE RD. CROSSING OF CENTRAL BRANCH FOR MERILLON 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 ND DEPOT BUILT: 1881, RAZED: 12/1963 3 RD DEPOT DEDICATION AND OPEN- ING: 12/7/1963 (<i>Brad Phillips Info</i>). 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 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 CLUB HOUSE DEPOT WHICH OPENED IN 1869.
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 ND 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 "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*).

3RD 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

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

2ND 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 RE-

WORKING OF TRACK AND TERMINAL LAYOUT. NEW INTERLOCKING SYSTEMS INSTALLED. GENERAL CONSTRUCTION BEGAN: 1910. NEW DEPOT AND TERMINAL OPENED: 3/9/1913.

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)

2ND 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: SOMETIME IN EARLY 1980s. DISCONTINUED AS STATION STOP WITH PTT OF 2/4/85.

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 MID-WAY 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
 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. (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 ND DEPOT OPENED: 1909, CLOSED: 1924 WITH BRANCH ABANDONMENT
KINGS PARK (ST. JOHNSLAND)	PT. JEFFERSON	BUILT: NOV-DEC/1872 AS ST. JOHNSLAND. RENAMED "KINGS PARK": 6/1891 <i>(Per V. F. Seyfried)</i> . RAZED: 1948 2 ND DEPOT BUILT: 1948. REMODELED: <u>?</u> . AGENCY CLOSED: 11/7/96.
KINGS PARK STATE	PT. JEFFERSON	FIRST APPEARS AS STATION STOP HOSPITAL

IN ETT EFFECTIVE: 1911. DISCONTINUED 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, ABANDONED: 4/30/1879, MOVED TO PRIVATE LOCATION, BURNED: 5/8/18
KOUWENHOVEN	BAY RIDGE	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 " <i>Babylon Signal</i> " 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 " <i>Babylon Signal</i> " NEWSPAPER ARTICLE OF 08/04/1883 (<i>Art Huneke data</i>). (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 <u>?</u> , RAZED: 19 <u>?</u> REPLACED WITH METAL SHELTER SHED.
LAKE RONKONKOMA	MAIN LINE	SEE: "RONKONKOMA"
LANDIA	PT. JEFFERSON	LOW PLATFORMS IN SVC: 12/15/52 BOTH SIDES OF TRACK TO SERVICE EMPLOYEES OF CIRCLE WIRE (LATER CERRO WIRE). 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, 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 TH ST.) EAST OF PENNY BRIDGE STATION. 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 RAILROAD AND LIRR FREIGHT OFFICE ON-SITE.
LAURELTON	ATLANTIC	OPENED: 4/1907. NOTED FOR ITS FINE LANDSCAPING. EAST-BOUND 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. 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 ND DEPOT OPENED: 8/1906. AGENCY CLOSED: 9/6/96.
LEFFERTS AVENUE	ATLANTIC	118 TH 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-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. RENAMED "BRESLAU": 1869. 2 ND 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 AND THE POST OFFICE AT STREET LEVEL. OPENED IN TIME FOR JUNE 6TH, 1870 FESTIVITIES FOR LAND SALE AND DEVELOPMENT OF BRESLAU. SSRR GAVE A TERRIBLE 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" (*R. M. Bayles, 1874*). THIS 2ND STRUCTURE BECAME A FIRE HOUSE. ORIGINAL 1867 DEPOT REMAINED IN SERVICE ON ITS ORIGINAL SITE. CHURCH SERVICES WERE HELD THERE ON SUNDAYS ("*South Side Signal*" of 12/7/1870 - *Courtesy of Art Hunkeler*). STATION NAME CHANGED TO "LINDENHURST": 1891. TICKET BAY EXTENDED TO FULL WIDTH OF VERANDAH-STYLE PLATFORM. DEPOT DESTROYED BY FIRE ON 1/22/1901. TEMPORARY QUARTERS ESTABLISHED IN PEARSALL'S BARBER SHOP AND THE FREIGHT HOUSE FOR SEVERAL DAYS UNTIL A COMBINE CAR WAS PLACED ON SIDING SERVING AS TICKET OFFICE AND WAITING ROOM.

3RD DEPOT BUILT ON SOUTH SIDE OF TRACKS, SLIGHTLY EAST OF THE FORMER DEPOT AND PLACED IN SVC: 3/23/1901. 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 ORIGIN 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"
LITTLE NECK	FLUSHING R.R. NY & FLUSHING FLUSHING & N. SIDE (PORT WASHINGTON)	APPEARS ON TIMETABLE OF 1866. DEPOT OPENED: JULY/1870 2 ND 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)	S. SIDE R.R. SVC. BEGAN: 10/28/1867. DEPOT OPENED: 6/1869 (<i>2-Year gap??</i>) LISTED WITH BOTH

		<p>NAMES ON TIMETABLES. 2ND, WOODEN DEPOT BLDG. WITH LOW-LEVEL PLATFORMS IN SVC: 1898 (<i>Per Robert Emery</i>) WESTBOUND, COVERED, HIGH-LEVEL WOODEN AND EASTBOUND, OPEN, LOW-LEVEL CINDER PLAT- FORMS, EAST OF DEPOT AND CROSSING TO ACCOMMODATE JAMAICA RACETRACK IN SVC: 1906 (TRACK OPENED IN 1903). 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. HIGH-LEVEL, WOODEN, COVERED PLATFORM EXTENDED EAST- WARD 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. ELEVATED STRUCTURE IN SVC: 1959. AGENCY CLOSED: ?</p>
LOCUST VALLEY	OYSTER BAY	<p>OPENED: 4/19/1869 2ND DEPOT OPENED: 11/1872, RE- MODELED: 1885, POSSIBLY ADD- ING A 2ND STORY FOR AGENT'S LIVING ACCOMMODATION. OUT OF SERVICE c. 1906 AND MOVED TO PRIVATE LOCATION. 3RD DEPOT OPENED: 12/1906. AGENCY CLOSED: 9/6/96. 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. (<i>Robert L. Myers data</i>)</p>

LONG BEACH	LONG BEACH	BUILT: 1880, CLOSED: 1909 2 ND DEPOT OPENED: 6/1909, RE- STORED: c. 1988
LONG ISLAND CITY	MONTAUK	WESTERN TERMINUS OF LIRR'S MON- TAUK BRANCH. OPENED: 5/9/1861, ENLARGED: 1870, 1875, 1878, 1879, APRIL/1881 2 ND DEPOT OPENED: 7/1891, BURNED: 12/18/1902, REBUILT AND REOPENED: 4/26/1903. AGENCY CLOSED: 1917 (<i>Robt. Emery data</i>). NORTH PORTION OF BUILDING RAZED: 1938 DURING CONSTRUC- TION OF MIDTOWN TUNNEL. SOUTH PORTION OF BUILDING REMAINED AND BECAME COMMERCIAL SCRAP- YARD OFFICES AFTER 1957. 3 RD 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. 2 ND DEPOT BUILT: 1881. REMODELED: c. 1920. RAZED: 1938 WITH GRADE ELIMINATION. ELEVATED STRUCTURE, 1,113' WEST OF FORMER LOCATION, IN SVC: 10/18/38
MALBA	WHITESTONE	BUILT: 1909, CLOSED: 2/19/1932 WITH BRANCH ABANDONMENT.
MALVERNE	WEST HEMP.	OPENED: c. 1892 AS NORWOOD. RENAMED "MALVERNE": 2/1913. AGENCY CLOSED PER "L.I.R.R. TICKET OFFICES OPEN FOR SALE OF TICKETS" OF 9/12/55. PART TIME AGENCY OPER PER "LONG ISLAND RAIL ROAD TICKET OF- FICE HOURS" OF 9/18/67. AGEN-

CY CLOSED: ?

