### 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.)

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<tr>
<th>STATION:</th>
<th>BRANCH:</th>
<th>DATA:</th>
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<tbody>
<tr>
<td>ADAMSVILLE</td>
<td>ATLANTIC</td>
<td>OPENED: 6/1872 WEST OF ELDERT'S LANE. CLOSED: 1876</td>
</tr>
<tr>
<td>ALBANY AVENUE</td>
<td>ATLANTIC RT</td>
<td>RAPID TRANSIT STOP PER ETT #11, EFF. 11/4/1878</td>
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<tr>
<td>ALBANY AVENUE (BROOKLYN)</td>
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</tbody>
</table>
| 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 INDICATED IN "LONG ISLAND RAIL ROAD
TICKET OFFICE HOURS" LISTING OF 9/18/67. 1ST OF THE MONTH ADDED TO AGENCY HOURS. AGENCY CLOSED: ?. REPLACED WITH NEW SHELTER SHED: 19?
NEW STATION SHELTER WITH HI-LEVEL PLATFORMS BUILT: 1999 TO ACCOMMODATE 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
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 GLENADE. APPEARS IN 1903 CR-4 BOOK AND 5/1904 ETT SPECIAL INSTRUCTIONS. LOW LEVEL PLATFORM ONLY FOR EMPLOYEES OF THE PLANT. BECAME PRAIRIE GRASS FURNITURE CO. WORKS IN 11/1904 ETT SPECIAL INSTRUCTIONS (SEE: "PRAIRIE GRASS FURNITURE CO. WORKS")

AMITYVILLE S. S. R. R. SVC. BEGAN:
(MONTAUK) 10/28/1867. DEPOT BUILT: NOV-DEC/1868 AT RAILROAD AVE. MOVED TO PRIVATE PROP-
2ND DEPOT OPENED: 7/25/1889, .2 MILES WEST OF ORIGINAL STA. RAZED: 5/29/64.
REPLACED WITH TEMPORARY STA. BUILDING. IN SVC: 5/29/64.
OUT OF SVC: 10/25/68 ACCOUNT 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. MOVED TO PRIVATE LOCATION WITH CONSTRUCTION OF 2ND DEPOT: 1910.

PER G.O. #1208C, TEMPORARY WESTWARD STATION FACILITIES RELOCATED SOUTH OF FORMER LOCATION AND CONVERTED FROM OUTSIDE TO ISLAND PLATFORM IN SVC: 11/29/39.
PER G.O. #1221C, WESTWARD STATION FACILITIES RELOCATED TO ELEVATION NORTH OF FORMER LOCATION AND CONVERTED FROM
ISLAND LOW LEVEL PLATFORM TO OUTSIDE HIGH LEVEL PLATFORM IN SVC: 5/20/40.

PER SAME G.O.EASTWARD STATION FACILITIES RELOCATED TO TEMPORARY LOCATION ON ELEVATION NORTH OF FORMER LOCATION AND CONVERTED FROM ISLAND TO OUTSIDE PLATFORM IN SVC: 5/21/40

PER G. O. #1402B, 1403C, EASTWARD STATION FACILITIES RELOCATED 26' SOUTH OF FORMER LOCATION AND CONVERTED FROM LOW LEVEL TO HIGH LEVEL IN SVC: 9/24/40. NEW STATION EXTENDED FROM N. CONDUIT BLVD. NORTH (RAILROAD WEST) ALL THE WAY TO THE RACETRACK, CONSOLIDATING BOTH FORMER LOCATIONS. OUT OF SVC: 10/3/55 PER G.O. #216.

ARVERNE (GASTON AVE.) BUILT: 1888 AT GASTON AVE. (BEACH 66TH ST.) WITH DEVELOPMENT OF THE AREA BY REMINGTON VERNAM ("R. VERN")


GASTON AVE. DEPOT REBUILT 1911-12 ON NEW SITE BETWEEN BEACH 67TH AND BEACH 69TH STREETS. IN SVC: MAY/ 1912. RAZED 1940-41 DURING GRADE ELIMINATION PROJECT.

ELEVATED STRUCTURE OPENED: 4/10/42. TRANSFERRED TO TA OWNERSHIP: 10/3/55
<table>
<thead>
<tr>
<th>Location</th>
<th>Description</th>
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<tbody>
<tr>
<td>ARVERNE (STRAITON AVE.)</td>
<td>IN SERVICE: 6/27/1892 AT BEACH 60TH ST. AS A RESULT OF QUARREL BETWEEN DEVELOPER AND R.R (SEE &quot;ARVERNE, GASTON AVE.&quot; ABOVE) RAZED 1940-41 DURING GRADE ELIMINATION PROJECT. ELEVATED STRUCTURE OPENED: 4/10/42. TRANSFERRED TO TA OWNERSHIP: 10/3/55</td>
</tr>
<tr>
<td>ATLANTIC AVENUE (EAST ROCKAWAY)</td>
<td>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 RE-NAMED &quot;EAST ROCKAWAY.&quot; (SEE: &quot;EAST ROCKAWAY&quot;)</td>
</tr>
<tr>
<td>ATLANTIC PARK S.S.R.R. ROCK. BCH.</td>
<td>OPENED: 5/1875 (SOUTHERN DIVISION) (IN 07/15/1878 BOOK OF RULES). POSSIBLY LOCATED AT A POINT MIDWAY BETWEEN FAR ROCKAWAY AND EDGEMERE STATIONS (Vincent Seyfried data)</td>
</tr>
<tr>
<td>ATLANTICVILLE SAG HARBOR</td>
<td>OPENED JUNE/JULY, 1875. RE-NAMED &quot;EAST QUOGUE&quot; IN 1891. (per Vincent Seyfried) STATION STOP APPEARS IN AVAILABLE PUBLIC TIMETABLES OF 1877 THRU 1881, BUT NOT IN 1883. (per Art Huneke)</td>
</tr>
<tr>
<td>ATLAS MONTAUK</td>
<td>EAST OF GLENDALE. LOW LEVEL PLATFORM FOR EMPLOYEES OF THE PLANT PER 9/1923 ETT SPECIAL INSTRUCTIONS (SEE: &quot;AMERICAN GRASS TWINE WORKS,&quot;</td>
</tr>
</tbody>
</table>
"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: ?

AUTUMN AVE. (BROOKLYN) ATLANTIC

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
<table>
<thead>
<tr>
<th>Location</th>
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<th>Details</th>
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<tbody>
<tr>
<td>NECK ROAD</td>
<td>NECK ROAD. <em>(per Art Huneke)</em></td>
<td>ON TT OF 12/27/1841. DROPPED FROM TT WITH OPENING OF DEER PARK STATION IN 1842.</td>
</tr>
<tr>
<td>BAITING HOLLOW</td>
<td>MAIN LINE</td>
<td>SEE: “CALVERTON”</td>
</tr>
<tr>
<td>BALDWINS</td>
<td>Montauk</td>
<td>(SEE: &quot;BALDWIN&quot;)</td>
</tr>
<tr>
<td>BARNUM ISLAND</td>
<td>Long Beach</td>
<td>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 &quot;THE DYKES&quot; WAS RENAMED ISLAND</td>
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</table>
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 "Babylon Signal" NEWSPAPER ARTICLE OF 03/23/1882, BARTLETT AND WAVERLY STATIONS WERE TO BE ABANDONED (Art Huneke data). AS THIS STATION WAS ORIGINALY 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**  
(MONTAUK)  
(FANNY BARTLETT)  

**BASE BALL GROUNDS**  
EVERGREEN  
GRAUER'S RIDGEWOOD PARK (BETWEEN SCHAEFFER & HALSEY STS. 1885-1886 PERIOD (Art Huneke data and http://www.covehurst.net/ddyte/brooklyn/ridgewood.html.)

**BAYPORT**  
S. S. R. R.  
(MONTAUK)  
S. SIDE R.R. DEPOT BUILT: 3/1869, RAZED: 1903 2ND 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

TERMINAL OPENED: 1870s.
1st DEPOT BUILT: 6/1877. RAZED BY FIRE: 12/14/1882.
2nd DEPOT BUILT: 1883. CLOSED WITH END OF PSSR. SVC: 1904

BAYSHORE

S. S. R. R. (MONTAUK)
2nd DEPOT BUILT: 1882, RAZED: 1912
3rd DEPOT OPENED: 7/17/1912
AGENCY CLOSED: 11/20/96.

BAYSIDE

FLUSHING R.R. NY & FLUSHING FLUSH. & N. SIDE (PORT WASH.)
BUILT: c. 1866 WITH OPENING OF STATION STOP ON 10/27/1866
2nd DEPOT BUILT: 1886, RAZED: 1924
3rd 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 EMMERY'S MAP, DEPOT WAS A WOODEN FRAME BLDG WITH LOW PLATFORM.

BEAVER STREET  PRESENT DAY  SEE “JAMAICA”
ATLANTIC BR.

BEACH CHANNEL  ROCK. BCH.  OPENED: ? N. OF BEACH CHANNEL DRAWBRIDGE. OUT OF SVC: 5/31/1905

BEDFORD  ORIG MAIN LINE  ONE OF THE ORIGINAL STOPS ON BETW. BKLYN AND JAMAICA (ATLANTIC RT) (ATLANTIC )  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  ORIGINALLY NAMED "BRUSHVILLE."
OPENED: 3/20/1900 AS “INTERSTATE PARK.” RENAMED “BELLAIRE” IN 1907. 2ND DEPOT OPENED: 9/20/1924 (per official dedication invitation). AGENCY LAST NOTED IN LIRR TICKET OFFICE LISTING OF 6/3/68. GONE BY LISTING OF 5/26/69 (Brad Phillips data) DISCONTINUED AS STATION STOP: 1972, RAZED: 19 ?

BELLEROSE  MAIN LINE  OPENED: 1898 2ND DEPOT BUILT: SUMMER/1909, OUT OF SVC: 12/12-15/60 TEMPORARY STA. FACILITIES RELOCATED 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.  S. SIDE R.R. DEPOT BUILT: 10/1869
(MONTAUK)  2ND DEPOT BUILT: 1886 (Robt. Emery
map data) OR ORIGINAL DEPOT RE-
MODELED (?). DEPOT AGAIN RE-
MODELED POST-1925 (photo prov-
enance) WITH STUCCO REPLACING
CLAPBOARD SIDING, SPANISH TILE
ROOF ADDED AND AN ADDITION
TO THE WEST END OF THE STRUCT-
URE. DEPOT BURNED: 2/18/1968
AND TRAILER TICKET OFFICE
PLACED IN SERVICE. DEPOT SUB-
SEQUENTLY RAZED.

TEMPORARY STATION 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 BELL-
PORT 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 PATCH-
OGUE AND THEIR SAG HARBOR BRANCH AT THE NEWLY-CREATED EASTPORT JCT IN 1881. STATION STOP CREATED FOR THE COMMUNITY OF BELLPORT ON THAT EXTENSION IN 1881 AND BELLPORT STATION ON MAIN LINE RENAMED "BARTLETT" PER WINTER TIMETABLE OF 1881-1882. STATION STOP DISCONTINUED BY TIMETABLE OF 1894, MOST PROBABLY EARLIER, AS THE STATION STOP NO LONGER SERVED A PURPOSE.

BELLPORT MONTAUK

STATION STOP IN SERVICE WITH LIRR'S EXTENSION OF THE FORMER SOUTH SIDE R.R. TRACKAGE BETWEEN PATCHOGUE AND THEIR SAG HARBOR BRANCH AT THE NEWLY-CREATED EASTPORT JCT IN 1881. LISTED IN WINTER TIMETABLE OF 1881-1882. REPLACED THE STATION STOP OF THAT SAME NAME ON THE MAIN LINE THAT PROVIDED STAGE COACH SERVICE TO THE SOUTH SHORE COMMUNITY.

DEPOT BUILDING BUILT: SUMMER/1882. AGENCY CLOSED: 1/1959, RAZED: 5/64. REPLACED WITH METAL SHELTER SHED. STATION STOP SCHEDULED TO BE DISCONTINUED ALONG WITH OTHERS IN 1998 BUT VOCAL OPPOSITION CAUSED LIRR TO ALTER THEIR DECISION (David M. Morrison data). INSTEAD OF ABANDONMENT, NEW STATION SHELTER WITH HI-LEVEL PLATFORMS BUILT: 1999 TO ACCOMMODATE NEWLY-ARRIVED C3 BI-LEVEL CARS WHICH WERE PLACED IN SERVICE JULY, 1999. (Robert L. Myers data)

BELMONT S.S.R.R.

WEST OF BABYLON. APPEARS ON TIMETABLE OF JULY 5, 1875. (SAME AS BELMONT JCT???)
BELMONT JCT. CRR OF LI CROSSING OF S.S.R.R. 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 TIME TABLES BY 1896. (per Art Huneke)

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. 2ND 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 SWITCH ATLANTIC SEE: “VAN WYCK AVENUE” (One and the same as “BERLIN?” D.K.)
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<tr>
<th>Location</th>
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<tbody>
<tr>
<td>BETHPAGE</td>
<td>MAIN LINE</td>
<td>BUILT: 1884 as “CENTRAL PARK”, (see: “CENTRAL PARK” for earlier history) renamed BETHPAGE: 10/1/36. Razed with opening of new depot. 2ND DEPOT OPENED: 10/12/57 (per NY Daily News article of 10/06/57) High-level platforms installed c. 1986-87 during Ronkonkoma electrification project. Agency closed: 8/19/2009. Depot building used for storage (Dave Morrison data)</td>
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<tr>
<td>BETHPAGE JCT.</td>
<td>CRR OF LI</td>
<td>CENTRAL RAILROAD OF L.I. DEPOT first appears on timetable of 6/1873. Appears on 1876 freight report. Located at west side of junction. Used by both CRR and LIRR trains to afford connections to riders (Per Art Huneke). Abandoned: 10/1/1877 (Per Vincent Seyfried). Still appears on 1897 timetables with minimal service. (???)</td>
</tr>
<tr>
<td>BLUEPOINT</td>
<td>S. S. R. R.</td>
<td>S. SIDE R.R. DEPOT OPENED: 2/1/1870, N. side of tracks (MONTAUK)</td>
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AND WEST OF RAILROAD AVE. (LATER BLUE POINT AVE.) (per 1873 map). CLOSED: 6/1/1882. (LAPSE OF 18 YEARS BETWEEN BUILDINGS OR SERVICE STOPPED UNTIL JUNE, 1900?)

2ND 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 MAIN LINE APPEARS ON TIMETABLE OF MARCH, 1837 AS "HEMPSTEAD." THIS WAS THE STAGE CONNECTION TO HEMPSTEAD. STATION DOES NOT APPEAR ON TIMETABLES OF 1838. DEPOT PROBABLY OPENED IN JULY 1839 WITH OPENING OF LIRR BRANCH TO HEMPSTEAD. DEPOT NAMED "BRANCH" AS A RESULT. LATER NAMED "HEMPSTEAD BRANCH." RENAMED “MINEOLA” ON TT OF JUNE 4, 1862. (SEE: “MINEOLA” FOR LATER DATA.)

BRENTWOOD MAIN LINE BUILT: 1870, BURNED: 4/1903
2ND DEPOT OPENED: 11/10/1903, AGENCY CLOSED: 1987
3RD 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. ALSO HOUSED THE POST OFFICE. RELIGIOUS MEETINGS HELD EVERY SUNDAY AFTERNOON AND SUNDAY SCHOOL CLASSES SUNDAY MORNINGS. (South Side Signal of 12-17-1870) BUILT ON SOUTH SIDE OF TRACKS AND EAST OF WELLWOOD AVE. RE-NAMED "BRESLAU": 1869.

2ND DEPOT PRIVATELY BUILT 25' NORTH OF ORIGINAL DEPOT SITE (ACROSS TRACKS ON NORTH SIDE OF TRACKS.) 2-STOREY, WOODEN DEPOT HAD AGENT'S LIVING QUARTERS UPSTAIRS. OPENED IN TIME FOR JUNE 6TH, 1870 FESTIVITIES FOR LAND SALE AND DEVELOPMENT OF BRESLAU. SSRR GAVE A 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:
<table>
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<tr>
<td>BRIDGEPORT S.S.R.R.</td>
<td>AT FRANKLIN AVENUE, HEMPSTEAD</td>
</tr>
<tr>
<td>BRIDGE STREET NY &amp; FLUSHING FLUSHING &amp; N. SIDE (WHITESTONE)</td>
<td>SEE: “FLUSHING BRIDGE STREET”</td>
</tr>
<tr>
<td>BROOKDALE FLUSHING &amp; N. SIDE</td>
<td>SEE: &quot;GREAT NECK&quot;</td>
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</tbody>
</table>
BROOKLYN AVENUE ATLANTIC RT
(BROOKLYN)

BROOKLYN HILLS ROCK. BCH.

BROOKLYN MANOR ROCK. BCH.

BRUSHVILLE MAIN LINE
(QUEENS)

TO PRIVATE LOCATION: c. 1958-59

BROOKLYN ATLANATIC
ORIGINAL NAME FOR FLATBUSH AVE.
(1852 TIMETABLE)

RAPID TRANSIT STOP EAST OF NOS-
TRAND AVE., BKLYN. PER ETT #11
EFF. 11/4/1878

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

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.

DEPOT BUILT: 1837 WITH OPEN-
ing of LIRR TO HICKSVILLE.
FOUR MILES EAST OF JAMAICA
AND W. OF HEMPSTEAD TPKE.
FORMERLY "DelANCY AVE." PER
1837 TT. RENAMED "BRUSHVILLE"
ON TIMETABLE OF 11/27/1837.
RENAMED "QUEENS". DISCONTIN-
UED 10/19/1871 WITH OPENING OF "INGLEWOOD" STATION ONE MILE EAST AT CREED AVE.-SPRINGFIELD AVE. PER ETT #3, EFF: 6/1897, CERTAIN TRAINS CONTINUED TO MAKE A STOP HERE. IN 1900, A NEW FRAME DEPOT CONSTRUCTED AT THIS SITE AT ENTRANCE OF, AND FOR THE USE OF VISITORS TO, THE INTERSTATE PARK ASSOCIATION'S GROUNDS (Per Brooklyn Eagle of 2/1/1900). IN SERVICE: 3/20/1900. LATTER-DAY SITE OF BELLAIRE.

<table>
<thead>
<tr>
<th>Location</th>
<th>Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td>BUSHWICK AVE. (BUSHWICK)</td>
<td>S.S.R.R. DEPOT OPENED: 7/14/1877 PSGR. SERVICE ENDED: 5/13/24</td>
</tr>
<tr>
<td>BUSHWICK JCT.</td>
<td>S. S. R. R. (SEE: “FRESH POND”)</td>
</tr>
<tr>
<td>CALVARY CEMETERY</td>
<td>NY &amp; FLUSHING WEST OF WINFIELD. APPEARS ON 1863, 1866 AND 1867 TIMETABLES. (Art Huneke data)</td>
</tr>
<tr>
<td>CALVERTON</td>
<td>MAIN LINE DEPOT BUILT: 1880 AS “BAITING HOLLOW”, CLOSED AND MOVED TO PRIVATE LOCATION: 1922 2ND DEPOT BUILT FURTHER EAST: 1922. AGENCY CLOSED: 1958 AND MOVED TO PRIVATE LOCATION. REPLACED WITH METAL SHELTER SHED. STATION STOP LAST LISTED IN ETT #4, EFF: 5/85 BUT WITH NO TRAINS STOPPING. NO LONGER LISTED IN PTT EFF: 5/16/86.</td>
</tr>
<tr>
<td>CAMP BLACK</td>
<td>CENTRAL EXT. 2 ½ MILES EAST OF GARDEN CITY. IN SERVICE: 5/3/1898 FOR THE SPANISH-AMERICAN WAR. WOODEN SHELTER CONSTRUCTED. RENAMED &quot;CAMP MILLS&quot; DURING WWI. (SEE: &quot;CAMP MILLS&quot;).</td>
</tr>
<tr>
<td>CAMP MILLS</td>
<td>CENTRAL EXT. 2 ½ MILES EAST OF GARDEN CITY. IN SERVICE: 5/3/1898 AS &quot;CAMP BLACK.&quot; RENAMED &quot;CAMP MILLS&quot;</td>
</tr>
</tbody>
</table>
During WWI, Clinton Road Station serviced ticket sales for the camp. The eastern side of the camp was known as "Aviation Field No. 2". All renamed "Mitchel Field" 7/16/1918. Name change officially approved: April/1919.

<table>
<thead>
<tr>
<th>Location</th>
<th>Details</th>
</tr>
</thead>
<tbody>
<tr>
<td>Camp Upton Main Line</td>
<td>In service: 1917, east of Yaphank at Upton Jct. Replaced by new station approx. 2 miles west named &quot;Upton Road&quot; eff. 05/28/18 per G.N. #87</td>
</tr>
<tr>
<td>Camp Upton Upton Spur</td>
<td>Opened on the camp grounds: c. 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 &quot;Camp Upton&quot; eff. 05/28/18 per G.N. #87. Closed with end of LIRR svc. to the camp: 4/1922 (Thos. R. Bayles data)</td>
</tr>
<tr>
<td>Camp Upton Upton Spur</td>
<td>Opened on the camp grounds: c. 1942. No indication of a ticket office / depot bldg. Troops were loaded and off-loaded on the main line at the site of the former WWI-era Upton Road station, at the Upton Road overpass. (Robt. Emery Map Data) LIRR svc. to the camp ended: c. 1946 (?)</td>
</tr>
<tr>
<td>Canal Street Atl.</td>
<td>Originally on timetable of 1853. Removed: ?. Reopened as rapid transit stop per TT, eff. 6/24/1890. Out of svc: ?. Gone by 1905.</td>
</tr>
</tbody>
</table>

20
<table>
<thead>
<tr>
<th>Location</th>
<th>Line</th>
<th>Information</th>
</tr>
</thead>
<tbody>
<tr>
<td>CANOE PLACE</td>
<td>MONTAUK</td>
<td>LOW CINDER PLATFORM ON S.E. SIDE OF SHINNECOCK CANAL. IN SERVICE: 1935–1953 FOR “FISHERMAN’S SPECIAL” TRAINS</td>
</tr>
<tr>
<td>CARLE PLACE (CARLL PLACE) (MINEOLA PARK)</td>
<td>MAIN LINE</td>
<td>DEPOT BUILT: 1837 WITH OPENING OF LIRR TO HICKSVILLE. APPEARS ON TT OF 6/17/1837. REMOVED AS STATION STOP FROM TIMETABLE OF 1859. 2ND STATION OPENED WITH WOODEN SHELTER SHED (NO AGENCY). IN SVC BETWEEN MAY AND OCT./1923 PER ETT #99, EFF. 10/9/1923. REMOVED: 1952. 3RD STATION OPENED 400' EAST OF FORMER LOCATION WITH HIGH-LEVEL PLATFORMS, SEMI-ENCLOSED SHELTERS AND PEDESTRIAN CROSSOVER: 1/21/52. NO AGENCY.</td>
</tr>
</tbody>
</table>
REOPENED: 6/1887, GREATLY REMODELED: 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 DEPOT ON GEOGRAPHIC EAST SIDE OF TRACKS. AGENCY CLOSED: 8/19/2009.

CEDAR GROVE  S.S.R.R. (FAR ROCK.)
SEE: "HEWLETT."

CEDAR MANOR  S.S.R.R. (ATLANTIC)
OPENED: 1906 AS "POWER PLACE."
RENAMED: 19 ?. OUT OF SVC: 1/28/59. DISCONTINUED AS STATION STOP. RAZED: 2/59 WITH GRADE ELIMINATION.

CENTER AVENUE  LONG BEACH
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.

TRAILER TICKET OFFICE INSTALLED AND MONDAY-ONLY AGENCY RE-OPENED PER "LONG ISLAND RAIL ROAD TICKET OFFICE HOURS" OF 9/18/67. MONDAY-ONLY AGENCY CLOSED AND TRAILER REMOVED: __?
PLATFORM SHELTERS IN SVC: __?

CENTRE MORICHES  MONTAUK
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."
(Derek Stadler data). AGENCY STILL
<table>
<thead>
<tr>
<th>Location</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Centralport</td>
<td>PT. JEFFERSON BUILT: 1868 (SEE &quot;GREENLAWN&quot;)</td>
</tr>
<tr>
<td>Central Avenue</td>
<td>S.S.R.R. (ATLANTIC) EAST OF HOBIE AVE., LAURELTON AND WEST OF SPRINGFIELD JCT. (APPEARS ON ETT #38 SUPPLEMENT #1, EFF: 5/17/1906)</td>
</tr>
<tr>
<td>Central Depot</td>
<td>CRR OF LI (CREEDMOOR) OPENED: ? ¼ MILE S. OF GREAT NECK JCT. DISCONTINUED: 4/30/1879</td>
</tr>
<tr>
<td>Central Islip</td>
<td>MAIN LINE OPENED: 11/4/1873 TO REPLACE “SUFFOLK” STATION FURTHER WEST. REMODELED c. 1916 ADDING BAY WINDOW TO TICKET OFFICE. RAZED: 8/58 2ND DEPOT BUILT: 1958. AGENCY CLOSED: ? DEPOT CLOSED: 1987 3RD 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</td>
</tr>
</tbody>
</table>
CENTRAL JUNCTION  CRR OF LI  OPENED: 7/1873, ABANDONED: 4/30/1879
(CREEDMOOR)

CENTRAL PARK  CRR OF LI  CENTRAL RAILROAD OF L.I. STATION IN SVC: 2 LOCATED AT NORTHWEST QUADRANT OF THE STEWART AVE. (EX-CENTRAL PARK AVE.) CROSSING OF THE CRR R.O.W., ¾ MILE GEOGRAPHICALLY SOUTH OF LIRR’S JERUSALEM/CENTRAL PARK STATION. ETT #13, EFF: 1879, INDICATES EASTBOUND TRAIN #19 WILL MAKE STATION STOP ALTHOUGH STATION IS NOT INDICATED IN TIMETABLE LISTING OF STOPS. ALTHOUGH INDICATED AS A DEPOT ON 1873 MAP, IT’S POSSIBLE NO DEPOT BUILDING WAS EVER CONSTRUCTED (?). DISCONTINUED AS STOP: 2 (Combined data Per Art Huneke, Robert M. Emery and Vincent F. Seyfried)

CENTRAL PARK  MAIN LINE  ORIGINALLY OPENED AS “JERUSALEM” c. 1854. STATION STOP LOCATED ONE MILE WEST OF BETHPAGE JCT. DOES NOT APPEAR ON LIRR TIMETABLES BETWEEN 1842 AND 1855, HOWEVER IT DOES APPEAR IN AN APRIL, 1854 LIRR ADVERTISEMENT IN THE “New York Times.” POST OFFICE CHANGED NAME OF TOWN TO CENTRAL PARK IN 1867 AS IT WAS LOCATED MIDWAY BETWEEN HYDE PARK (LATER NEW HYDE PARK) AND DEER PARK. NAME OF STATION STOP VARIES AS follows:
  MAP OF 1873 = JERUSALEM
  TT OF 1877 = CENTRAL PARK
  TT OF 4/1878 = CENTRAL PARK
  ETT AND TT OF 11/1878 = JERUSALEM
  TT OF 3/1879 = JERUSALEM.
ETT OF 9/1879 = JERUSALEM
YET PHOTOGRAPH TAKEN OF
DEPOT BY GEORGE
BRAINARD IN SEPTEMBER, 1879 SHOWS “CENTRAL PARK” STATION
SIGN ON DEPOT.
TT OF 7/1880 = CENTRAL PARK
(TT info. courtesy of Art Huneke)
POSSIBLE FINAL CHANGE OF
NAME ON LIRR TIMETABLES IN
9/1879.
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
WITH SHELTER SHED BUILT C. LATE
1920s/EARLY 1930s. STATION SIGN
IN PERIOD PHOTOS READS "CENTER
AVENUE." NO AGENCY. WOODEN
BLDG. RAZED: __? LOW LEVEL
PLATFORM REMAINING IN SERVICE.
REPLACED WITH HIGH-LEVEL PLAT-
FORMS IN NEW LOCATION S. OF
CENTRE AVE. CROSSING: 1968-69
AND TRAILER TICKET OFFICE IN-
STALLED AT PLATFORM LEVEL.
PART-TIME AGENCY IN SERVICE AS
LATE AS DECEMBER, 1982. TRAIL-
ER REMOVED: __? STATION STOP
STILL IN SERVICE: 2016.

CHESTER PARK ATLANTIC NEAR 104TH ST., EAST OF WOOD-
HAVEN. OUT OF SVC. ___(?)

CLARENCEVILLE S.S.R.R.
(MONTAUK) S. SIDE R. R. (SEE: “RICHMOND HILL”)

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 COURT-HOUSE 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.

<table>
<thead>
<tr>
<th>Location</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>CLUB HOUSE</td>
<td>LONG BEACH APPEARS AS SIGNAL STOP IN TIME-TABLE 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.</td>
</tr>
<tr>
<td>COLLEGE POINT</td>
<td>FLUSHING R.R. OPENED: 8/14/1869, CLOSED: 2/19/32 WITH LINE ABANDONMENT, RAZED: 9/19/34</td>
</tr>
<tr>
<td>COLD SPRING HARBOR</td>
<td>UPCOMING RENAMING TO “COLD SPRING”</td>
</tr>
</tbody>
</table>
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    FLUSHING R.R.
(FASHION RACE
COURSE)    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
NO DATA FROM 1880 FIRE TO 1890.
(Archival provenance of freight bill
issued at Corona in 1888.)
WHITE LINE DEPOT MOVED TO SITE:
1890, RAZED: 9/1894
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

<table>
<thead>
<tr>
<th>CREEDMOOR</th>
<th>CRR OF LI</th>
<th>L.I.R.R.</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>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 LEGISLATURE 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 &quot;CREEDMOOR CUT-OFF&quot; 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.</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>CUTCHOGUE</th>
<th>MAIN LINE</th>
<th>APPEARS ON TIMETABLE OF 6/14/1845.</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>2ND DEPOT BUILT: 8/1875</td>
<td></td>
</tr>
<tr>
<td></td>
<td>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.</td>
<td></td>
</tr>
</tbody>
</table>

| CYPRUS AVENUE (RIDGEWOOD) | BAY RIDGE/ MAN. BEACH | OPENED: 1884 AS RIDGEWOOD. BECAME CYPRUS AVE. IN 1893. RAZED: 1914 ACCOUNT GRADE |
CROSSING ELIMINATION.