MANHASSET	PORT WASH.	BUILT: 1899. PARTIALLY RAZED: LATE 1924. MAIN DEPOT POR- TION MOVED ADJACENT TO TOWN HALL FOR USE AS BICY- CLE SHOP. 2 ND 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 BRANCH ABANDONMENT. USED AS PRIVATE BUSINESS AS LATE AS 1938
MANHATTAN CROSSING (NY & MANHATTAN BCH. R.R. CROSSING)	ATLANTIC & ATLANTIC R.T. R.R. CROSSING)	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 <i>(Per local history, the first station agent, Seth Raynor, a patriot of the Amer- ican Revolution, painted out the "St. George's," leaving "Manor.")</i> 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 "MANOR" STATION SIGN ON SIDE OF BLDG. JUNCTION TO EAST- PORT WITH NEW BRANCH TERM-

		<p>INATING AT SAG HARBOR CON- STRUCTED: 1870. 2ND DEPOT BUILT: 5/1871. RAZED: 6/41 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 LONG- ER 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 REALIGN- MENT OF TRACKS. MOVED AP- PROX. 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. CROSS- ING. RENAMED "MASSAPEQUA" IN MAY, 1889. (<i>Art Huneke data</i>) 2ND, RELOCATED DEPOT BUILT: MAY- JUNE/1891, EAST OF HICKSVILLE ROAD CROSSING. RAZED: 1/53 WITH</p>

		<p>GRADE ELIMINATION. TEMPORARY STATION RELOCATED WEST OF FORMER LOCATION IN SVC: 1/12/53. ELEVATED STRUCTURE IN SVC: 12/14-18/53</p>
MASSAPEQUA PARK	MONTAUK	<p>ORIGINALLY EASTBOUND AND WEST- BOUND PLATFORMS ONLY. IN SVC: 12/3/33 (G.O. 121-2) SHELTER SHED ON EACH PLAT- FORM ADDED: ? TICKET OFFICE BUILT INTO CORNER OF WEST- BOUND SHELTER SHED: ?. TRAILER INSTALLED AS TICKET OFC: 8/3/65 (<i>Brad Phillips data</i>) RE- PLACED BY TEMPORARY STATION DURING GRADE CROSSING ELIMIN- ATION PROJECT: 12/21/77. TEMPORARY STATION ACCOUNT GRADE CROSSING ELIMIN- ATION IN SVC: 12/21/77. OUT OF SVC: 12/13/80 AND RAZED. ELEVATED STRUCTURE IN SVC: 12/13/1980. AGENCY CLOSED: 8/19/2009</p>
MASTIC	MONTAUK	<p>BUILT: 1882 AS "FORGE", RENAMED: 1893. STATION STOP DISCONTIN- UED: 7/15/60. MOVED 7,010' WEST TO MASTIC-SHIRLEY. RAZED: 8/60</p>
MASTIC-SHIRLEY	MONTAUK	<p>IN SERVICE: 7/15/60. AGENCY CLOSED: ? 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 data</i>)</p>
MATAWOK	ROCK BCH.	<p>OPENED: JUNE (?), 1910 WITH OPEN- ING OF GLENDALE CUT-OFF. OR- IGINALLY LOCATED 500' SOUTH (RAILROAD EAST) OF TROTTER COURSE LANE CROSSING AND</p>

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 66TH 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 SCHEDULED 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	1 ST DEPOT APPEARS ON TIMETABLE OF 6/14/1845. 2 ND DEPOT BUILT: 1878, REMODELED: 1944, AGENCY CLOSED: 1/59, RAZED: 7/67. 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 data</i>)
MAYWOOD	CRR OF LI (CENTRAL EXT.)	DEPOT APPEARS ON LATE 19 TH CEN- TURY MAP AT THE PRESENT- DAY LOCATION OF THE BROAD HOLLOW ROAD (RT. 110) CROSS- ING 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 CROSS- ING ELIMINATED.
MEADOW BROOK	CENTRAL EXT.	1 ST DEPOT BUILT: ?, CLOSED: 6/1917 BECAME SITE OF SALISBURY PLAINS STATION. MEADOW BROOK OPENED FURTHER WEST.
MEADOW BROOK	CENTRAL EXT.	LOW, CINDER PLATFORMS ON EITHER SIDE OF TRACKS OPENED FURTHER WEST OF ORIGINAL LOCATION SOME- TIME 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	<p>1ST DEPOT OPENED: 6/26/1844 WITH OPENING OF LIRR OUT TO TEMPORARY END-OF-TRACK AT CARMAN'S RIVER. BURNED: 8/20/1863</p> <p>2ND (?) DEPOT BUILT: 1889 WITH ATTACHED AGENT'S QUARTERS. LOCATED ALONGSIDE OLD PATCHOGUE/PORT JEFFERSON RD. MOVED SLIGHTLY EAST AND FURTHER SOUTH OF THE TRACKS TO MAKE ROOM FOR THE CONSTRUCTION OF THE NEWER, WIDER STATE RT. 112: 1937. PSGR. & FRT. STATION OUT OF SVC: 6/7/40 RAZED: SUMMER/1940 WITH RT. 112 GRADE CROSSING ELIMINATION.</p> <p>TEMPORARY PSGR & FRT. STATION 800' EAST OF FORMER LOCATION AND TEMP. MAIN TRACK N. OF FORMER LOCATION IN SVC: 6/7/40. TEMP. MAIN TRACK, TEMP. PSGR & FRT STATION AND TEAM TRACK OUT OF SVC: 9/9/40.</p> <p>3RD, ELEVATED DEPOT, MAIN TRACK, AND TEAM TRACK IN SVC: 9/9/40. TICKET OFFICE / WAITING ROOM AT TRACK LEVEL. EXPRESS / BAGGAGE OFFICE AT GRADE WITH LONG, CONCRETE RAMP EXTENDING TO PLATFORM LEVEL. PASSING SIDING IN SVC: 11/2/40. PART TIME AGENCY CLOSED: 1958. UPPER LEVEL OF STRUCTURE HEAVILY VANDALIZED AND RAZED: 1964. LOWER LEVEL WINDOWS AND DOOR BLOCKED UP</p>

AND STRUCTURE FILLED WITH DIRT. METAL SHELTER SHED ERECTED ATOP LOWER STRUCTURE. LOWER STRUCTURE AND CONCRETE STAIRS TO TRACK LEVEL GONE BY AUGUST, 1996. FOUNDATION LEFT IN PLACE WITH GUARDRAIL INSTALLED AROUND PERIMETER AND FORMER EXPRESS RAMP USED TO ACCESS TRACK LEVEL (*Dave Morrison photo evidence*). STATION STOP SCHEDULED TO BE DISCONTINUED ALONG WITH OTHERS IN 1998 BUT VOCAL OPPOSITION CAUSED LIRR TO ALTER THEIR DECISION (*David M. Morrison data*). DUE TO AN EXPECTED INCREASE IN RIDERSHIP, ABANDONMENT WAS RE-THOUGHT AND 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 data*)