CYPRUS AVENUE      ATLANTIC RT      RAPID TRANSIT STOP EAST OF EAST NEW YORK, BKLYN. PER ETT #11, EFF. 11/4/1878

CYPRUS HILLS      ATLANTIC R.T.   WEST OF RAILROAD AVE. (AUTUMN AVE.) OUT OF SVC. ___(?)

DEER PARK       MAIN LINE      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 LOCATION.


4TH DEPOT RELOCATED FURTHER EAST OF FORMER LOCATION WITH HI-LEVEL PLATFORMS IN SVC: 9/14/87


DeLANCY AVENUE    (QUEENS)      MAIN LINE      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 BRUSHVILLE ON TT OF 10/23/1838. (SEE: BRUSHVILLE)
<table>
<thead>
<tr>
<th>Location</th>
<th>Details</th>
</tr>
</thead>
<tbody>
<tr>
<td>DOUGLASTON</td>
<td>FLUSHING R.R. NY &amp; FLUSHING FLUSHING &amp; N. SIDE (PORT WASH.)</td>
</tr>
<tr>
<td></td>
<td>BUILT: APR-MAY/1867, MOVED TO PRIVATE LOCATION: ?</td>
</tr>
<tr>
<td></td>
<td>2ND DEPOT BUILT: 6/1887, REBUILT: 1898, RAZED: 3/62</td>
</tr>
<tr>
<td>DRY HARBOR RD. MONTAUK</td>
<td>EAST OF GLENDALE. LOW LEVEL PLATFORM FOR EMPLOYEES OF THE PLANT PER 10/1926 ETT SPECIAL INSTRUCTIONS (PREVIOUSLY &quot;AMERICAN GRASS TWINE WORKS,&quot; &quot;PRAIRIE GRASS FURNITURE CO. WORKS,&quot; &quot;PRAIRIE GRASS WORKS&quot;)</td>
</tr>
<tr>
<td>EAST FLUSHING NY &amp; FLUSHING</td>
<td>STATION OPENED 10/27/1866. LOCATED S. OF BROADWAY AND N. OF TRACKS. RENAMED &quot;BROADWAY&quot; BY TIMETABLE OF MAY/1872 (SEE: &quot;BROADWAY&quot;)</td>
</tr>
<tr>
<td>EAST HAMPTON MONTAUK</td>
<td>BUILT: 1895. FULL-TIME AGENCY CLOSED: 9/6/96. HI-LEVEL PLATFORMS INSTALLED: 1999 TO ACCOMMODATE NEWLY-ARRIVED C3 BI-LEVEL CARS WHICH</td>
</tr>
</tbody>
</table>

EAST HINSDALE   MAIN LINE      SEE: “FLORAL PARK”

EAST MEADOW BROOK  CENTRAL EXT.   STATION STOP EAST OF NEW BRIDGE ROAD. STATION IN SERVICE: ? . 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: ? .


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 SINDERN 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)


2ND COMBINATION HOTEL/DEPOT ERECTED ON SITE IN 1883. OPENED FOR JOINT SERVICE WITH THE LIRR: 1/1/1884. RENAMED “EAST NEW YORK” IN 11/1905 WITH INAUGURATION OF FULL ELECTRIC SERVICE ALONG ATLANTIC BRANCH. DEPOT 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 INSIDE AND OUT-
SIDE OF NEW TUNNEL. (SEE "FULTON STREET" FOR CONTINUATION OF HISTORY.)


4th DEPOT BUILT AT GRADE WITH ATLANTIC AVE. RUNNING ATOP THE STATION FACILITIES. IN SVC: 1941.

<table>
<thead>
<tr>
<th>EASTPORT</th>
<th>MONTAUK</th>
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<table>
<thead>
<tr>
<th>EAST ROCKAWAY</th>
<th>LONG BCH.</th>
</tr>
</thead>
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**EDGEMERE**  **FAR ROCK.**  OPENED: 06/21/1895 TO ACCOMMODATE THE NEW EDGEMERE HOTEL WHICH OPENED FOR BUSINESS THE NEXT DAY. OUT OF SVC: 8/9/40 ACCOUNT GRADE CROSSING ELIMINATION AND RAZED. WESTWARD STATION FACILITIES RELOCATED 600' EAST OF FORMER LOCATION: 8/9/40. EASTWARD STATION FACILITIES: 8/23/40. ELEVATED STRUCTURE OPENED: 4/10/42. AGENCY OPEN UNTIL END OF LIRR SERVICE WHEN PROPERTY WAS TRANSFERRED TO TA OWNERSHIP: 10/3/55

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**EDGEOOOD**  **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. ABANDONED. USED BY LOCALS AS A SOURCE FOR SCRAP LUMBER (Geo. G. Ayling first-hand data). BURNED: 1920
<table>
<thead>
<tr>
<th>Location</th>
<th>Railroad</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Eldert's Grove (FAR ROCK)</td>
<td>S.S.R.R.</td>
<td>Hammels - Opened: 07/04/1872 at latter-day site of Hammel's station (Beach 84th St.) to serve patrons of the Eldert's house (hotel). (Southern division in 07/15/1878 book of rules). Abandoned when connection made between Far Rockaway Branch and Rockaway Beach Branch in 1887.</td>
</tr>
<tr>
<td>Fanny Bartlett Montauk</td>
<td>Montauk</td>
<td>See: “Bartlett”</td>
</tr>
<tr>
<td>Farmingdale</td>
<td>CRR of LI (Central)</td>
<td>CRR of LI (see: “South Farmingdale”)</td>
</tr>
</tbody>
</table>

FAR ROCKAWAY (MOTT AVENUE)  S. S. R. R. (FAR ROCK.)
S. SIDE R. R. DEPOT OPENED: 7/1869. CONVERTED TO FREIGHT HOUSE FOR 2ND DEPOT: 1881
2ND DEPOT MOVED TO SITE FROM OCEAN POINT (CEDARHURST), REMODELED AND OPENED: 10/1/1881 (Vincent Seyfried data. Brand new depot constructed per LIRR 1881 annual report, Art Hunke data), SOLD AND MOVED TO PRIVATE LOCATION: 10/1890
3RD DEPOT OPENED: 7/15/1890. DEPOT BLDG AT GRADE CONTINUED TO BE USED IN CONJUNCTION WITH NEW ELEVATED PLATFORMS AND TRACKS PUT IN SVC: 4/10/42. LIRR THRU-SERVICE TERMINATED HERE: 10/3/55 WHEN TRARRAGE WEST OF MOTT AVE. TO ROCKAWAY PARK TRANSFERRED TO TA OWNERSHIP. BECAME TERMINUS OF FAR ROCKAWAY BRANCH. DISCONTINUED AS STATION STOP: 2/21/58 WHEN SERVICE WAS CUT BACK TO NAMEOEKE AVE. ELEVATED TRACKS PLATFORMS AND OLD DEPOT RAZED SHORTLY THEREAFTER.

FAR ROCKAWAY (NAMEOEKE 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.

FENHURST  S.S.R.R. (FAR ROCK.)  SEE: "HEWLETT."
FIFTH AVENUE EVERGREEN
OPENED: 1878 AT THE PRESENT-DAY LOCATION OF DRIGGS AVE.
CLOSED: 1879.

FIRE PLACE MAIN LINE

FLATBUSH AVE. ATLANTIC

FLATLANDS MANH’T’N BCH
(BAY RIDGE)
SEE: "VANDERVEER PARK"

FLORAL PARK: MAIN LINE
BUILT: OCT-NOV/1878 AS “STEWART JUNCTION.” RENAMED HINSDALE: 1879 WITH CLOSING OF CRR OF LI DEPOT. RENAMED EAST HINSDALE: 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 SHOOFLY S. OF FORMER LOCATION: 12/15/60.
ELEVATED WESTBOUND PLATFORM IN SVC: 6/28/62.

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 DEPOT BUILT: OCT-NOV/1870, RAZED: 1893
FLUSHING & N. SIDE (WHITESTONE) 2ND 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
2ND DEPOT BUILT: JAN-FEB/1865, RAZED: 1870
3RD DEPOT BUILT: OCT-NOV/1870, ABANDONED: 11/11/1912
STREET LEVEL TICKET OFFICE OPENED AND DEDICATED: MARCH, 1963 (per L. I. Railroader employee maga-
TICKET OFFICE REBUILT BETWEEN JAN 21ST AND MAR 21ST, 2005.
OPENED AND DEDICATED: 10/19/2018 (Per MTA’s website).

<table>
<thead>
<tr>
<th>Location</th>
<th>Town</th>
<th>Notes</th>
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</thead>
<tbody>
<tr>
<td>FORD’S CORNERS</td>
<td>MANH’T’N BCH. (BAY RIDGE)</td>
<td>SEE: “RUGBY”</td>
</tr>
<tr>
<td>FORGE</td>
<td>MONTAUK</td>
<td>SEE: “MASTIC”</td>
</tr>
<tr>
<td>FOSTER’S MEADOW</td>
<td>S. S. R. R. (ATLANTIC)</td>
<td>SEE: “ROSEDALE”</td>
</tr>
<tr>
<td>FRANK AVE.</td>
<td>FAR ROCK.</td>
<td>AT BEACH 44TH 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. RAZED 1940 DURING GRADE ELIMINATION PROJECT. WESTWARD STATION FACILITIES RELOCATED 785’ EAST OF FORMER LOCATION: 8/2/40. EASTWARD STATION FACILITIES: 8/23/40 ACCOUNT GRADE CROSSING ELIMINATION. ELEVATED STRUCTURE STRETCHING FROM BEACH 44TH ST. TO BEACH 47TH ST. OPENED: 4/10/42. TRANSFERRED TO TA OWNERSHIP: 10/3/55</td>
</tr>
<tr>
<td>FRANKISTON</td>
<td>CRR OF LI (CREEDEMOOR)</td>
<td>OPENED: 6/1873, ABANDONED: 4/30/1879</td>
</tr>
<tr>
<td>FRANKLINVILLE</td>
<td>MAIN LINE</td>
<td>(SEE “LAUREL”)</td>
</tr>
<tr>
<td>Location</td>
<td>Company</td>
<td>Event</td>
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<tr>
<td>FREEPORT</td>
<td>S. S. R. R.</td>
<td>S. SIDE R. R. SVC. BEGAN:</td>
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<tr>
<td></td>
<td>(MONTAUK)</td>
<td>10/28/1867. DEPOT OPENED.</td>
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<tr>
<td></td>
<td></td>
<td>MOVED: 1899, TO BECOME PART OF FREIGHT HOUSE OF 2ND DEPOT.</td>
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<tr>
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<td></td>
<td>2ND DEPOT OPENED: 4/3/1899, OUT OF SVC: 5/5/59</td>
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<td></td>
<td></td>
<td>3RD TEMPORARY STATION IN SVC:</td>
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<tr>
<td></td>
<td></td>
<td>5/5/59</td>
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<tr>
<td></td>
<td></td>
<td>ELEVATED STRUCTURE IN SVC:</td>
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<tr>
<td></td>
<td></td>
<td>EARLY 1961</td>
</tr>
<tr>
<td>FRESH POND</td>
<td>S. S. R. R.</td>
<td>S. SIDE R.R. DEPOT BUILT: 1868 AS “FRESH POND.” NAME CHANGED TO “BUSHWICK JUNCTION”: 1882-83</td>
</tr>
<tr>
<td></td>
<td>(MONTAUK)</td>
<td>2ND DEPOT OPENED: 4/1895, CLOSED: 1915 WITH GRADE ELIMINATION.</td>
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<tr>
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<td>DEPOT STILL STANDING IN 1923</td>
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<td></td>
<td></td>
<td>PLATFORMS AND PEDESTRIAN CROSSOVER INSTALLED: c. 1915</td>
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<tr>
<td></td>
<td></td>
<td>BOTH NAMES APPEAR ON 1918 TIMETABLE. RENAMED “FRESH POND”: 1919</td>
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<tr>
<td></td>
<td></td>
<td>DISCONTINUED AS STATION STOP:</td>
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<tr>
<td></td>
<td></td>
<td>3/16/98</td>
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<tr>
<td>FULTON STREET</td>
<td>MAN. BEACH</td>
<td>BUILT: ? JUST NORTH OF EAST NEW YORK STATION ON ATLANTIC BRANCH WITH LOW LEVEL, WOODEN PLATFORM EXTENDING NORTH ALL THE WAY TO FULTON STREET. PROBABLY DISCONTINUED WITH CONSTRUCTION OF EAST NEW YORK TUNNEL: 1914.</td>
</tr>
<tr>
<td>(EAST NEW YORK)</td>
<td></td>
<td>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 PLATFORM REMOVED. PLATFORM STILL</td>
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<tr>
<td>Location</td>
<td>Notes</td>
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<tr>
<td>GARDEN CITY PARK</td>
<td>Main line opened at present-day site of Merillon Ave. Station: ?</td>
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<tr>
<td></td>
<td>Out of service: ?. Per ETT #3, eff: 6/1897, certain trains continued to make a stop here.</td>
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<tr>
<td>GASTON AVENUE (ARVERNE)</td>
<td>Elevated structure opened: 4/10/42. Agency open until end of LIRR service when property was transferred to TA ownership: 10/3/55</td>
<td></td>
</tr>
<tr>
<td>GLEN COVE (GLEN STREET)</td>
<td>Oyster Bay opened: 5/16/1867</td>
<td></td>
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<tr>
<td></td>
<td>2nd 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 accommodate newly-arrived C3 bi-level cars which were</td>
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<tr>
<td>Location</td>
<td>Date/Details</td>
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<tr>
<td><strong>GLEN COVE</strong> (NASSAU)</td>
<td>PLACED IN SERVICE JULY, 1999. (Robert L. Myers data) EXTERIOR RE-STORED TO ORIGINAL ARCHITECTURE, INTERIOR REMODELED: c. 2001-02. (Dave Morrison data)</td>
<td></td>
</tr>
<tr>
<td><strong>GLENDALE</strong></td>
<td>IN SERVICE EFF: 9/15/27 PER GENERAL NOTICE #118. RENAMED &quot;PARKSIDE.&quot; (SEE: &quot;PARKSIDE&quot;)</td>
<td></td>
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<tr>
<td><strong>ROCK BCH.</strong></td>
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<tr>
<td><strong>GLENDALE WELLS</strong></td>
<td>EAST OF GLENDALE. PROBABLY AT GLENDALE JCT. WHERE MON-</td>
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TAUK 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
3RD 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. (Robert L. Myers data)

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.