MELVILLE	MAIN LINE	1 ST 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: "PINELAWN")
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MERILLON AVE.	MAIN LINE	BUILT: 1912. AGENCY CLOSED: PRE-1950. RAZED: 1958 2 ND DEPOT BUILT: 4/58. MONDAY ONLY AGENCY IN SVC. PER "LONG ISLAND RAIL ROAD TICKET OFFICE HOURS" LISTING OF 9/18/67. 1 ST OF THE MONTH ADDED TO AGENCY HOURS. PART-TIME AGENCY CLOSED: <u>?</u>
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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. <i>(2-year gap??)</i> 2ND DEPOT BUILT: 1885 3RD DEPOT BUILT: 1902 1ST TEMPORARY STATION BUILT: 1968 WEST OF FORMER STATION LOCA- TION WITH HIGH LEVEL PLATFORMS FOR ACCOMMODATION OF NEWLY ARRIVING M1 ELECTRIC CARS. 1902 DEPOT BUILDING RAZED: 6/69 ACCOUNT GRADE ELIMINA- TION PROJECT. 2ND TEMPORARY STATION BUILT S. OF ORIGINAL R.O.W. ACCOUNT GRADE CROSSING ELIMINATION IN SVC: 12/4/70. ORIGINAL TRACKS AND FIRST TEMPORARY STATION FACILITIES REMOVED AFTER 6/72 <i>(per photo evidence).</i> 4TH STATION FACILITIES RELOCATED ON ELEVATION 63' NORTH OF FORM- ER LOCATION AND CONVERTED FROM TWO HIGH-LEVEL OUTSIDE PLATFORMS TO A SINGLE HIGH LEV- EL ISLAND PLATFORM, AND 2ND TEMP- ORARY FACILITIES PLACED OUT OF SVC: 6/28/75 (G. O. #216) AND RAZED. NEWLY ELEVATED STRUCTURE IN SVC: 6/28/75. (G. O. #216)</p>
METROPOLITAN AVE.	BUSHWICK	<p>BUILT: ? CLOSED WITH END OF PSGR. SVC: 5/13/24 AND RE- MOVED</p>
METS-WILLETS POINT	PORT WASH.	<p>FORMERLY SHEA STADIUM STA- TION. RENAMED WITH CON- STRUCTION AND OPENING OF NEW "CITI FIELD" STADIUM. IN SERVICE: TIMETABLE EFFEC- TIVE 4/3/2009.</p>
MILLBURN	MONTAUK	<p>(SEE: "BALDWIN")</p>

MILLER'S PLACE
(MILLERS PLACE)

WADING RIVER
EXTENSION

STATION STOP WITH OPENING OF
BRANCH: 06/27/1895. APPEARS
ON TIMETABLES WITH AND WITH-
OUT THE APOSTROPHE BUT NEVER
AS "MILLER PLACE" AS THE TOWN
LATER WAS NAMED. ORIGINALLY
NO DEPOT BUILDING. STOP ONLY.
1st DEPOT BUILT: 1898, DESTROYED
BY ARSON ON 09/05/1903 (*Derek
Stadler data*).
2ND 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*). ALSO SERVED AS
POST OFC. DEPOT BURNED:
4/3/1911.
2ND DEPOT OF SIMILAR SIMPLE DE-
SIGN OPENED: 1912. BURNED:
1918.
3RD DEPOT OPENED: 1919 SLIGHTLY
E. OF PREVIOUS DEPOTS. U.S.
POST OFFICE BUILDING ADDED
STRUCTURALLY TO EAST SIDE
OF DEPOT BUILDING: 19 ? .
AGENCY CLOSED: 1958. DEPOT
BUILDING CONVERTED TO THE
TOWN HALL AND POLICE DEPT.
CIRCA MARCH, 1958 PER *NEW
YORK TIMES* ARTICLE OF 3/10/58.
STATION STOP DISCONTINUED:

3/16/98. STILL IN USE AS VILLAGE HALL, POLICE DEPT. AND U.S. POST OFFICE (2017).

MILLVILLE
(MILLEVILLE)

MAIN LINE

1ST 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.
2ND DEPOT BUILT: MAY-JUNE/1883, RAZED: 1923
3RD, RELOCATED DEPOT IN SVC: 9/22/23

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_?_ DISCONTINUED AS STATION STOP: 5/15/53 WITH END OF SHUTTLE PSGR. SERVICE ON BRANCH.

MONTAUK	MONTAUK	<p>BUILT: 1895, REMODELED TO 2ND STOREY: c. 1907. AGENT AND FAMILY LIVED UPSTAIRS. RAZED: 1927.</p> <p>2ND DEPOT OPENED PERPENDICULAR TO END OF TRACK: 6/1/27. 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.</p> <p>3RD 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<u>?</u>. IN USE ON-SITE AS A PRIVATE BUSINESS.</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 data)</i></p>
MORICHES	LIRR ORIG. SAG HARBOR	SEE: "EASTPORT"
MORRIS GROVE	ATLANTIC	<p>EX-S. S.R.R. DEPOT AT BERLIN MOVED 2 BLOCKS WEST IN 1878 AND RENAMED "MORRIS GROVE." LATER RENAMED "MORRIS PARK." CLOSED: 1886</p>
MORRIS PARK	ATLANTIC	<p>BUILT: 1886, OUT OF SVC: 11/1/39 PER G.O. #1204 AND RAZED WITH ATLANTIC AVENUE IMPROVEMENT PROJECT: 1939-40</p>
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 CENTURY

MURRAY HILL	PORT WASH.	BUILT: 1889-90, RAZED: 10/1912 2 ND , 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 ND ELEVATED STATION (PLATFORM ONLY) IN SVC: 1914. DISCON- TINUED: 1924 WITH END OF PAS- SENGER SERVICE. REMNANTS STILL VISIBLE AS LATE AS 1982.
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. (<i>Art Huneke data</i>). IS LISTED IN TRAIN SCHEDULE OF ETT OF NOVEMBER, 1910. SHEL- TER SHED CONSTRUCTED: c. 1918 OR EARLIER. APPEARS ON LIRR 1918 VALUATION MAP AS "FRAME PASSENGER" STRUCTURE (<i>R. Makse data</i>). APPEARS AS FLAG STOP IN SCHEDULE PAGES OF ETT #106: 5/1927. ROBT. EMERY STATES STA- TION 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	BAY RIDGE	OPENED: 1893, RAZED: 1909 WITH GRADE ELIMINATION 2 ND DEPOT OPENED: 1909, CLOSED: 1924 WITH BR. ABANDONMENT.
NEW BRIDGE ROAD	CENTRAL EXT.	STATION STOP EAST OF CENTRAL PARK STATION (AT STEWART AVE.) NO INDICATION OF DEPOT BLDG. CONSTRUCTED. ETT #13, EFF: 1879, INDICATES EAST- BOUND TRAIN #19 WILL MAKE STATION STOP ALTHOUGH STA- TION IS NOT INDICATED IN TIME- TABLE LISTING OF STOPS. DIS- CONTINUED AS STOP: <u>?</u> .
NEW BROOKLYN	ATLANTIC	EARLY STOP BETWEEN BEDFORD AND EAST NEW YORK. APPEARS ON 1852 TIMETABLE ONLY.
NEW HYDE PARK	MAIN LINE	1 ST DEPOT BUILT: c. 1837 AS "HYDE PARK" WITH OPENING OF LIRR TO HICKSVILLE. RENAMED "NEW HYDE PARK. 2 ND DEPOT BUILT: 1870, RAZED: SUM- MER/1947 3 RD DEPOT BUILT: 1947, REMODELED: c. 1990s, RAZED: 2002-2003 4 TH DEPOT BUILT: 2002-2003. AGEN- CY CLOSED: 8/19/2009.