GRAND STREET MAIN LINE & ROCK BCH. (E. OF WOODSIDE) 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)


2ND DEPOT OPENED: 10/1883, REMODELED: 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 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."


GREENLAWN PT. JEFFERSON BUILT: 1868 AS "CENTERPORT." RENAMED "GREENLAWN." BURNED: 1909.

2ND DEPOT OPENED: 9/1911. AGENCY CLOSED: 9/6/96.


GREENPORT MAIN LINE 1ST DEPOT IN SVC: 7/29/1844 AS TERMINUS OF LIRR. DEPOT BURNED IN TOWN FESTIVITIES: 7/4/1870

2ND DEPOT OPENED: 10/1870

3RD 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 RE-
PLACED 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 HOUSES THE EAST END SEAPORT & MARITIME FOUNDATION MUSEUM.

HI-LEVEL PLATFORMS AND SHELTER INSTALLED: 1999 TO ACCOMMODATE NEWLY-ARRIVED C3 BI-LEVEL CARS WHICH WERE PLACED IN SERVICE JULY, 1999. *(Robert L. Myers data)*

**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**

(OYSTER BAY)

(WEEK’S STATION)

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.


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. & 35TH AVE. APPEARS ON LIRR TIMETABLE OF 05/14/1877. CLOSED WITH BRANCH ABANDONMENT: 10/1877. BRANCH TO WHITESTONE BECAME THE LIRR'S WHITESTONE BRANCH AFTER THE CONSOLIDATION OF THE FRR., F&NSRR, FNS&CRR, SSRR & LIRR. (Art Huneke data)

GRUMMAN

MAIN LINE

6,955’ WEST OF BETHPAGE STATION. THREE WOODEN SHELTER SHEDS IN SVC: 02/02/42 PER G.O. #113C (ETT. #1 EFF: 09/14/41) FOR EM-
PLOYEES OF GRUMMAN AVIATION.
NO AGENCY.
STATION STOP RELOCATED: 02/19/51
WITH RELOCATION OF S. OYSTER
BAY RD. CROSSING ("Long Island
Railroader" data). THREE WOODEN
SHELTER SHEDS CONTRUCTED.
METAL SHELTER SHED BUILT:
c. 1960s. LAST SCHEDULED SER-
VICE TO STATION: 11/29/85.
STATION OFFICIALLY CLOSED:
12/2/85.

<table>
<thead>
<tr>
<th>HABERMAN</th>
<th>MONTAUK</th>
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<tr>
<th>HAGERMAN</th>
<th>MONTAUK</th>
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<tbody>
<tr>
<td>(EAST PATCHOGUE)</td>
<td>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 STATUS 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-</td>
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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


**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. & 52ND ST. LISTED ON TIME-TABLES OF 5, 6, & 8/1870 ONLY.
### HEMPSTEAD CRR OF LI (HEMPSTEAD)


**2nd 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 *(Photo provenance with official valuation photo and date)* Gutted By Fire: 12/31/62 And Remodeled. Razed: 1998

**3rd Terminal Building Built:** 1999-2000

### HEMPSTEAD L. I. R. R. (HEMPSTEAD)

1st Depot Built: c. 1839 As Terminal Of LIRR Which Was Extended 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 Terminal.

### S.S.R.R. HEMPSTEAD

BUILT: 1853. DISCONTINUED AS STATION STOP: 1878

### “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: 1929. SHORT, COVERED PLATFORM SHELTER ONLY. NO DEPOT
BUILDING: RAZED: 19? REPLACED WITH METAL SHELTER SHED.

HENRY STREET ATLANTIC WEST OF FLATBUSH AVE. ON WAY TO SOUTH FERRY. OUT OF SVC.____(?)

HERMANVILLE MAIN LINE APPEARS ON MAP OF 1857 FOR THE DEVELOPMENT OF A NEW COMMUNITY SOUTH OF THE TRACKS AND EAST OF LAKE STATION. NO TIMETABLE EVIDENCE AS YET. (Info courtesy of Art Huneke)

HERMITAGE MAIN LINE APPEARS ON TIMETABLE OF 5/1/1848. RENAMED “PECONIC”. (SEE: “PECONIC.”)


<table>
<thead>
<tr>
<th>Location</th>
<th>Type</th>
<th>Details</th>
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<tbody>
<tr>
<td>HILLSIDE (FLUSHING)</td>
<td>CRR OF LI</td>
<td>OPENED: 4/1874, ABANDONED: 4/30/1879</td>
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<tr>
<td></td>
<td>CREEDEMOOR</td>
<td></td>
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<tr>
<td>HILLSIDE</td>
<td>MAIN LINE</td>
<td>EMPLOYEE-ONLY STOP AT HILLSIDE MAINTENANCE FACILITY, M.P. 11 IN SVC: 11/26/84 PER</td>
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</table>

4TH AND TEMPORARY DEPOT RELOCATED TO SHOO-FLY NORTH OF ORIGINAL LOCATION IN SVC: 11/13/62
5TH AND ELEVATED STRUCTURE IN SVC: 7/1/64.
HINSDALE  CRR OF LI  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 (Art Huneke data).

HOLBROOK  MAIN LINE  STATION STOP OPENED: __?__.

IN JUNE-JULY, 1875 A COMBINATION CIGAR FACTORY AND DEPOT WAS BUILT BY A LARGE LANDOWNER NAMED McCOTTER. THE BLDG WAS 40' x 40', TWO STORIES, WITH CUPOLA ATOP. HALF THE GROUND FLOOR WAS USED AS A TICKET OFFICE, EXPRESS OFFICE AND WAITING ROOM AND THE OTHER HALF USED AS A SHIPPING ROOM BY THE FACTORY WHICH OCCUPIED THE 2ND FLOOR (Vincent Seyfried data). PER “Babylon Signal” NEWSPAPER ARTICLE OF 03/25/1882, THIS STATION ALONG WITH LAKELAND WAS TO BE CONSOLIDATED AND REPLACED WITH A NEW STATION NAMED "RONKONKOMA" (Art Huneke data).

BECAME STATION STOP ONCE AGAIN (1907). TINY WOODEN DEPOT RELOCATED FROM NORTH TO SOUTH SIDE OF MAIN TRACK: 4/24/39, RAZED: 6/62. REPLACED WITH METAL SHELTER SHED.

DROPPED AS STATION STOP FROM ETT #3, EFF: 5/20/68

HOLLAND (HOLLANDS)  (S.S.R.R.)  ROCK. BCH.  FIRST LISTED ON TT OF 7/1872 AT BEACH 92ND ST. LIRR DEPOT BUILT: MAY-JUNE/1880. REMODELED: APR-MAY/1899, REMODELED: 1914, CLOSED:
HOLLIS

MAIN LINE


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,
<table>
<thead>
<tr>
<th>Location</th>
<th>Type</th>
<th>Details</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>BURNED</strong></td>
<td></td>
<td>1/4/14</td>
</tr>
<tr>
<td><strong>Hopedale</strong></td>
<td>Main Line</td>
<td>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. (Newtown Register 8/28/1884)</td>
</tr>
<tr>
<td><strong>Hopkinson Ave.</strong></td>
<td>Atlantic R.T.</td>
<td>East of Saratoga Ave., Bklyn. Out of SVC. ____(?).</td>
</tr>
<tr>
<td><strong>Howard</strong></td>
<td>Rock. BCH.</td>
<td>0.1 Miles South of &quot;WD&quot; Tower (West End of Trestle) on ETT #37 Eff.: 11/5/1905. Out of SVC: ?</td>
</tr>
<tr>
<td><strong>Howard House</strong></td>
<td>Atlantic</td>
<td>(Alabama Ave., East New York)</td>
</tr>
</tbody>
</table>

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56
<table>
<thead>
<tr>
<th>Location</th>
<th>Type</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Hulse Turnout</td>
<td>Main line</td>
<td>4 miles East of Manor (1852 timetable)</td>
</tr>
<tr>
<td>Hyde Park</td>
<td>Main line</td>
<td>1st depot built: c. 1837 with opening of LIRR to Hicksville. Renamed &quot;New Hyde Park.&quot; (see: &quot;New Hyde Park&quot;)</td>
</tr>
<tr>
<td>Inglewood (Queens)</td>
<td>Main line</td>
<td>At Creed Ave.-Springfield Ave. East of Hempstead Tpke. (Present day Queens Village) station dedicated 10/19/1871 (per &quot;Brooklyn Eagle&quot;) renamed &quot;Queens&quot;: 10/1881. (see: &quot;Queens&quot;)</td>
</tr>
<tr>
<td>Inner Beach</td>
<td>Long beach</td>
<td>See &quot;Queenswater&quot;</td>
</tr>
<tr>
<td>Interstate Park</td>
<td>Main line</td>
<td>Formerly &quot;Brushville.&quot; New frame depot opened: 3/20/1900, E. of Hempstead Tpke., W. of</td>
</tr>
</tbody>
</table>

TRACKSIDE HOTEL WITH PLATFORM OUT FRONT. USED AS DEPOT FOR A TOTAL OF THREE RAILROADS FROM 1853 – 1902. SEE: “EAST NEW YORK” AND “MANHATTAN CROSSING.”
QUEENS TO SERVICE VISITORS TO THE INTERSTATE PARK ASSOCIATION’S GROUNDS. 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 (Per Vincent F. Seyfried) DISCONTINUED AS STATION STOP: 18__ (?)

2ND STATION CONSISTING OF A 1,000 FOOT LONG, LOW, CINDER PLATFORM OPENED: 1916 AT HICKSVILLE RD. CROSSING OF CENTRAL BRANCH FOR MERILLON ESTATES CORP. (REAL ESTATE DEVELOPMENT). CLOSED: 19__

ISLIP


2ND DEPOT BUILT: 1881, RAZED: 12/1963


ISLIP CENTRE

S. S. R. R. S. SIDE R. R. DEPOT OPENED: 12/1/1868
ONE MILE WEST OF ISLIP. PERHAPS USED TO SERVICE MEMBERS OF THE OLYMPIC BOAT CLUB OR A NEARBY BICYCLE RIDING CLUB. OUT OF SERVICE: 6/1869. LOADED ON FLAT-CAR AND HAULED EAST: 8/19/1869 POSSIBLY BECAME THE DEPOT BUILDING FOR THE "CLUB HOUSE" STATION STOP WHICH OPENED IN 1869 TO SERVICE MEMBERS OF THE SOUTH SIDE SPORTSMEN'S CLUB.

S. SIDE R. R. DEPOT OPENED:
10/28/1867. CLOSED:
12/25/1871 AND SOLD TO A RESIDENT.

2ND 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. AP-
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

JAMAICA (SOUTH ST.) ATLANTIC
SEE; "SOUTH STREET."

JAMAICA (UNION HALL ST.) MAIN LINE
SEE: "UNION HALL STREET."

JAMAICA RACETRACK ATLANTIC
SEE: "LOCUST MANOR"

JAMESPORT MAIN LINE
1ST DEPOT APPEARS ON TIMETABLE OF 4/24/1845. DEPOT RELOCATED AND RECONSTRUCTED: AUG-SEPT/1869. DESTROYED BY FIRE: 10/17/1877. STATION RELOCATED AND BUILDING REPLACED. (Derek Stadler data)
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

JEKYLL ISLAND  LONG BEACH  OPENED: c. 1897 AS “BARNUM ISLAND” RENAMED “JEKYLL 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 VARIERS 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 GARDENS MAIN LINE SEE “KEW”. AGENCY CLOSED: 8/19/2009.

KINGS HIGHWAY MANH'T'N BCH. OPENED: 1883, RAZED: 1909 DUE TO GRADE ELIMINATION 2ND DEPOT OPENED: 1909, CLOSED: 1924 WITH BRANCH ABANDONMENT


KINGSTON AVE. (BROOKLYN) ATLANTIC R.T. EAST OF BROOKLYN AVE. OUT OF SVC. ___(?)


KOUWENHOVEN MANH'T'N BCH (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 “Babylon Signal” NEWSPAPER
ARTICLE OF 03/25/1882, THIS STATION AND HOLBROOK WERE TO BE CONSOLIDATED AND REPLACED WITH A NEW, RELOCATED STATION NAMED "RONKONKOMA." DISCONTINUED AND RAZED WITH OPENING OF NEW STATION PER "Babylon Signal" NEWSPAPER ARTICLE OF 08/04/1883 (Art Huneke data). (SEE: "RONKONKOMA")

<table>
<thead>
<tr>
<th>Location</th>
<th>Line</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>LAKE ROAD (LAKE STATION)</td>
<td>MAIN LINE</td>
<td>OPENED AS &quot;LAKE STATION&quot; WITH ARRIVAL OF LIRR IN 1843. LOCATED 90' EAST OF THE THEN POND ROAD. AND 1,250' EAST OF OCEAN AVE. APPEARS AS &quot;LAKE ROAD&quot; ON 1845 AND 1848 TIME-TABLES. CALLED &quot;LAKE STATION&quot; ON 1857 MAP.</td>
</tr>
<tr>
<td>LAKE STATION</td>
<td>MAIN LINE</td>
<td>SEE: &quot;LAKE ROAD&quot;</td>
</tr>
<tr>
<td>LAKEVIEW</td>
<td>W. HEMPST'D</td>
<td>BUILT: 192, RAZED: 192, REPLACED WITH METAL SHELTER SHED.</td>
</tr>
<tr>
<td>LAKE RONKONKOMA</td>
<td>MAIN LINE</td>
<td>SEE: &quot;RONKONKOMA&quot;</td>
</tr>
<tr>
<td>LANDIA</td>
<td>PT. JEFFERSON</td>
<td>LOW PLATFORMS IN SVC: 12/15/52 BOTH SIDES OF TRACK TO SERVICE EMPLOYEES OF CIRCLE WIRE (LATER CERRO WIRE). CLOSED: 10/3/73.</td>
</tr>
<tr>
<td>LAMB'S CORNER SAG HARBOR</td>
<td>SAG HARBOR</td>
<td>IN SVC: 1906 (per &quot;East Hampton Star&quot; via Richard Makse) APPEARS IN SPECIAL INSTRUCTIONS OF ETT #49: 9/09/1908 AS &quot;NOYACK ROAD.&quot; (Art Huneke data). (SEE: &quot;NOYACK ROAD&quot;)</td>
</tr>
<tr>
<td>LAUREL</td>
<td>MAIN LINE</td>
<td>STATION STOP ORIGINALLY APPEARS AS &quot;FRANKLINVILLE.&quot; NOT LISTED ON TT OF 10/1880 or 1881. APPEARS ON TT OF 09/10/1884 AS &quot;FRANKLINVILLE.&quot; NO DEPOT BUILDING INDICATED.</td>
</tr>
</tbody>
</table>
**LAUREL HILL**  **MONTAUK**

Northeast corner of crossing of Clifton Ave. (46th St.) east of Penny Bridge station. On 1891 map. Abandoned: c. 1900. 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**


**LAWRENCE**  **S. S. R. R. (FAR ROCK)**


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.


Per Bob Emery
Per Vincent F. Seyfried’s LIRR history.
3-year gap???) MOVED TO PRIVATE LOCATION: 7/31/1906
2ND DEPOT OPENED: 8/1906. AGENCY CLOSED: 9/6/96.

LEFFERTS AVENUE ATLANTIC 118TH ST. APPEARS ON TIMETABLES OF 1867. LAST LISTED IN 6/1870.


2ND DEPOT PRIVATELY BUILT 25’ NORTH OF ORIGINAL DEPOT SITE (ACROSS TRACKS ON NORTH SIDE OF TRACKS.) 2-STOREY, WOODEN DEPOT HAD AGENT’S LIVING QUARTERS UPSTAIRS. OPENED IN TIME FOR JUNE 6TH, 1870 FESTIVITIES FOR LAND SALE AND DEVELOPMENT OF BRESLAU. SSRR GAVE A TERRIBLE 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 Huneke). 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: 3/26/1901. TICKET BAY WINDOW ENLARGED. DEPOT AND SHELTER SHED ACROSS FROM DEPOT MOVED FURTHER EAST: c. 1926 (Bob Emery) TO BE JOINED WITH FREIGHT/EXPRESS HOUSE WHICH HAD BEEN SHORTENED BY 1/2 ITS ORIGINAL LENGTH. DEPOT REMODELED AND TICKET BAY WINDOW REMOVED. DONATED TO THE LINDENHURST HISTORICAL SOCIETY BY THE LIRR IN 1967, BUT REMAINED IN USE UNTIL 10/25/1968 WHEN DEPOT WAS CLOSED DUE TO GRADE ELIMINATION PROJECT AND MOVED TO NEARBY IRMISCH PARK. FREIGHT HOUSE SEPARATED FROM DEPOT AND BOTH STRUCTURES RESTORED TO TWO, SEPARATE STRUCTURES, ALTHOUGH NOT OF THE ORIGINAL CONFIGURATION AND SIZE. ORIGINAL SIZED BAY WINDOW RESTORED, BEGIN-
NING 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

<table>
<thead>
<tr>
<th>LINWOOD STREET</th>
<th>ATLANTIC R.T.</th>
<th>RAPID TRANSIT STOP PER TT, EFF. 6/24/1890</th>
</tr>
</thead>
<tbody>
<tr>
<td>(BROOKLYN)</td>
<td></td>
<td></td>
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</table>

<table>
<thead>
<tr>
<th>L.I.R.R. SHOPS</th>
<th>MONTAUK</th>
<th>SEE: “SHOPS”</th>
</tr>
</thead>
</table>

| LITTLE NECK             | FLUSHING R.R. | APPEARS ON TIMETABLE OF 1866.              |
| NY & FLUSHING           |               | DEPOT OPENED: JULY/1870                   |
| FLUSHING & N. SIDE      |               | 2ND DEPOT OPENED: 12/1890.                |
| (PORT WASHINGTON)       |               | AGENCY CLOSED: 8/19/2009                  |

<table>
<thead>
<tr>
<th>LOCKWOOD’S GROVE</th>
<th>NY &amp; ROCK R.R.</th>
<th>(SEE: &quot;FAR ROCKAWAY&quot;)</th>
</tr>
</thead>
</table>

| (“RACETRACK”)           | (ATLANTIC)    | DEPOT OPENED: 6/1869 (2-Year gap??) LISTED WITH BOTH NAMES ON TIMETABLES. 2ND, WOODEN DEPOT BLDG. WITH LOW-LEVEL PLATFORMS IN SVC: 1898 (Per Robert Emery) WESTBOUND, COVERED, HIGH-LEVEL WOODEN AND EASTBOUND, OPEN, LOW-LEVEL CINDER PLATFORMS, EAST OF DEPOT AND CROSSING TO ACCOMMODATE JAMAICA RACETRACK IN SVC: 1906 (TRACK OPENED IN 1903). SHELTER SHED ADJACENT TO AND NEARLY TOUCHING DEPOT BLDG ERECTED: 1927. STATION RENAMED “LOCUST MANOR”: 1929. |

| LOCUST MANOR            | ATLANTIC      | FORMERLY “LOCUST AVENUE” OR “RACETRACK” STATION. RENAMED: 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: ?

<table>
<thead>
<tr>
<th>Location</th>
<th>Oyster Bay</th>
<th>Opened: 4/19/1869</th>
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<tr>
<th>Long Beach</th>
<th>Long Beach</th>
<th>Built: 1880, Closed: 1909</th>
</tr>
</thead>
</table>

LEVEL PLATFORMS INSTALLED FOR BI-LEVEL CARS. STATION STOP IN LIMITED USE. NO AGENCY.


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 OFFICE HOURS" OF 9/18/67. AGENCY CLOSED: ?


<table>
<thead>
<tr>
<th>Location</th>
<th>Details</th>
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<tbody>
<tr>
<td>MANHATTAN JCT. (MANHATTAN BCH. JCT.) (BAY RIDGE)</td>
<td>JUNCTION OF MANHATTAN BEACH AND BAY RIDGE BRANCHES. APPEARS IN TT OF 7/1877. AFTER 1878, DISAPPEARS FROM TT FOR REGULAR SEASONAL TRAINS BUT APPEARS IN OFF-SEASON TABLES AND IN THOSE FOR RACETRACK SPECIALS. IN 1893 APPEARS AS &quot;OCEAN AVENUE&quot; BUT REVERTS TO ORIGINAL NAME IN 1895. REGULARLY LISTED AGAIN BEGINNING IN 1898. LASTED UNTIL END OF PASSENGER SERVICE ON BRANCH IN 1924.</td>
</tr>
<tr>
<td>MANHATTAN ATLANTIC &amp; CROSSING (NY &amp; MANHATTAN BCH. R.R. CROSSING)</td>
<td>EAST NEW YORK, BKLYN. ALSO USED AS RAPID TRANSIT STOP PER ETT #11, EFF. 11/4/1878. RENAMED &quot;EAST NEW YORK&quot;: 11/1905 WITH INAUGURATION OF FULL ELECTRIC SVC. FROM FLATBUSH AVENUE. (SEE: &quot;EAST NEW YORK.”)</td>
</tr>
<tr>
<td>MANOR MAIN LINE</td>
<td>SEE: “MANORVILLE”</td>
</tr>
<tr>
<td>MANORVILLE MAIN LINE</td>
<td>APPEARS ON TIMETABLE OF 6/14/1845 AS “ST. GEORGE’S MANOR” AND IN 1852, SHORTENED TO “MANOR.” RAZED: 9/1869 (Per local history, the first station agent, Seth Raynor, a patriot of the American Revolution, painted out the “St. George’s,” leaving “Manor.”) THE TOWN NAME CHANGED TO MANORVILLE WITH OPENING OF THE POST OFFICE, BUT TIME-TABLES AND LIRR DOCUMENTS RETAINED THE NAME “MANOR” UNTIL c. 1907-1908. PHOTO OF DEPOT TAKEN IN 9/1906 SHOWS “MANOR” STATION SIGN ON SIDE OF BLDG. JUNCTION TO EASTPORT WITH NEW BRANCH TERMINATING AT SAG HARBOR CONSTRUCTED: 1870.</td>
</tr>
<tr>
<td>Location</td>
<td>Type</td>
</tr>
<tr>
<td>-------------------------------</td>
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</tr>
<tr>
<td>MAPLE GROVE</td>
<td>MAIN LINE OPENED: MAY/1879 AS FLAG STOP FOR MAPLE GROVE CEMETERY. CLOSED: 1882. REOPENED: 1883. REMOVED IN 1909 WITH REALIGNMENT OF TRACKS. MOVED APPROX. 600’ SOUTH ALONGSIDE NEW SITE OF KEW STATION (WHICH OPENED 9/8/1910) AND PERPENDICULAR TO TRACKS FOR USE AS REAL ESTATE OFFICE FOR DEVELOPERS OF KEW. RAZED A SHORT TIME LATER.</td>
</tr>
<tr>
<td>MASPETH</td>
<td>FLUSHING R.R. OPENED: 1855. ABANDONED: 1858</td>
</tr>
<tr>
<td>MASSAPEQUA (SO. OYSTER BAY)</td>
<td>MONTAUK (S.S.R.R.) ORIGINALLY OPENED AS SOUTH OYSTER BAY BY THE SSRR c. 1867. LOCATED WEST OF THE HICKSVILLE RD. CROSSING. RENAMED &quot;MASSAPEQUA&quot; IN MAY, 1889. (Art Huneke data) 2ND, RELOCATED DEPOT BUILT: MAY-JUNE/1891, EAST OF HICKSVILLE ROAD CROSSING. RAZED: 1/53 WITH GRADE ELIMINATION. TEMPORARY STATION RELOCATED WEST</td>
</tr>
</tbody>
</table>
MASSAPEQUA PARK        MONTAUK

- Originally eastbound and west-bound platforms only. In SVC: 12/3/33 (G.O. 121-2)
- Shelter shed on each platform added: ?
- Ticket office built into corner of west-bound shelter shed: ?
- Trailer installed as ticket ofc: 8/3/65 (Brad Phillips data)
- Replaced by temporary station during grade crossing elimination project: 12/21/77.
- Temporary station account grade crossing elimination in SVC: 12/21/77.
- Out of SVC: 12/13/80 and razed.
- Agency closed: 8/19/2009

MASTIC                  MONTAUK

- Station stop discontinued: 7/15/60.
- Moved 7,010’ west to Mastic-Shirley.
- Razed: 8/60

MASTIC-SHIRLEY         MONTAUK

- 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. (Robert L. Myers data)

MATAWOK              ROCK BCH.

- Opened: June (?), 1910 with opening of Glendale cut-off.
- Originally located 500’ south (railroad east) of trotting course lane crossing and 740’ north (railroad west) of
MYRTLE AVE. OVERGRADE CROSSING. LISTED ON ETT #58, EFF: 9/8/1910. NO INDICATION OF STATION BLDG. PLATFORMS ONLY. STATION POSSIBLY DESTROYED BY FIRE IN EARLY 1913. (Data and LIRR blueprint and photo provenance by Art Huneke)

REPLACEMENT STATION BUILT 1.1 MILES NORTH OF ORIGINAL LOCATION AT FLEET ST. (FORMERLY WHITE POT RD) UNDER-GRADE CROSSING SOUTH OF WHITE POT JCT. (Data and map provenance by Richard F. Makse). NO TRAINS INDICATED AS STOPING 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 ACCESED 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
MATTITUCK

MAIN LINE

1ST DEPOT APPEARS ON TIMETABLE OF 6/14/1845.

MAYWOOD

CRR OF LI (CENTRAL EXT.)


MEADOW BROOK

CENTRAL EXT.

1ST 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-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

1ST DEPOT OPENED: 6/26/1844 WITH OPENING OF LIRR OUT TO TEMPORARY END-OF-TRACK AT CARMAN'S RIVER. BURNED ALONG WITH FREIGHT HOUSE: 08/20/1863

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.


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 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.

4TH ELEVATED STATION WITH HI-LEVEL PLATFORMS AND SHELTER INSTALLED: 1999 TO ACCOMMODATE NEWLY-ARRIVED C3 BI-LEVEL CARS WHICH WERE PLACED IN SERVICE JULY, 1999. (Robert L. Myers data)

MELVILLE MAIN LINE 1ST DEPOT OPENED: c. 1895-1897 AS "MELVILLE" ON N.W. SIDE OF WELLWOOD AVENUE. LISTED ON TIMETABLES AS FLAG STOP. THEN AS "PINELAWN (MELVILLE)" IN TIMETABLE OF JUNE, 1898. LISTED AS "PINELAWN" IN TIMETABLE OF 1899. (SEE: "PINE-LAWN")


MERRICK S. S. R. R. S. SIDE R. R. SVC. BEGAN:
(MONTAUK) 10/28/1867. HOTEL BUILT: 1869 BY CHAS. FOX, PRES. OF SOUTH SIDE RAILROAD, TO ALSO SERVE AS STATION FOR HIS RAILROAD.

2ND DEPOT BUILT: 1885
3RD DEPOT BUILT: 1902

1ST TEMPORARY STATION BUILT: 1968 WEST OF FORMER STATION LOCATION WITH HIGH LEVEL PLATFORMS FOR ACCOMMODATION OF NEWLY ARRIVING M1 ELECTRIC CARS. 1902 DEPOT BUILDING RAZED:

6/69 ACCOUNT GRADE ELIMINATION PROJECT.

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 (per photo evidence).

4TH STATION FACILITIES RELOCATED ON ELEVATION 63' NORTH OF FORMER LOCATION AND CONVERTED FROM TWO HIGH-LEVEL OUTSIDE PLATFORMS TO A SINGLE HIGH LEVEL ISLAND PLATFORM, AND 2ND TEMPORARY FACILITIES PLACED OUT OF SVC: 6/28/75 (G. O. #216) AND RAZED.

NEWLY ELEVATED STRUCTURE IN SVC: 6/28/75. (G. O. #216)

METROPOLITAN AVE. BUSHWICK BUILT: ? CLOSED WITH END OF PSGR. SVC: 5/13/24 AND REMOVED


MILLBURN MONTAUK (SEE: "BALDWIN")
MILLER'S PLACE (MILLERS PLACE) WADING RIVER STATION STOP WITH OPENING OF BRANCH: 06/27/1895. APPEARS ON TIMETABLES WITH AND WITHOUT THE APOSTROPHE BUT NEVER AS "MILLER PLACE" AS THE TOWN LATER WAS NAMED. ORIGINALLY NO DEPOT BUILDING. STOP ONLY.

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). THEREAFTER LOW CINDER PLATFORM ONLY. LAST REVENUE TRAIN: 10/9/38. OUT OF SVC. PER G.O. #1006C: 3/29/39 AND BRANCH ABANDONED.


2nd DEPOT OF SIMILAR SIMPLE DESIGN OPENED: 1912. BURNED: 1918.

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

MINEOLA PARK MAIN LINE SEE: "CARLE PLACE"

MITCHEL FIELD CENTRAL EXT. ORIGINALLY "AVIATION FIELD NO. 2" ON THE EAST SIDE OF THE FORMER CAMP MILLS EAST OF GARDEN CITY. CAMP MILLS AND AVIATION FIELD NO. 2 RENAMED "MITCHEL FIELD" 7/16/1918. NAME CHANGE OFFICIALLY APPROVED: APRIL/1919.) WOODEN SHELTER SHED BUILT: 19_?_ DISCONTINUED AS STATION STOP: 5/15/53 WITH END OF SHUTTLE PSGR. SERVICE ON BRANCH.
MONTAUK

BUILT: 1895, REMODELED TO 2ND STOREY: c. 1907. AGENT AND FAMILY LIVED UPSTAIRS.
RAZED: 1927.