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. LOCATED BETWEEN SUFFOLK STATION 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 TIMETABLE: <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 LOCATION: 1927. USED AS OFFICE FOR

		A SIGN COMPANY. RAZED: 1959. 2 ND DEPOT BUILT: 1927 **FREIGHT STATION MOVED HERE IN PIECES FROM CAMP UPTON WHEN LIRR ENDED OPERATIONS THERE AFTER 4/1922. TICKET AGENCY CLOSED: 8/19/2009.
NORTH ROSLYN	OYSTER BAY	(SEE: "WHEATLEY HILLS")
NORWOOD	S.S.R.R. HEMPSTEAD	OPENED: <u>?</u> . 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 ST 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 ND 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 ND 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 data)
OCEAN AVE.	BAY RIDGE	OPENED: 1877, CLOSED: 1924 WITH (MAN. BCH. JCT.) 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: 5/1/15, BURNED: c. 1958-59 2 ND DEPOT BUILT: 1959, RAZED: SUMMER/2002 3 RD DEPOT OPENED: 2/26/2003. AGENCY CLOSED: 8/19/2009.
OLD NORTHPORT (NORTHPORT)	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. SPUR USED ONLY FOR FREIGHT SERVICE THEREAFTER.
ORIENTAL HOTEL	MAN. 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, EXTENSIVELY 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 DEMOLISHED: 8/24/29 (*David Morrison data*)

NEW STATION SHELTER WITH HI-LEVEL 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 data*)

OZONE PARK

ROCK. BCH.

BUILT: 1884. WESTWARD STATION FACILITIES OUT OF SVC: 5/5/30 ACCOUNT GRADE CROSSING ELIMINATION.

TEMPORARY LOW LEVEL PLATFORM NORTH OF NEW TRACK 1 AND 800' EAST OF FORMER LOCATION IN SVC: 5/5/30.

2ND, ELEVATED STATION EASTWARD FACILITIES RELOCATED NORTH OF FORMER LOCATION AND WESTWARD FACILITIES RELOCATED SOUTH OF FORMER LOCATION. IN SVC: 12/15/30. AGENCY STILL OPEN PER "L.I.R.R. TICKET 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. RENAMED "PARKSIDE": __?. 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.

PARKVILLE

MANH'T'N BCH.

OPENED: 7/1877. CLOSED AFTER THE SUMMER OF 1897.

PARKVILLE	PROSPECT	(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 RAILROAD AND WEST AVENUES. END OF TRACK OF SSRR LOCATED IN FRONT OF TODAY'S STATION FACILITIES. RAZED: 1888. 2 ND DEPOT OPENED: SUMMER/1888, RAZED: 5/16/63 TEMPORARY TICKET OFFICE LOCATED IN TRAILER DIAGONALLY IN FRONT OF "PD" TOWER IN SVC. DURING CONSTRUCTION OF NEW DEPOT. 3 RD DEPOT OPENED: 7/30/63, COVERED, HI-LEVEL PLATFORMS ADDED: 1997 **4-STALL ENGINE HOUSE DEMOLISHED: 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 ST DEPOT APPEARS ON TIMETABLE OF 5/1/1848 AS "HERMITAGE." RENAMED "PECONIC". 2 ND DEPOT BUILT: 8/1876, RAZED: 4/42 SHELTER SHED BUILT: 1942. RAZED: LATE SUMMER, 1967. LAST LISTED 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	EAST OF HOWARD HOUSE. ON TTs OF 1837. LATER A RAPID TRANSIT STOP. OUT OF SVC. ___(?)

(ATLANTIC RT)

PENNSYLVANIA STA.	NEW YORK CITY	JOINT TERMINAL OF THE PENNSYLVANIA AND LONG ISLAND RAILROADS. CONSTRUCTED OF MARBLE, STEEL AND GLASS, WITH VAULTED CEILINGS RESEMBLING THE ROMAN BATHS AT CARACALLA, 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 PLATFORMS AT TRACK LEVEL. RENOVATED: ? TO CLOSE THIS AREA AND PROVIDE MORE WAITING ROOM SPACE. UPPER STRUCTURE DEMOLISHED: 1964 AND REPLACED BY NEW MADISON SQUARE GARDEN AND OFFICE BLDG. COMPLEX. LOWER PORTION COMPLETELY RENOVATED: 1994.
PENNY BRIDGE	FLUSHING R.R. NY & FLUSHING FLUSHING & N. SIDE	OPENED: 1854. ABANDONED: 1869
PENNY BRIDGE	MONTAUK	SHELTER SHED BUILT: 1902 2 ND SHELTER SHED BUILT: 1921, CLOSED: 3/16/98 AND DISCONTINUED AS STATION STOP: 3/16/98
PHELPS-DODGE	MONTAUK	(SEE: "LAUREL HILL")

PILGRIM STATE HOSPITAL (BRENT- WOOD)	SPUR OFF MAIN LINE W. OF SAG- TIKOS 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. DISCON- TINUED AS STATION STOP EFF: 5/21/78 PER OFFICIAL LIRR NOTIFI- CATION DUE TO LACK OF PATRON- AGE. SPUR TRUNCATED: 19__? AND TRACKS REMOVED FROM UP- PER 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, RAZED: 6/62, DIS- CONTINUED AS STATION STOP: 10/27/86
PINELAWN	MAIN LINE	1 ST 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. 2 ND 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: 6/79 AND REOPENED AS SHELTER ONLY. DEMOLISHED: 12/2017* (<i>* Steve Quigley Data</i>) WITH THE START OF DOUBLE-TRACKING OF THIS SEGMENT OF THE MAIN LINE.
PINELAWN CEMETERY	MAIN LINE	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.

PINELAWN-MELVILLE	MAIN LINE	1 ST 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. LISTED AS "PINELAWN" IN TIMETABLE 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 TIMETABLES.
PLANDOME	PORT WASH.	BUILT: 1909, U.S. POST OFFICE IN TICKET OFFICE AT TRACK LEVEL. DEPOT BURNED BY VANDALS: JAN/1987. REBUILT: 1987 WITH U.S. POST OFC. ON GROUND FLOOR. TICKET AGENCY CLOSED: <u>?</u>
PLAYLAND	ROCK. BCH.	FORMERLY "STEEPLECHASE." RE-

		<p>NAMED "PLAYLAND": EFF: 05/15/33 PER G. O. #118-4. RAZED: 1941 DUE TO GRADE CROSSING ELIMINATION PROJ- ECT. ELEVATED STRUCTURE OPENED: 1942. OUT OF SVC: 10/3/55.</p>
POINT LOOKOUT	LONG BEACH MARINE RY LONG BEACH	<p>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 LOCA- TION ON THE BEACH: 2/12-16/1894.</p>
PORT JEFFERSON	PT. JEFFERSON	<p>OPENED: 1/13/1873, BURNED: 2/1/1874. 2ND DEPOT BUILT: 6/1875, CLOSED: 1903 AND USED AS YARD BLDG, RAZED: 4/1963 3RD DEPOT OPENED: 7/25/03, RE- MODELED: 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. PLAT- FORM IN SVC: 10/31/88. CONSTRUC- TION 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 DE- POT. <i>(Derek Stadler research)</i> EXTER- IOR RESTORED TO ORIGINAL ARCHI- TECTURE, INTERIOR REMODELED.</p>

RENOVATION COMPLETED AND OLD
DEPOT REOPENED: 7/10/2001.
(Derek Stadler)

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 TH 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. FORMERLY "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. FORMERLY "AMERICAN GRASS TWINE WORKS," "PRAIRIE GRASS FURNITURE CO. WORKS." BECAME ATLAS, PER 9/1923 ETT SPECIAL INSTRUCTIONS.
PROMISED LAND (PROMISE LAND)	MONTAUK	PLATFORM ONLY. OPENED: __?_ AS FLAG STOP ONLY, FOR EMPLOYEES 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 INSTRUCTIONS OF ETT #27: 06/25/1903. APPEARS AS A SIGNAL STOP IN SPECIAL INSTRUCTIONS OF ETT #49: 09/09/1908. APPEARS AS STATION

DESIGNATION "S106" IN 1903, 1913, AND 1924 CR4BOOKS (*Art Huneke data*). CINDER PLATFORM IN 1924. STATION STOP DISCONTINUED: 12/31/28 (*Robt. Emery data: both items*).

QUEENS	MAIN LINE	OPENED: 10/1881 AS "QUEENS", MOVED TO PRIVATE LOCATION: 1924 WITH GRADE ELIMINATION. (SEE: "QUEENS VILLAGE")
QUEENS VILLAGE	MAIN LINE	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: 12/10/96.
QUEENSWATER	LONG BEACH	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 NEWER LONG BEACH STATION MOVED SO CLOSE TO THIS STOP (1,584'). LAST LISTED IN PTT OF 11/1928. LAST LISTED IN ETT #4 EFF. 9/1935. CLOSED: 6/1936

QUOGUE	MONTAUK	BUILT: 6/1875 AT OLD DEPOT ROAD <i>(Robt. Emery data)</i> 2 ND DEPOT BUILT FURTHER EAST AT STATION ROAD: 1882. MOVED TO PRIVATE LOCATION NORTH OF TRACKS AND EAST OF THE REPLACEMENT DEPOT: 1905 3 RD DEPOT BUILT; 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"
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 TH ST. CLOSED: 4/1913 WHEN STATION STOP RELOCATED NORTH 0.2 MILES. RENAMED "HOWARD BEACH": 4/1916. (SEE "HOWARD BEACH")
REGO PARK	MAIN LINE (FOR ROCK BCH)	OPENED: 5/1928. HIGH LEVEL PLATFORMS OUT OF SVC: 10/29/58. LOW PLATFORMS IN SVC: 10/29/58. DISCONTINUED 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. WOODEN SHELTER SHEDS ERECTED 12/1941. OUT OF SVC: 10/27/86 DUE TO RONKONKOMA ELECTRIFICATION PROJECT AND MINIMAL RIDERSHIP. DISCONTINUED AS STATION STOP: 10/27/86 AND

		<p>RAZED THEREAFTER. 2ND DEPOT WAS PLANNED (2014) TO BE BUILT AND STATION STOP RE-OPENED. NOT YET BEGUN AS OF START OF 2018</p>
RICHMOND HILL	S. S. R. R. (MONTAUK)	<p>S. SIDE R. R. DEPOT BUILT: APR/MAY, 1869 AS "CLARENCEVILLE." USED AS CHAPEL ON SUNDAYS BEGINNING 7/25/1869. RENAMED "RICHMOND HILL": OCT/NOV, 1871. RAZED DUE TO GRADE CROSSING ELIMINATION AT JAMAICA AVENUE: 1923-24 2ND, ELEVATED DEPOT BUILT: 1923-24. IN SVC; 6/18/24. CLOSED: ?, DISCONTINUED AS STATION STOP: 3/16/98</p>
RIDGEWOOD	S. S. R. R. (MONTAUK)	S. SIDE R. R. (SEE: "WANTAGH")
RIDGEWOOD	MONTAUK	OPENED: 6/2/1883, CLOSED: 1924
RIDGEWOOD	EVERGREEN	OPENED: 7/14/1878 AS DeKALB AVENUE. CHANGED TO RIDGEWOOD: 6/1882. CLOSED WITH END OF PSGR. SVC: 1894
RIVERHEAD	MAIN LINE	<p>1ST DEPOT APPEARS ON TIMETABLE OF 6/14/1845. MOVED FOR USE AS RAILROAD BUNKHOUSE: 3/1870 2ND DEPOT OPENED: 3/1870 3RD DEPOT OPENED: 6/2/10. AGENCY CLOSED: 11/13/72 (<i>per "LIRR Ticket Office Hours" listing</i>). HOUSED SIGNAL 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 data</i>)</p>

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 ND DEPOT BUILT: SPRING/1917. AGENCY OPEN UNTIL END OF LIRR SERVICE WHEN PROPERTY WAS TRANSFERRED TO TA OWNE- RSHIP: 10/3/55.
ROCKVILLE CENTRE (MONTAUK)	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 ND 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. SOUTH OF TRACKS, AND SLIGHTLY EAST OF ORIGINAL LOCATION FOR USE AS PART OF THURBER LUMBER CO. COVERED PLATFORMS ENCLOSED TO CREATE ROOMS. STILL STANDING: 2006

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 2ND FLOOR.
BURNED: 1934

2ND TEMPORARY, RECTANGULAR ONE-STORY BUILDING WITH GABLE ROOF IN SVC: 1934-1937.

3RD DEPOT OPENED: 9/37, CLOSED WITH ELECTRIFICATION OF LINE: 1987 AND USED FOR STORAGE.
RAZED: 1994 WHEN PARKING LOT WAS REBUILT AND EXTENDED W.

4TH DEPOT RELOCATED 300' EAST OF FORMER LOCATION WITH HI-LEVEL CENTER ISLAND PLAT-

		FORM 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 ND DEPOT. RAZED: <u>?</u> 2 ND 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 ND 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

BAY RIDGE

BUILT: 1888 (AS FORD'S CORNERS), CLOSED: 1902 DUE TO GRADE ELIMINATION. 2ND 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. 1ST 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 build-*

ing 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.

WOODEN SHELTER SHED BUILT:

c. 1916. USED TO STORE LUMBER DURING CONSTRUCTION OF 2ND DEPOT. RAZED: 1923 (?)