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.

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__.
IN USE ON-SITE AS A PRIVATE BUSINESS.

HI-LEVEL PLATFORMS AND SHELTER INSTALLED: 1999 TO ACCOMMODATE NEWLY-ARRIVED C3 BI-LEVEL CARS WHICH WERE PLACED IN SERVICE JULY, 1999. (Robert L. Myers data)

MORICHES

LIRR ORIG.
SAG HARBOR

SEE: “EASTPORT”

MORRIS GROVE

ATLANTIC

EX-S. S.R.R. DEPOT AT BERLIN MOVED 2 BLOCKS WEST IN 1878 AND RENAMED “MORRIS GROVE.” LATER RENAMED “MORRIS PARK.” CLOSED: 1886

MORRIS PARK

ATLANTIC


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


MYRTLE AVENUE EVERGREEN OPENED: 5/15/1878. CLOSED: MAY/1882


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")


NAT'L RIFLE RANGE CRR OF LI (CREEDMOOR) SEE: "CREEDMOOR"

NECK ROAD MANH'TN BCH. (BAY RIDGE) OPENED: 1893, RAZED: 1909 WITH GRADE ELIMINATION 2ND DEPOT OPENED: 1909, CLOSED: 1924 WITH BR. ABANDONMENT.

NEPTUNE HOUSE S.S.R.R. ROCK. BCH. BUILT: 1875 AT BEACH 116TH ST., ROCKAWAY BEACH. (SOUTHERN DIVISION IN 07/15/1878 BOOK OF RULES) CLOSED: _?_. LATER SITE OF "ROCKAWAY PARK" STATION.

NEW BRIDGE ROAD CENTRAL EXT. STATION STOP EAST OF CENTRAL PARK STATION (AT STEWART AVE.) NO INDICATION OF DEPOT BLDG. CONSTRUCTED. APPEARS ON 1876 FREIGHT REPORT. ETT #13, EFF: 1879, INDICATES EASTBOUND TRAIN #19 WILL MAKE STATION STOP ALTHOUGH STATION IS NOT INDICATED IN TIMETABLE LISTING OF STOPS. DISCONTINUED AS STOP: __

NEW BROOKLYN ATLANTIC EARLY STOP BETWEEN BEDFORD AND EAST NEW YORK. APPEARS ON 1852 TIMETABLE ONLY.

NEW CASSEL MAIN LINE W. SIDE OF URBAN ROAD, WESTBURY AND N. SIDE OF TRACKS (Robt. Emery data). APPEARS ON 1877 TIMETABLE AND 1877 "TICKETS SOLD" FORM. APPEARS ON 1877
"STATIONS" LIST AND 1882 "EXPRESSION-FREIGHT" FORM. APPEARS ON 1898 STATION LIST. GONE FROM STATION LIST OF 1900. (Art Hunek data)

NEW HYDE PARK MAIN LINE 1ST DEPOT BUILT: c. 1837 AS "HYDE PARK" WITH OPENING OF LIRR TO HICKSVILLE. RENAMED "NEW HYDE PARK.
2ND DEPOT BUILT: 1870, S. SIDE OF TRACKS. RAZED: SUMMER/1947

NEW LOTS MANH'N BCH. MANH'N BCH. MANH'N BCH. (NEW LOTS ROAD) (NEW LOTS ROAD) (BAY RIDGE) (BAY RIDGE) APPEARS IN TT OF 7/1877. AFTER 1878, LISTED FOR OFF-SEASON SERVICE ONLY. LAST APPEARS IN TT OF 5/1897.

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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: __?__

NORTH ISLIP MAIN LINE SEE: "SUFFOLK" STATION

NORTHPORT NORTHPORT SEE: "OLD NORTHPORT")

NORTHPORT PT. JEFFERSON (NEW NORTHPORT)
(NORTHPORT-EAST STATION)

NORTH ROSLYN OYSTER BAY (SEE: "WHEATLEY HILLS")


NORWOOD WEST HEMP. OPENED: c. 1892. RENAMED "MALVERNE": 2/1913


NOSTRAND AVE. ATLANTIC & ATLANTIC R.T. (BROOKLYN) 1ST DEPOT BUILT: 18 ? (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.

2ND 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”
(Per “East Hampton Star” via Richard Makse) APPEARS IN SPECIAL IN-
STRUCTIONS OF ETT #49:
9/09/1908 AS “NOYACK ROAD.”
(Art Huneke data). SHELTER SHED
BUILT: 1922. OUT OF SVC:
5/3/39 AND RAZED WITH BRANCH
ABANDONMENT.

RAZED: 1890
2ND 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.) MANH’TN BCH. ABANDONMENT OF MAN. BCH. BR.

OCEAN POINT S. S. R. R. (SEE: “CEDARHURST”)
NY & ROCK R.R./
L.I.R.R.

OCEANSIDE LONG BEACH OPENED: 5/1/1915, DAMAGED BY FIRE:
LATE 1959, RAZED: 10/59 (Per
1951 AND WAS PARTIALLY BOARD-
“Long Island Railroader” of 11/05/59)
ED UP, LATER RAZED: 10/59 (Per
2ND DEPOT BUILT: LATE 1959, RAZED:
“Long Island Railroader” of 11/05/59)
SUMMER/2002
OLD NORTHPORT (NORTHPORT)   OLD NORTHPORT   BUILT: JAN-MAR/1868. IN SVC:

04/25/1868  (Art. Huneke data)
ETT #10, EFF: 06/28/1899 INDICATES LAST PSGR. SVC. (Art Huneke data)
ABANDONED: 10/17/1899. OLD NORTHPORT BRANCH USED ONLY FOR FREIGHT SERVICE THEREAFTER.
MANUAL SWITCH TO ACCESS OLD NORTHPORT BRANCH OUT OF SVC:
07/18/80 PER G.N. #2-16, ETT #2 EFF. 05/12/80

ORIENTAL HOTEL   MANH'TN 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?

UNDER RENOVATION FOR RESTORATION 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)

OZON 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.


PARKVILLE MANH’TN BCH. (BAY RIDGE) OPENED: 7/1877. CLOSED AFTER THE SUMMER OF 1897. JCT. OF PROSPECT PARK & CONEY ISLAND RR WITH LONG ISLAND RAIL ROAD.

PARKVILLE PROSPECT (MANH’TN BCH.) (BAY RIDGE) (1903 CR4) (JUNCTION OF PROSPECT PARK AND CONEY ISLAND RAIL ROAD WITH THE LONG ISLAND RAIL ROAD) (BUILT S. SIDE OF BAY RIDGE BRANCH TRACKS AND WEST SIDE OF B.R.T. TRACKS AT GRAVES-END AVENUE)


PECONIC  MAIN LINE  1ST DEPOT APPEARS ON TIMETABLE OF 5/1/1848 AS “HERMITAGE.” RENAMED “PECONIC”.
2ND 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 (ATLANTIC RT)  EAST OF HOWARD HOUSE. ON TTs OF 1837. LATER A RAPID TRANSIT STOP. OUT OF SVC. ___(?)

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:
90


<table>
<thead>
<tr>
<th>PENNY BRIDGE</th>
<th>FLUSHING R.R. NY &amp; FLUSHING FLUSHING &amp; N. SIDE</th>
<th>OPENED: 1854. ABANDONED: 1869</th>
</tr>
</thead>
<tbody>
<tr>
<td>PENNY BRIDGE</td>
<td>MONTAUK</td>
<td>SHELTER SHED BUILT: 1902</td>
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<td>2ND SHELTER SHED BUILT: 1921,</td>
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<td>CLOSED: 3/16/98 AND DISCONTINUED AS STATION STOP: 3/16/98</td>
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<tr>
<td>PHELPS-DODGE</td>
<td>MONTAUK</td>
<td>(SEE: “LAUREL HILL”)</td>
</tr>
<tr>
<td>PILGRIM STATE</td>
<td>SPUR OFF W. OF SAG-TIKOS PKY.</td>
<td>SPUR CONSTRUCTED: 1930 FOR COAL</td>
</tr>
<tr>
<td>HOSPITAL (BRENT-WOOD)</td>
<td>SPUR OFF MAIN LINE</td>
<td>DELIVERY TO THE INSTITUTION.</td>
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<tr>
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<td>STATION WITH COVERED SHELTER</td>
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<td></td>
<td>AND CONCRETE PLATFORM IN SVC.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>PER ETT #1, EFF: 6/24/34. DISCONTINUED AS STATION STOP EFF: 5/21/78 PER OFFICIAL LIRR NOTIFICATION DUE TO LACK OF PATRONAGE. SPUR TRUNCATED: 19__? AND TRACKS REMOVED FROM UPPER PORTION OF SPUR. LOWER PORTION OF SPUR USED BY LIRR AS STORAGE TRACK. COVERED SHELTER AND PLATFORM STILL IN PLACE: 2013 BUT HEAVILY</td>
</tr>
</tbody>
</table>
OVERGROWN.

PINEAIRE MAIN LINE  

PINELAWN MAIN LINE  
1ST 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.

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 CEMETARY 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  
1ST DEPOT OPENED: c. 1895-1897 AS "MELVILLE" ON N.E. SIDE OF WELLWOOD AVENUE. LISTED ON TIMETABLES AS FLAG STOP.
<table>
<thead>
<tr>
<th>Station</th>
<th>Location</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Plain Edge</td>
<td>Central Ext.</td>
<td>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.</td>
</tr>
<tr>
<td>Plainfield</td>
<td>Main Line</td>
<td>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.</td>
</tr>
<tr>
<td>Point Lookout</td>
<td>Long Beach Marine Ry</td>
<td>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</td>
</tr>
</tbody>
</table>
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.

PORT JEFFERSON  PT. JEFFERSON
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:
TEMPORARY STATION IN SVC: 12/1999
DURING RENOVATION OF OLD DE-
POT. (Derek Stadler research) EXTER-
IOR RESTORED TO ORIGINAL ARCHI-
TECTURE, INTERIOR REMODELED.
RENOVATION COMPLETED AND OLD
(Derek Stadler)

PORT WASHINGTON  PORT WASH.
OPENED: 06/23/1898 AS WOOD-FRAMED
BLDG. WITH WOOD SIDING. REMOD-
ELED WITH BRICK FACING: 1930.
BRICK FACING REMOVED AND DEPOT
RESTORED TO CLOSE-TO-ORIGINAL
CONDITION FOR 100TH ANNIVERSARY
CELEBRATION: 1998

POWER PLACE  S.S.R.R.
(ATLANTIC)
SEE: “CEDAR MANOR”
PRAIRIE GRASS    MONTAUK
FURNITURE CO. WORKS  EAST OF GLENDALE. LOW LEVEL
PLATFORM FOR EMPLOYEES OF
THE PLANT, PER 11/1904 ETT
SPECIAL INSTRUCTIONS. FORM-
ERLY "AMERICAN GRASS TWINE
WORKS." BECAME "PRAIRIE
GRASS WORKS" PER 5/1923 ETT
SPECIAL INSTRUCTIONS.

PRAIRIE GRASS
WORKS  EAST OF GLENDALE. LOW LEVEL
PLATFORM FOR EMPLOYEES OF
THE PLANT, PER 5/1923 ETT
SPECIAL INSTRUCTIONS. FORM-
ERLY "AMERICAN GRASS TWINE
WORKS," "PRAIRIE GRASS FURN-
ITURE CO. WORKS." BECAME
ATLAS, PER 9/1923 ETT SPE-
CIAL INSTRUCTIONS.

PROMISED LAND
(PROMISELAND)  MONTAUK  PLATFORM ONLY. OPENED: __?
AS FLAG STOP ONLY, FOR EMP-
LOYEES OF NEIGHBORING FISH
PROCESSING PLANTS. APPEARS AS
A SIGNAL STOP AS "PROMISE LAND"
IN SPECIAL INSTRUCTIONS OF ETT
#15: 06/29/1900. APPEARS AS
SIGNAL STOP IN SPECIAL INSTRUC-
TIONS OF ETT #27: 06/25/1903. AP-
PEARS AS A SIGNAL STOP IN SPECIAL
INSTRUCTIONS OF ETT #49:
09/09/1908. APPEARS AS STATION
DESIGNATION "S106" IN 1903, 1913,
AND 1924 CR4BOOKS (Art Huneke
data). CINDER PLATFORM IN 1924.
STATION STOP DISCONTINUED:
12/31/28 (Robt. Emery data: both
items).

QUEENS  MAIN LINE  FORMERLY "INGLEWOOD" STATION.
RENAMED: 10/1881 AS "QUEENS",
MOVED TO PRIVATE LOCATION:
1924 WITH GRADE ELIMINATION.
(SEE: "QUEENS VILLAGE")

QUEENS  MAIN LINE  SEE: "BRUSHVILLE."
<table>
<thead>
<tr>
<th>Location</th>
<th>Line</th>
<th>Details</th>
</tr>
</thead>
<tbody>
<tr>
<td>QUEENS VILLAGE</td>
<td>MAIN LINE</td>
<td>OPENED: 10/1881 AS “QUEENS”, MOVED TO PRIVATE LOCATION: 1924 WITH GRADE ELIMINATION. ELEVATED STRUCTURE OPENED: 9/20/1924 (per official dedication invitation) AS “QUEENS VILLAGE.” AGENCY CLOSED: 12/10/1996.</td>
</tr>
<tr>
<td>QUEENSWATER</td>
<td>LONG BEACH</td>
<td>APPEARS AS SIGNAL STOP IN APRIL, 1898 TIMETABLE AS &quot;INNER BEACH&quot; 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 &quot;QUEENSWATER&quot; IN TIMETABLE OF MAY, 1899. LIRR UNSUCCESSFULLY SOUGHT PERMISSION 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</td>
</tr>
<tr>
<td>Location</td>
<td>Direction</td>
<td>Date/Event</td>
</tr>
<tr>
<td>------------------------------</td>
<td>-----------</td>
<td>---------------------------------------------------------------------------</td>
</tr>
<tr>
<td>RACE COURSE ATLANTIC</td>
<td></td>
<td>SEE: &quot;UNION COURSE&quot;</td>
</tr>
<tr>
<td>RACETRACK S.S.R.R. (ATLANTIC)</td>
<td></td>
<td>SEE: “LOCUST AVENUE”</td>
</tr>
<tr>
<td>RAILROAD AVENUE (BROOKLYN)</td>
<td>ATLANTIC</td>
<td>SEE: “AUTUMN AVENUE.”</td>
</tr>
<tr>
<td>RALPH AVENUE (BROOKLYN)</td>
<td>ATLANTIC R.T.</td>
<td>RAPID TRANSIT STOP PER ETT #11, EFF. 11/4/1878</td>
</tr>
<tr>
<td>REPUBLIC MAIN LINE</td>
<td></td>
<td>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 RAZED THEREAFTER. 2ND DEPOT WAS PLANNED (2014) TO BE BUILT AND STATION STOP REOPENED. NOT YET BEGUN AS OF START OF 2018</td>
</tr>
<tr>
<td>RICHMOND HILL S. S. R. R. (MONTAUK)</td>
<td>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:</td>
<td></td>
</tr>
</tbody>
</table>
1923-24
IN SVC; 6/18/24. CLOSED: ?, DISCONTINUED AS STATION STOP: 3/16/98


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 1ST DEPOT APPEARS ON TIMETABLE OF 6/14/1845. MOVED FOR USE AS RAILROAD BUNKHOUSE: 3/1870
2ND DEPOT OPENED: 3/1870
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)

ROCHESTER AVENUE ATLANTIC R.T. RAPID TRANSIT STOP PER ETT #11, EFF. 11/4/1878 (BROOKLYN)

ROCKAWAY AVENUE ATLANTIC R.T. RAPID TRANSIT STOP PER ETT #11, EFF. 11/4/1878 (BROOKLYN)

### Rockaway Jct. Main Line & Atlantic R.T.

**Rockaway Jct.**
- **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**
- **Built:** Apr-May/1882, razed: 1917

#### Rockville Centre S. S. R. R. (Montauk)
- **2nd Depot opened:** 10/14/1901, razed: 3/49 with grade elimination.
- 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:** 6/27/1895. No depot.
- **Depot built:** 1898. Large, covered 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.
RONKONKOMA          MAIN LINE
(LAKE RONKONKOMA)  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 "RON-
KONKOMA."