2ND DEPOT OPENED: 12/10/23, CLOSED: c. 1942-43 DUE TO WARTIME SECURITY OF TRAINS PASSING THROUGH MITCHEL FIELD TO GET TO THIS STATION STOP. DEPOT BECAME A RESIDENCE AFTER WWII (1947) FOR A SHORT PERIOD OF TIME AND LATER HOUSED A PRIVATE BUSINESS. TRACKS REMOVED: 1956. RAZED: c. 1990s

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 ND 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 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 ND DEPOT OPENED: 5/1888. POR- TION OF EASTWARD STATION FACILITIES W. OF SEA CLIFF AVE. OUT OF SVC. AND REMOVED: 12/16/83. AGENCY CLOSED: 9/6/96. 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 data)
SEAFORD	MONTAUK	OPENED: 5/26/1899, RAZED: 4/15/66 (Robt. Emery data) 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.
SEASIDE	ROCK. BCH.	BUILT: 1880 AT BEACH 102 ND ST. 2 ND DEPOT BLDG. ACQUIRED AT

BEACH 104TH ST.: APR/1888,
BURNED: 9/20/1892
3RD DEPOT BUILT: 1892, BURNED:
8/29/1893
4TH DEPOT BUILT: 1894, RENOVATED:
APR-MAY/1899, RAZED: 1941
ELEVATED STRUCTURE OPENED:
1942. TRANSFERRED TO TA
OWNERSHIP: 10/3/55

SETAUKET

PT. JEFFERSON 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: ? .
RAZED: 10/3/60. REPLACED WITH
METAL SHELTER SHED. DISCONTIN-
UED 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 (*Brad
Phillips data*). 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

MANH'T'N BCH. OPENED: 1877
2ND DEPOT BUILT: JULY-AUG/1884,
RAZED: 1909 WITH GRADE ELIM-
INATION
3RD DEPOT OPENED: 1909, CLOSED:

		1924 WITH BRANCH ABANDONMENT
SHINNECOCK HILLS	MONTAUK	BUILT: APR-MAY/1887, CLOSED: 9/32, USED AS U.S. POST OFFICE. NOW A PRIVATE RESIDENCE. DESIGNATED A LOCAL SOUTHAMPTON LANDMARK: OCTOBER 22, 2013.
SHINNECOCK HILLS: 2	MONTAUK	FORMER SITE OF "SOUTHAMPTON COLLEGE" STATION. 528' WEST OF MP86. SITE TEMPORARILY REUSED 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 CROSSOVER WAS INSTALLED OVER THE HIGHWAY. ALL STRUCTURES REMOVED AND STATION STOP DISCONTINUED AFTER THE GOLF TOURNAMENT ENDED.
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 5/1913 ETT.
SHOREHAM	WADING RIVER EXTENSION	FIRST APPEARS IN TIMETABLE OF JUNE, 1900 AS "WARDENCLYFFE." LOCATED ON WEST SIDE OF NORTH COUNTRY ROAD CROSSING. 2 ND 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 lumber 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. MOVED TO PRIVATE LOCATION: EARLY IN 1937. 2ND, ELEVATED DEPOT IN SVC: 2/18/37. TRACKSIDE EAVES REMOVED: 1987 FOR CLEARANCE DUE TO INSTALLATION OF HI-LEVEL PLATFORMS. AGENCY CLOSED: 11/20/96.

SOUTHAMPTON

MONTAUK

OPENED: 2/1871, RAZED: 1902
2ND DEPOT BUILT: 1902. WAITING ROOM SPORTED CURVED, HARDWOOD BENCHES AND A FIREPLACE. 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 data). SUNDAY AGENCY ONLY: 2005.

S'HAMPTON COLLEGE (S'HAMPTON CAMPUS- LIU) MONTAUK

OPENED: 5/24/76 AT OLD "GOLF GROUNDS" STATION SITE, 528' WEST OF MP86. DISCONTINUED AS STATION STOP AND REMOVED: 3/16/98. 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 CROSSOVER WAS INSTALLED OVER THE HIGHWAY. ALL STRUCTURES REMOVED AND STATION STOP DISCONTINUED AFTER THE GOLF TOURNAMENT ENDED.

SOUTHOLD	MAIN LINE	<p>1ST DEPOT APPEARS ON TIMETABLE OF 6/14/1845.</p> <p>2ND DEPOT OPENED: 1/1870. IN LATER YEARS, AGENT OUTFITTED WAITING ROOM WITH COMFORTABLE, 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 data)</i></p>
SOUTH 8 TH STREET (WILLIAMSBURG, BKLYN)	S. S. R. R.	S. SIDE R. R. DEPOT: BUILT: 1868
SO. FARMINGDALE	CRR OF LI (CENTRAL)	<p>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 INDICATES TRAINS WILL MAKE STOP ALTHOUGH STATION IS NOT INDICATED IN TIMETABLE LISTING OF STOPS. DISCONTINUED AS STOP: 1898 <i>(Art Huneke data)</i></p>

SO. FARMINGDALE	CENTRAL EXT.	STATION STOP IN SERVICE AND SHELTER SHED BUILT: 6/1936. 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 ND DEPOT OPENED: 1909, CLOSED: 1924 WITH BRANCH ABANDONMENT
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 (.7 MILES E. OF JAMAICA)	ATLANTIC	OPENED: 11/15/17 PER G. O. #194, DISCONTINUED AS STATION STOP: 6/1922 AND RAZED.
SPEONK	MONTAUK	BUILT: 2/1870, BURNED: 6/22/1901 2 ND DEPOT OPENED: 12/1901, AGENCY AND DEPOT CLOSED: 1958. IN USE AS SNACK BAR. STILL STANDING: 2015. RELOCATED HI-LEVEL PLATFORMS AND SHELTER INSTALLED: BETWEEN LATE 1996 AND SUMMER, 1997. (<i>Derek Stadler info</i>)
SPRINGFIELD	S. S. R. R. (ATLANTIC)	S. SIDE R. R. SVC. BEGAN: 10/28/67. DEPOT BUILT: AUGUST SEPT/1871 (<i>4-year gap??</i>). MOVED TO LAURELTON: 8/1876. RAZED: 1906.
SPRINGFIELD (SPRINGFIELD GDNS.)	MONTAUK (SPRINGFIELD)	BUILT: 1889 AS SPRINGFIELD. LIST- ED 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 (<i>Brad Phillips data</i>). 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 QUARTERS 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 PLATFORM WITH SHELTERS BEGUN: MID-AUG, 1986. COMPLETED BY YEAR'S END. (<i>Derek Stadler research</i>) AGENCY CLOSED: 9/6/96. DEPOT HISTORICALLY RESTORED: 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 LOCATED EAST OF A LARGE, COVERED, OPEN WAITING ROOM. REMOVED 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 HEMP-
STEAD"

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 REALIGN- MENT RESULTED IN RELOCATION OF S. PLATFORM WHICH WAS PLACED IN SVC: 11/14/88. N. PLATFORM WITH SHELTERS COM- PLETED: SPRING/1989. TEMPORARY TICKET OFFICE SET UP IN TRAILER DURING RENOVATION OF OLD DEPOT AND NEW SHELTERS CONSTRUCTED: 11/2008 TO EARLY 2009. <i>(Derek Stadler research)</i> AGENCY CLOSED: 9/7/96.
STRAITON AVE. (ARVERNE)	FAR ROCK.	ELEVATED STRUCTURE OPENED: 4/10/42. TRANSFERRED TO TA OWNERSHIP: 10/3/55
SUFFOLK STA.	MAIN LINE	OPENED: 7/14/1842 AT ISLIP AVE. APPEARS AS "NORTH ISLIP" ON 1861 AND 1862 TIMETABLES. CLOSED: 1873 WHEN CENTRAL ISLIP STATION OPENED FURTHER EAST AT CARLTON AVE.
SUFFOLK DOWNS	MONTAUK	BUILT: 1907, CLOSED: 1921. PUR- CHASED BY LIRR BLOCK OPR. JAMES V. OSBORNE AND MOVED TO PRIVATE LOCATION ON PEC-

		ONIC BAY: 2/6/23. 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 ND DEPOT BUILT: 1948
THE DYKES	LONG BEACH	APPEARS AS SIGNAL STOP IN TIMETA- BLE OF APRIL, 1898. BECAME ISLAND PARK IN MAY, 1923 WHEN IT REPLACED THE EARLIER ISLAND PARK STATION LOCATED AT THE FORMER BARNUM ISLAND (JEKYL ISLAND) STATION STOP.
THE RAUNT	ROCK. BCH.	OPENED: 1900. 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 WAIT- ING ROOM BUILT ON BRIDGE CARRY- ING THIRD AVE. OVER THE TRACKS. CLOSED AFTER SUMMER SEASON OF 1879. REOPENED 8/1880 BUT CLOSED AT END OF SUMMER SEASON. 2 ND 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. DIS- APPEARED FROM TIMETABLES AFT- ER 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 GEN- ERAL 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 BE- TWEEN 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") AP- PEARS AS SUCH ON TT OF 1842. LATER CALLED WOODVILLE AND THEN WOODHAVEN. (SEE: "WOOD- HAVEN") (<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 TH AVE.& 36 TH ST., BKLYN, NY (ON LIRR CR4 OF 1903)
UNION HALL ST.	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 165TH
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
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: ?. DISCONTIN-
UED AS STATION STOP: 1976.
RAZED: c. 2001.

UNIONVILLE	ATLANTIC R.T.	WEST OF ROCKAWAY BLVD. OUT OF SVC. ___(?) MAY HAVE BEEN THE EARLIER STATION STOP TO SERV- ICE UNION COURSE RACE TRACK.
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UNITED NATIONS (FLUSHING MEADOWS)	PORT WASH.	EAST OF CORONA STATION. IN SVC: 9/15/46. OUT OF SVC: c. 1952 (SITE OF 1939 WORLD'S FAIR STATION)
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UNQUA	MONTAUK	BETWEEN S. OYSTER BAY (LATER MASSAPEQUA) AND AMITYVILLE STATIONS, EITHER NEAR UNQUA ROAD OR NEAR UNQUA CREEK
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NEAR THE BROOKLYN WATER SUPPLY PUMPING STATION. LISTED AS STOP IN MAY 30, 1880 EMPLOYEE TIMETABLE AND AS FLAG STOP IN JUNE 19, 1880 EMPLOYEE TIMETABLE. AGAIN LISTED AS FLAG-STOP IN JULY 28, 1881 EMPLOYEE TIMETABLE (*Per Art Huneke*) NO LONGER LISTED ON WINTER/1881-1882 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 (*Thos. R. Bayles data*). TWO STORIES OF DISPOSITION OF DEPOT GIVEN:

1. DEPOT CLOSED AND MOVED TO YAPHANK FOR USE AS AGENT'S RESIDENCE UNTIL 1948. (*per Bob Emery's map notes. DK*)
2. DEPOT PURCHASED BY LIRR CONDR. FRANK ERTHAL AND MOVED TO PRIVATE LOCATION FOR USE AS HIS CLUBHOUSE. (*per LIRR conductor Jeff Skinner at a testimonial to Frank Erthal at Mr. Erthal's retirement dinner.*)

UTICA AVENUE
(BROOKLYN)

ATLANTIC R.T.

RAPID TRANSIT STOP PER TT, EFF.
6/24/1890

VALLEY STREAM	S. S. R. R. (MONTAUK)	<p>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.</p> <p>2nd DEPOT BUILT AT SAME LOCA- TION OR ORIGINAL DEPOT RE- 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 NORTH OF FORM- ER LOCATION IN SVC: 8/10/32 TRACKS AND STATION PLATFORMS ON FAR ROCKAWAY BRANCH OUT OF SVC: 8/31/32. ELEVATED TEMPORARY TRACKS AND PLAT- FORMS ON FAR ROCKAWAY BR. IN SVC: 2/7/33</p> <p>3RD, ELEVATED, CENTER-ISLAND STRUCTURE NORTH OF FORMER LOCATION IN SVC: 6/27/33. ELEVATED JCT. OF W. HEMPSTEAD BRANCH IN SVC: 9/10/33</p>
VANDERBILT AVENUE (BROOKLYN)	ATLANTIC R.T.	RAPID TRANSIT STOP PER ETT #11, EFF. 11/4/1878
VANDERVEER PARK	BAY RIDGE	<p>BUILT: 1878, RAZED: 1906 WITH GRADE ELIMINATION.</p> <p>2ND DEPOT BUILT: 1906, BECAME FREIGHT STATION WITH TER- MINATION OF PSGR SVC: 1924. LASTED AS SUCH INTO THE LATE 1950s-EARLY1960s.</p>
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	<p>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.</p>
WAINSCOTT	MONTAUK	<p>BUILT: 1898 2ND DEPOT BUILT: 1915 WITH ONLY SEGREGATED WAITING ROOM ON THE L.I.R.R. CLOSED AND DISCONTINUED AS STATION STOP: c.1936, MOVED TO PRIVATE SITE AS BEACH HOUSE. STILL STANDING: 2005</p>
WAMPMISSICK (WAMPMISSIC)	MAIN LINE	<p>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. <i>(Info courtesy of Art Huneke)</i></p>

WANTAGH	S. S. R. R. (MONTAUK)	S. SIDE R. R. SVC. BEGAN: 10/28/67. DEPOT BUILT: 1875 AS "RIDGEWOOD" (8-year gap??) RE- NAMED "WANTAGH": ? CLOSED AND MOVED: 1966 WITH GRADE CROSSING ELIMINATION, RE- STORED AS MUSEUM: 1982 (<i>Per Wantagh Museum website</i>) 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.
WARDENCLYFFE	WADING RIVER EXTENSION	FIRST APPEARS IN TIMETABLE OF JUNE, 1900. LOCATED ON WEST SIDE OF NORTH COUNTRY ROAD CROSSING. 2ND DEPOT BUILT: 1902, .2 MILES EAST OF ORIGINAL LOCATION. RENAMED "SHOREHAM": 1906 (SEE: "SHOREHAM")
WARWICK ST. (BKLYN.)	ATLANTIC	ELEVATED STRUCTURE OPENED: 8/29/1905 WITH ELECTRIFICA- TION FROM FLATBUSH AVE. OUT OF SVC: 11/1/39 PER G.O. #1204 AND RAZED WITH ATLANTIC AVE. IMPROVEMENT PROJECT: 1939-40
WASHINGTON AVE. (BROOKLYN)	ATLANTIC RT	RAPID TRANSIT STOP PER ETT #11, EFF. 11/4/1878
WASHINGTON ST. (GARDEN CITY)	CENTRAL EXT.	EAST OF GARDEN CITY STATION. LOW PLATFORM FOR LIRR'S BAT- 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 CROSS- ING"). NO TIMETABLE EVIDENCE AS YET. (<i>Info: Art Huneke</i>)

WATERMILL
(WATER MILLS)
(WATERMILLS)

MONTAUK

BUILT: AUG-SEPT/1875. LISTED ON TIMETABLES OF 1883 AS "WATER MILLS" (2 WORDS). LISTED ON TIMETABLES OF 1885 AS "WATER-MILLS" (ONE WORD) AND FINALLY LISTED AS "WATERMILL" UNTIL DISCONTINUED AS A STATION STOP. 2ND DEPOT OPENED: 8/1903, AGENCY CLOSED: 1940s. 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 LOCATION: 8/5/40. EASTWARD STATION FACILITIES: 8/23/40. RAZED: 1941 WITH GRADE ELIMINATION.