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-STOREY 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 PLATFORM AND TEMPORARY TICKET
AGENCY IN SVC: 11/16/87.
ADD’L OUTER PLATFORMS
ADDED: 1993. MULTI-LEVEL
PARKING GARAGE OPENED: 1996.
PERMANENT TICKET OFFICE IN

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. SIDE R. R. SVC. BEGAN:

ROSLYN

OPENED: 1/23/1865, REMODELED AND MOVED: SUMMER/1885 TO ACCOMMODATE A NEW FREIGHT STATION
NEW STATION SHELTER WITH HI-LEVEL PLATFORMS UNDER CONSTRUCTION AROUND OLD DEPOT BLDG.
### Rugby

**Manh't'n BCH (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 building well-weathered. Enlargement of the structure may have been made prior to the 1902 move.)* Depot renovated: 10/1908, when money for new depot was donated. *(This is suspect data from V. Seyfried and makes no sense as construction for a new depot began the following year [1909]).* Old depot used as temporary freight / storage bldg after new station opened in 1910 but based on a valuation blue-
PRINT, WAS GONE BY c. 1920.
**FREIGHT HOUSE BUILT: ? RELOCATED OFF-SITE AFTER 1939 FOR PRIVATE USE.

SALISBURY PLAINS CENTRAL EXT. NW. SIDE OF TRACKS, W. SIDE OF POST RD. WOODEN SHELTER SHED BUILT: c. 1916. USED TO STORE LUMBER DURING CONSTRUCTION OF 2ND DEPOT. RAZED: 1923 (?) 2ND DEPOT OPENED: 12/10/23, CLOSED: c. 1942-43 DUE TO WAR-TIME 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: 1985 (per Nassau Co. website)

https://www.nassaucountyny.gov/4246/History-of-Eisenhower-Park

SARATOGA AVE. ATLANTIC R.T. EAST OF RALPH AVE., BROOKLYN. OUT OF SVC. ___(?)


<table>
<thead>
<tr>
<th>Location</th>
<th>Station Type</th>
<th>Details</th>
</tr>
</thead>
<tbody>
<tr>
<td>Schenectady Ave. (Brooklyn)</td>
<td>Atlantic R.T.</td>
<td>Installed: 1999 to accommodate newly-arrived C3 bi-level cars which were placed in service July, 1999. (Robert L. Myers data)</td>
</tr>
</tbody>
</table>
ELEVATED STRUCTURE OPENED: 1942. TRANSFERRED TO TA OWNERSHIP: 10/3/55

SEA SIDE HOUSE S.S.R.R. BUILT: 7/1872 AT BEACH 103RD ST., ROCKAWAY BEACH. (SOUTHERN DIVISION IN 07/15/1878 BOOK OF RULES). TICKET OFFICE & TELEGRAPH OFFICE IN HOTEL BUILDING. CLOSED: _?_. SITE OF LATER "SEASIDE" STATION.


SHEEPSHEAD BAY MANHT’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

SHELTER ISLAND
TELEGRAPH AND TICKET OFFICE
IN A HOTEL OR FERRY OFFICE
ON THE ISLAND (Art Huneke data)
LISTED IN ETT. #11 EFF: 11/08/1874.
CLOSED: _?_

SHINNECOCK HILLS MONTAUK
BUILT: APR-MAY/1887, CLOSED: 9/32,

SHINNECOCK HILLS: 2 MONTAUK

SHINNECOCK HILLS: 3 MONTAUK
TEMPORARY STATION FUNDED AND BUILT BY THE U.S. GOLF ASSN. AT THE SHINNECOCK HILLS GOLF CLUB. 10-CAR STEEL HIGH-LEVEL PLATFORM AND PEDESTRIAN CROSSOVER IN SVC: 06/11/18 THRU 06/18/18 FOR THE U.S. OPEN. (“Newsday” article of 06/08/18)

SHOPS (L.I.R.R. SHOPS) MONTAUK SHELTER SHED BUILT: c. 1900
(MORRIS PARK SHOPS) 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.

2ND 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


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, HARD-
WOOD BENCHES AND A FIREPLACE. EXTERIOR STUCCO WAS INLAID WITH OYSTER SHELLS.
FULL-TIME AGENCY CLOSED: 11/20/96.
SUNDAY AGENCY ONLY: 2005.

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

SOUTHOLD    MAIN LINE
1ST DEPOT APPEARS ON TIMETABLE OF 6/14/1845.
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.
HI-LEVEL PLATFORMS AND SHELTER
<table>
<thead>
<tr>
<th>Location</th>
<th>Details</th>
</tr>
</thead>
<tbody>
<tr>
<td>SO. FARMINGDALE CRR OF LI (CENTRAL)</td>
<td>S. SIDE R. R. DEPOT: BUILT: 1868</td>
</tr>
<tr>
<td>SO. FARMINGDALE CENTRAL EXT.</td>
<td>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 (Art Huneke data)</td>
</tr>
<tr>
<td>SOUTH GREENFIELD MANH’T’N BCH.</td>
<td>WEST OF FURMAN STREET, BKLYN. OUT OF SVC. (___?)</td>
</tr>
<tr>
<td>SOUTH LYNBROOK LONG BEACH</td>
<td>OPENED: 1877, RAZED: 1909 DUE TO GRADE ELIMINATION. 2ND DEPOT OPENED: 1909, CLOSED: 1924 WITH BRANCH ABANDONMENT</td>
</tr>
</tbody>
</table>
| SOUTH OYSTER BAY S. S. R. R. (MASSAPEQUA) (MONTAUK) | 108
<table>
<thead>
<tr>
<th>Location</th>
<th>Name/Description</th>
<th>Details</th>
</tr>
</thead>
<tbody>
<tr>
<td>SOUTH STREET (JAMAICA)</td>
<td>ATLANTIC</td>
<td>OPENED: 11/15/1917 3,362 FEET E. OF JAMAICA STATION PER G. N. #194. SCHEDULED TRAINS TO MAKE &quot;F&quot; STOPS. APPROVAL RECEIVED FROM PSC ON 03/28/1922 TO ABANDON STATION. DISCONTINUED AS STATION STOP: 6/1922 AND RAZED.</td>
</tr>
<tr>
<td>SPRINGFIELD</td>
<td>S. S. R. R. DEPOT (ATLANTIC)</td>
<td>S. SIDE R. R. SVC. BEGAN: 10/28/1867. DEPOT BUILT ON S.S.R.R’S SOUTH-</td>
</tr>
</tbody>
</table>
(OLD SOUTHERN ROAD) ERN LINE BETWEEN JAMAICA AND SPRINGFIELD: AUGUST-SEPT/1871

(4-year gap?? Chances are the station stop was opened with a rudimentary low platform and/or wooden shelter of sorts, and, upon double tracking in 1871 and an increase in ridership/business, an actual depot was then erected.) S.S.R.R. WAS ACQUIRED BY LIRR IN EARLY 1876. THE S.S.R.R.’S SOUTHERN LINE WAS DISCONTINUED AND TRACKS REMOVED. THE SPRINGFIELD STATION WAS CLOSED AND MOVED TO E. SIDE OF SPRINGFIELD AVE. (BLVD.) IN LAURELTON ON THE LIRR’S ATLANTIC BRANCH (“SOUTHERN ROAD”): 8/1876. A NEW SPRINGFIELD STATION WAS OPENED ON THE LINE FROM ROCKAWAY JCT. (LATER HILLSIDE) IN 1889. BOTH REMAINED IN SERVICE UNTIL 1906 WHEN THE FORMER S.S.R.R.’S DEPOT WAS RAZED. REPLACED BY A NEW STATION STOP AND DEPOT AT LAURELTON: 1907, SLIGHTLY EAST OF THE S.S.R.R.’S FORMER SPRINGFIELD STATION STOP.

SPRINGFIELD (SPRINGFIELD GDNS.) MONTAUK (SPRINGFIELD) BUILT: 1889 AS SPRINGFIELD. LISTED AS SPRINGFIELD GARDENS IN ETT OF 10/1927. RAZED: 1935 WITH GRADE ELIMINATION. TEMPORARY STRUCTURE IN SVC: 5/1/35.


ST. ALBANS MONTAUK (SPRINGFIELD) OPENED: 7/1/1898, RAZED: 1935 WITH GRADE ELIMINATION
ELEV. STRUCTURE IN SVC: 10/22-10/23/35. AGENCY STILL LISTED 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. 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 HEMP-
STEAD CROSSING. LOW WOODEN PLATFORM AND SHELTER SHED IN USE FOR LIRR’S SHUTTLE WITH BATTERY CARS. OUT OF SVC: 5/19/26 WHEN ELECTRIFICATION COMPLETED BETWEEN VALLEY STREAM AND MINEOLA AND BRANCH RENAMED “WEST HEMPSTEAD”

STEWART JCT. MAIN LINE SEE: “FLORAL PARK”

STEWART MANOR HEMPSTEAD BUILT: 1909. AGENCY CLOSED: 12/10/96. REMODELED: 2006

STONE AVE. ATLANTIC R.T. AT EAST NEW YORK. OUT OF SVC. ___(?)


SUFFOLK STA. MAIN LINE OPENED: 7/14/1842 AT ISLIP AVE. APPEARS AS "NORTH ISLIP" ON 1861, 1862 AND 1867 TIMETABLES (Art Hunke data). CLOSED: 1873 WHEN CENTRAL ISLIP STATION OPENED FURTHER EAST AT CARLTON AVE.

SUFFOLK DOWNS MONTAUK BUILT: 1907, CLOSED: 1921. PURCHASED BY LIRR BLOCK OPR. JAMES V. OSBORNE AND MOVED TO PRIVATE LOCATION ON PECONIC BAY: 2/6/23. DISCONTIN-
UED AS STATION STOP: 1927.

SYOSSET

PT. JEFFERSON

BUILT: 1872 AT LOCKWOOD’S GROVE, FAR ROCKAWAY, MOVED: 9/1877,
GREATLY REMODELED: 1944,
RAZED: 1948
2ND DEPOT BUILT: 1948

THE DYKES

LONG BEACH

APPEARS AS SIGNAL STOP IN TIMETABLE 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.


THIRD AVENUE

N.Y. & R.B. RY.

L.I.R.R.

APPEARS ON NY & RB RY TIMETABLE OF 7/1877. TICKET OFFICE AND WAITING ROOM BUILT ON BRIDGE CARRYING THIRD AVE. OVER THE TRACKS. CLOSED AFTER SUMMER SEASON OF 1879. REOPENED 8/1880 BUT CLOSED AT END OF SUMMER SEASON.

2ND STATION BUILT BY LIRR: 1885, BUT SERVICED BY CULVER TRAINS ONLY. NOT LISTED ON LIRR TIMETABLES OF 1885, 1886, 1887. IN 1888, LIRR AND CULVER TRAINS USED STATION. DISAPPEARED FROM TIMETABLES AFTER THE SUMMER OF 1897. (V. Seyfried data)

THOMPSON’S STA.

MAIN LINE

PRIVATE HOME WHERE SAGTIKOS PKY NOW INTERSECTS THE LIRR.
SERVED AS DEPOT, INN AND GENERAL STORE: OPENED: 6/24/1842 WITH OPENING OF LIRR TO THAT POINT. "THOMPSON" ON TT OF 10/24/1862. CLOSED: 12/1869 AND STATION STOP RELOCATED TO BRENTWOOD.
<table>
<thead>
<tr>
<th>Location</th>
<th>Line</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>TROTTING COURSE (TROT)</td>
<td>ORIG MAIN LINE (TROT)</td>
<td>ORIGINALLY OPENED AS CONNECTICUT AVE. ON LIRR'S OLD MAIN LINE BETWEEN BKLYN AND JAMAICA. ON TTS OF 7/31/1837 AND 9/8/1837. BECAME &quot;TROT COURSE LANE&quot; AND LATER &quot;TROT COURSE&quot; TO SERVICE CENTREVILLE RACE COURSE (&quot;TROT COURSE&quot;) APPEARS AS SUCH ON TT OF 1842. LATER CALLED WOODVILLE AND THEN WOODHAVEN. (SEE: &quot;WOODHAVEN&quot;) (Art Huneke data)</td>
</tr>
<tr>
<td>TROY AVENUE (BROOKLYN)</td>
<td>ATLANTIC R.T.</td>
<td>RAPID TRANSIT STOP PER TT, EFF. 6/24/1890</td>
</tr>
<tr>
<td>UNION COURSE (&quot;RACE COURSE&quot;)</td>
<td>ATLANTIC</td>
<td>LISTED ON TT OF 3/1837 TO SERVICE 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 WIDENED: 1911. OUT OF SVC: 11/1/39 PER G.O. #1204 AND RAZED WITH ATLANTIC AVENUE IMPROVEMENT PROJECT: 1939-40</td>
</tr>
<tr>
<td>UNION DEPOT</td>
<td>PROSPECT</td>
<td>5TH AVE. &amp; 36TH ST., BKLYN, NY (ON LIRR CR4 OF 1903)</td>
</tr>
<tr>
<td>UNION HALL ST. (JAMAICA)</td>
<td>MAIN LINE</td>
<td>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 Montauk Division for westbound trains. THERE WAS NO PLATFORM FOR EASTBOUND MONTAUK DIVISION TRAINS AT THAT TIME. (Art Huneke data) EASTBOUND PLATFORM ADDED: <strong>?</strong>. HIGH LEVEL PLATFORM OUT OF SVC: 11/16/29 ACCOUNT</td>
</tr>
</tbody>
</table>
“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.