2ND 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 (<i>Art Huneke data</i>).
		ACCORDING TO A " <i>Babylon Signal</i> " 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" (<i>Art Huneke data</i>). 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 (<i>per Richard Makse</i>)
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. RENAMED "BRESLAU": 1869. (SEE: "BRESLAU")
WESTBURY	MAIN LINE	1 ST DEPOT APPEARS ON TT OF 9/3/1838. 2 ND DEPOT BUILT: APR-JUNE/1883 3 RD DEPOT BUILT: 1914, GREATLY REMODELED: c. 1972. AGAIN GREATLY REMODELED: c. 2005
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	SHELTER SHED OPENED: 6/28/16, WITH TICKET OFFICE AT STREET LEVEL. OUT OF SVC: 1/1/39. DISCONTINUED AS STATION STOP.
WEST DEER PARK	MAIN LINE	BUILT: 5/1875 AS "WEST DEER PARK", RENAMED "WYANDANCE:" 01/01/1889. APPEARS AS "WYAN- DANCH" 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	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>) 2 ND 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 RENOVA- TION OF THE TICKET OFFICE AND WAITING ROOM. UPPER LEVEL DAM- AGE 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 SLIGHT- LY 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. HI-LEVEL PLATFORMS AND SHELTER INSTALLED: BETWEEN LATE 1996

AND SUMMER, 1997. (*Derek Stadler info*)
SUNDAY AGENCY ONLY: 2006

WEST HEMPSTEAD	W. HEMP.	OPENED: 1928, NORTH OF HEMPSTEAD AVE.(RAILROAD E.) AND S. OF TRACKS. MOVED SOUTH (RAILROAD W.) OF HEMPSTEAD AVE. AND N. OF TRACKS: 9/15/35. BURNED AND RAZED: 1959. 2 ND DEPOT BUILT: 1959. AGENCY CLOSED: 9/7/96.
WESTWOOD	W. HEMP.	OPENED: 9/1929, INSIDES AND WALLS COMPLETELY GUTTED TO CREATE SHELTER SHED: 1955
WHEATLEY HILLS (NORTH ROSLYN)	OYSTER BAY	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.
WHITESTONE	FLUSHING R.R. NY & FLUSHING FLUSHING & N. SIDE (WHITESTONE)	ORIGINAL DEPOT BUILT: 10/1869. 2 ND DEPOT OPENED: 1/30/1871. ORIGINAL DEPOT POSSIBLY USED AS FREIGHT/EXPRESS HOUSE FOR NEW DEPOT BLDG. (<i>Possible 3/1932 photo provenance</i>) CLOSED: 2/19/32 WITH BRANCH ABANDONMENT.
WHITESTONE LDG.	WHITESTONE	TRACKS EXTENDED FROM WHITESTONE: 8/8/1886 AND 1 ST TRAIN RAN: 8/9/1886 (<i>V. Seyfried data</i>), DEPOT BUILT AT WATER'S EDGE. MOVED BACK FROM SHORELINE: 6/1892, CLOSED: 2/19/32 WITH BRANCH ABANDONMENT.
WILLOW TREE (JAMAICA: LATER HILLSIDE)	MAIN LINE	BUILT 1837 AT HAMILTON AVE. (LATER 184 TH ST.) STATION STOP DISCONTINUED WITH OPENING OF ROCKAWAY JCT WHEN NY & ROCKAWAY

RR CONNECTED WITH THE LIRR
 WEST OF STATION SITE: 1872.
 PASSENGERS SERVICED BY ROCK-
 AWAY JCT. STA. (*A. Huneke - V. Sey-
 fried data*)

WINFIELD	NY & FLUSHING FLUSHING & N. SIDE (PORT WASHINGTON)	FLUSHING & N. SIDE DEPOT BUILT: JULY/1854, MOVED TO WINFIELD JCT: 8/1876 2 nd DEPOT BUILT: ?, RAZED: 1915 3 RD DEPOT BUILT: 1915, DISCONTIN- UED AS STATION STOP AND RAZED: 1929
WOODBURY	PT. JEFFERSON	SEE: "COLD SPRING HARBOR"
WOODHAVEN	ORIG MAIN LINE BETW. BKLYN AND JAMAICA (ATLANTIC)	ORIGINALLY OPENED AS CONNECTI- CUT AVE. (1837) ON ORIGINAL MAIN LINE BETWEEN BKLYN AND JAMAICA. BECAME TROTTLING COURSE AND THEN TROTTLING COURSE LANE TO SERVICE THE CENTREVILLE RACE COURSE (TROTTLING 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 JCT.	ATLANTIC	OPENED: 7/1895. WAS ALSO ONE OF THE LIRR'S RAPID TRANSIT STOPS. RAZED : 11/1939 WHEN TRACKS PLACED BENEATH AT- LANTIC AVE. WITH ATLANTIC AVE. IMPROVEMENT PROJECT OF 1939- 1940. (<i>Valuation photo from 11/21/1939 shows demolition underway.</i>) 2 ND DEPOT, LOCATED UNDER- GROUND, OPENED: 1940-41. RENAMED "WOODHAVEN" TO RE-

PLACE 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."

2ND ELEVATED STATION 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 178TH 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 AS "WOODS- BURGH." RENAMED "WOODMERE" __?__. 2 ND 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: 11/15/1869, CLOSED: 1914 DUE TO GRADE ELIMINATION, RAZED: 11/17/15 ELEVATED STRUCTURE OPENED FURTHER EAST: 10/17/15
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 ND STATION IN SVC: 1939-40, RAZED AFTER FAIR CLOSED IN OCT, 1940. 3 RD 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 PLATFORM. NO DEPOT BUILDING. ON NE SIDE OF WRECK LEAD (REYNOLD'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 "WYANDANCH" IN 1903 CR4. RAZED: 2/58 2 ND , RELOCATED DEPOT OPENED: 2/58. RAZED: 1987. 3 RD , RELOCATED DEPOT OPENED: 1987 ON SITE OF 1 ST DEPOT. AGENCY CLOSED: __?_ 4 TH DEPOT SCHEDULED FOR CONSTRUCTION ALONG WITH PARKING GARAGE FACILITY AS MAIN LINE IS DOUBLE-TRACKED FROM PW TO RONKONKOMA - 2018 (+) (?)
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	1 ST 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. 2 ND DEPOT BUILT: 1875. AGENCY CLOSED: 1958, RAZED: 1961 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 data</i>)
YOUNGSPORT	S.S.R.R. (MONTAUK)	ORIGINAL NAME FOR GREAT RIVER. S. SIDE RAILROAD FREIGHT

STATION ONLY UNTIL 1897 WHEN
PSGR. DEPOT BUILDING CON-
STRUCTED 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.

GENERAL ORDER No. 90 } RECEIVER’S OFFICE
LONG ISLAND CITY - OCT. 15TH 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 #115-18C, EFFECTIVE 02/19/32:

MAIN TRACK FROM A POINT 50' WEST OF FLUSHING CREEK TO WHITESTONE LAND-
ING 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:

BRANCH BETWEEN WEST HEMPSTEAD STATION AND "MT" (MINEOLA) REDESIGNATED SIDING.

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 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 #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.

(SEE COPY OF ORDER BELOW:)

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 a 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!