UNIONVILLE AT LANTIC R.T. WEST OF ROCKAWAY BLVD. OUT OF SVC. ___(?) MAY HAVE BEEN THE EARLIER STATION STOP TO SERVICED UNION COURSE RACE TRACK.

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)

UNQUA (MONTAUK) S.S.R.R. BETWEEN S. OYSTER BAY (LATER MASSAPEQUA) AND AMITYVILLE STATIONS, WEST OF UNQUA ROAD. BUILT 1868 AS A PRIVATE STATION BY AND FOR THE FLOYD-JONES FAMILIES (John Fusto data). LISTED
IN A MAY, 1871 TIMETABLE. *(Bill Slade / Art Huneke data).* APPEARS IN THE SOUTH SIDE SIGNAL TIME- TABLES OF MARCH 2 AND JULY 17, 1874 AS FREIGHT STOPS. LISTED AS STOP IN MAY 30, 1880 EMPLOYEE TIMETABLE AND AS FLAG STOP IN JUNE 19, 1880 EMPLOYEE TIME- TABLE. AGAIN LISTED AS FLAG- STOP IN JULY 28, 1881 EMPLOYEE TIMETABLE *(Art Huneke data)* 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 DIS- POSITION 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 CLUB- HOUSE. *(per LIRR conductor Jeff Skinner at a testimonial to Frank Erthal at Mr. Erthal’s retirement dinner.)*

UTICA AVENUE      ATLANTIC R.T.  RAPID TRANSIT STOP PER TT, EFF.
VALLEY STREAM S. S. R. R. (MONTAUK) S. SIDE R. R. SVC. BEGAN: 10/28/1867. DEPOT OPENED: 7/1869 WITH OPENING OF BRANCH TO FAR ROCKAWAY. BUILT INSIDE LEGS OF WYE. 2nd DEPOT BUILT AT SAME LOCATION OR ORIGINAL DEPOT REMODELED: c. 1881 OUT OF SVC: 8/10/32 ACCOUNT GRADE CROSSING ELIMINATION PROJECT. RAZED: 1933. TEMPORARY STATION RELOCATED ON SHOO-FLY NORTH OF FORMER LOCATION IN SVC: 8/10/32 TRACKS AND STATION PLATFORMS ON FAR ROCKAWAY BRANCH OUT OF SVC: 8/31/32. ELEVATED TEMPORARY TRACKS AND PLATFORMS ON FAR ROCKAWAY BR. IN SVC: 2/7/33 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

VANDERBILT AVENUE ATLANTIC R.T. (BROOKLYN) RAPID TRANSIT STOP PER ETT #11, EFF. 11/4/1878


VAN SICLEN AVE. ATLANTIC R.T. (BROOKLYN) EAST OF WYCKOFF’S LANE. OUT OF SVC. ___(?)

VAN WICKLENS 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.   SEE: "SOUTH SIDE R. R. CROSSING"
(ATLANTIC)

WADING RIVER   WADING RIVER OPENED WITH BRANCH: 06/27/1895,
EXTENSION 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 DONA-
TED PROPERTY FROM RIVERHEAD TOWN LINE EAST TO ORIGINAL END
OF TRACK DUE TO LIRR NOT RUN-
NING THE REQUISITE NUMBER OF TRAINS PER THE ORIGINAL 1895
DONATION AGREEMENT). WOODEN
DEPOT RAZED SOMETIME AFTER
AND LUMBER USED TO BUILD
STORE NORTH OF STATION SITE.
LAST REVENUE TRAIN: 10/9/38.
RELOCATED STATION OUT OF SVC.
PER G.O. #1006C: 3/29/39 AND
BRANCH ABANDONED.

WAINSCOTT   MONTAUK BUILT: 1898
2ND DEPOT BUILT: 1915 WITH ONLY
SEGREGATED WAITING ROOM ON
THE L.I.R.R. CLOSED AND DIS-
CONTINUED AS STATION STOP: c.1936, MOVED TO PRIVATE SITE
AS BEACH HOUSE. STILL STAND-
ING: 2005

WAMPMISSICK   MAIN LINE 4 MILES EAST OF YAPHANK AND 2
(WAMPMISSIC) MILES WEST OF MANOR. AP-
PEARS ON 1852-53 TIMETABLE
ONLY. POSSIBLY ONLY USED AS
A MEETING / PASSING LOCATION.
APPEARS ON AN 1855 MAP. A SID-
ING AT THIS LOCATION BORE
THE NAME "WAMPMISSIC" ON
1916 LIRR VALUATION PLANS
AND IN THE LIRR'S 1924 CR4
BOOK WHICH INDICATED
FREIGHT SIDING LOCATIONS.
(Info courtesy of Art Huneke)

WANTAGH S. R. R. SVC. BEGAN:
(MONTAUK) 10/28/1867. DEPOT BUILT: 1875 AS
“RIDGEWOOD” (8-year gap??) RE-
NAMED “WANTAGH”: ? CLOSED:
8/24/1966 WITH GRADE CROSSING
ELIMINATION PROJECT AND
MOVED OFF-SITE: 9/22/66 (per
Bob Meagher of the Wantagh Pres-
ervation Society) RESTORED AS MU-
SEUM.
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
FIRST APPEARS IN TIMETABLE OF
EXTENSION JUNE, 1900. LOCATED ON WEST
SIDE OF NORTH COUNTRY ROAD
CROSSING.
2ND DEPOT BUILT: 1902, .2 MILES
EAST OF ORIGINAL LOCATION.
RENAMEED “SHOREHAM”: 1906
(SEE: “SHOREHAM”)

WARWICK ST. ATLANTIC
(BKLYN.) 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. ATLANTIC RT
(BROOKLYN) RAPID TRANSIT STOP PER ETT #11,
EFF. 11/4/1878

WASHINGTON ST. CENTRAL EXT.
(GARDEN CITY) 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 CROSSING”). NO TIMETABLE EVIDENCE AS YET. (Info: Art Huneke)

WATERMILL (WATER MILLS) (WATERMILLS) BUILT: AUG-SEPT/1875. LISTED ON TTs OF 1878 AS "WATERMILLS" AND 1883 AS "WATER MILLS" (2 WORDS). ON TTs OF 1885 AGAIN AS "WATERMILLS" (ONE WORD) AND FINALLY LISTED AS "WATERMILL" (date?) UNTIL DISCONTINUED AS A STATION STOP. 2ND DEPOT OPENED: 8/1903, AGENCY CLOSED: 9/8/40 AT SAME TIME AS BLOCK LIMIT STATION SIGNAL TAKEN OUT OF SERVICE. LAST LISTED AS STATION STOP IN ETT #3, EFF: 6/24/56. LISTED ON LIRR STATION SYMBOL CARD EFF: 8/31/57. STRUCTURE LEFT STANDING AND ABANDONED. COMPLETELY RENOVATED: 1968 FOR USE AS A DRESS SHOP. LATER BECAME A RESTAURANT. EXTERNALLY RESTORED (2012) TO BE PART OF OFFICE CONDOMINIUMS SURROUNDING THE OLD DEPOT GROUNDS.

WAVECREST FAR ROCK. OPENED: 5/1928. WESTWARD STATION FACILITIES RELOCATED 800’ EAST OF FORMER LOCATION: 8/5/40. EASTWARD STATION FACILITIES: 8/23/40. RAZED: 1940-41 WITH GRADE ELIMINATION PROJECT 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 “WAVER-
LY" DEPOT. IN SVC: __?__ WITH FEMALE STATION AGENT M. E. BLOOMER (PER 1878 LIRR BOOK OF RULES). POST OFFICE RENAMED "HOLTSVILLE" IN 1860, BUT LIRR RETAINED THE OLD NAME. PER "Babylon Signal" NEWSPAPER ARTICLE OF 03/23/1882, WAVERLY AND BARTLETT STATIONS WERE TO BE ABANDONED (Art Huneke data).

ACCORDING TO A "Babylon Signal" NEWSPAPER ARTICLE OF APRIL, 1884, AFTER A TWO-YEAR PERIOD WITH NO TRAIN SERVICE, WAVERLY STATION WAS REOPENED IN THE POST OFFICE BUILDING WITH MRS. M. E. BLOOMER AGAIN THE STATION AGENT. "NEW PLATFORMS HAVE BEEN ERECTED AND OTHER IMPROVEMENTS MADE" (Art Huneke data). RENAMED "HOLTSVILLE" SOMETIME IN THE MID-LATE 1890s. DEPOT BUILDING RAZED: 1912. (SEE: "HOLTSVILLE")

WC-PASSING SIDING MAIN LINE FORMER UPTON JCT. EAST OF YAP-HANK STATION AND UPTON ROAD AND WEST OF WAMPMISSIC SIDING. APPEARS ON ETT #98 EFF. 5/23/1923 (per Richard Makse)

WEEK'S STATION OYSTERS BAY (SEE: "GREENVALE")

WELLWOOD S. S. R. R. AS WELLWOOD. SSRR SVC BEGAN ON 10/28/1867

WESTBURY MAIN LINE 1ST DEPOT APPEARS ON TT OF 9/3/1838, UTILIZING THE TRACK-
<table>
<thead>
<tr>
<th>Station Name</th>
<th>Type</th>
<th>Details</th>
</tr>
</thead>
<tbody>
<tr>
<td>WESTBURY HEMPSTEAD MAIN LINE</td>
<td>STATION STOP</td>
<td>LOCATED BETWEEN HICKSVILLE AND FLUSHING AVE., QUEENS. LISTED ON TT OF 3/1/1837. APPEARS ON TT AS LATE AS 4/24/1837. DISCONTINUED:  ?</td>
</tr>
<tr>
<td>WEST DEER PARK MAIN LINE</td>
<td>BUILT: 5/1875 AS “WEST DEER PARK”, RENAMED “WYANDANCE:” 01/01/1889. APPEARS AS ”WYANDANCH” IN 1903 C.R.4 (SEE: “WYANDANCH”)</td>
<td></td>
</tr>
<tr>
<td>WEST FLUSHING FLUSHING R.R. NY &amp; FLUSHING FLUSHING &amp; N. SIDE</td>
<td>OPENED: 1854. ABANDONED:  ? AFTER ABANDONMENT, STATION NAME GIVEN TO “FASHION RACE COURSE” STATION.</td>
<td></td>
</tr>
<tr>
<td>WESTHAMPTON MONTAUK</td>
<td>BUILT: FEB-MAR/1870, MOVED TO PRIVATE LOCATION E. OF CENTRE</td>
<td></td>
</tr>
</tbody>
</table>
MORICHES STATION SITE AND N. SIDE OF TRACKS: 1905. (Robt. Emery data)

2ND DEPOT BUILT: 1905. SUFFERED EXTENSIVE INTERIOR DAMAGE IN A FIRE SET IN FRONT OF THE TICKET OFFICE IN 1986. OFFICE CLOSED FOR 4-5 MONTHS DURING RENOVATION OF THE TICKET OFFICE AND WAITING ROOM. UPPER LEVEL DAMAGE WAS NOT REPAIRED. (Read retired agent Fred Allen’s account of the fire at the end of this listing.) AGAIN BURNED, BUT ONLY SLIGHTLY DAMAGED IN A WILDFIRE THRU THE AREA: 8/24/95 (Read David M. Morrison’s account of the fire at the end of this listing) AND REPAIRED. FULL-TIME 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.
WHITE POT (WHITEPOT) MAIN LINE ORIGINALLY A MAIN LINE SAND SIDING. OLD MAPS SHOW A SAND PIT NEAR FLEET ST. ON THE GLENDALE CUT-OFF. DOES NOT APPEAR IN PUBLIC TTs, ONLY IN A FEW ETTs WHERE IT IS CALLED "WHITE POT SWITCH." FIRST NOTED AS SUCH IN TIMETABLE EFF: 11/08/1874. IN 1880 WHEN SOUTHERN DIVISION TRAINS WERE ALL USING THE MAIN LINE, THERE WERE MEETS THERE. A DAY-NIGHT TELEGRAPH OFFICE OPENED PROBABLY IN 1892 WHEN MANUAL BLOCK SYSTEM PLACED IN SERVICE BETWEEN JAMAICA AND WINFIELD JCT. ETT #4 EFF. 1897 SHOWS "WHITE POT" ON SINGLE TRACK WITH THIS DAY-NIGHT TELEGRAPH OFFICE IN SERVICE. 1903 C.R.4 SHOWS "WHITE POT (SIDING)." NO LONGER INDICATED AS A TELEGRAPH OFFICE AS OF ETT #34, EFF: 05/25/1905. A c.1915 LIST OF AUTOMATIC SIGNALS SHOWS SIGNAL "R-58" AT WHITE POT. (Art Huneke Data)

WHITESTONE FLUSHING R.R. NY & FLUSHING FLUSHING & N. SIDE (WHITESTONE) ORIGINAL DEPOT BUILT: 10/1869. 2ND DEPOT OPENED: 1/30/1871. ORIGINAL DEPOT POSSIBLY USED AS FREIGHT/EXPRESS HOUSE FOR NEW DEPOT BLDG. (Possible 3/1932 photo provenance) CLOSED: 2/19/32 WITH BRANCH ABANDONMENT.

WHITESTONE LDG. WHITESTONE TRACKS EXTENDED FROM WHITESTONE: 8/8/1886 AND 1ST TRAIN RAN: 8/9/1886 (V. Seyfried data), DEPOT BUILT AT WATER’S EDGE. MOVED BACK FROM SHORELINE: 6/1892, CLOSED: 2/19/32 WITH BRANCH ABANDONMENT.

WILLIS OYSTER BAY APPEARS ON 1876 FREIGHT REPORT AS 1ST STATION STOP AFTER MIN-
EOLA. TAKEN OUT OF SVC. _?_ AND REPLACED BY NEW EAST WILLISTON STATION OPENED 300' EAST OF THIS LOCATION c. 1880 (Wm. Slade data).

**WILLOW TREE**  
(JAMAICA: LATER HILLSIDE)  
MAIN LINE BUILT 1837 AT HAMILTON AVE. (LATER 184TH ST.) STATION STOP DISCONTINUED WITH OPENING OF ROCK-AWAY JCT WHEN NY & ROCKAWAY RR CONNECTED WITH THE LIRR WEST OF STATION SITE: 1872. PASSENGERS SERVICED BY ROCK-AWAY JCT. STA. (A. Huneke - V. Seyfried data)

**WINFIELD**  
NY & FLUSHING FLUSHING & N. SIDE DEPOT BUILT: JULY/1854, MOVED TO WINFIELD JCT: 8/1876  
2nd DEPOT BUILT: ?, RAZED: 1915  
3rd DEPOT BUILT: 1915, DISCONTINUED AS STATION STOP AND RAZED: 1929

**WOOD'S STATION**  
S.S.R.R. (FAR ROCK.) (SEE: "WOODMERE.")

**WOODBURY**  
PT. JEFFERSON SEE: “COLD SPRING HARBOR”

**WOODHAVEN**  
ORIG MAIN LINE BETW. BKLYN AND JAMAICA (ATLANTIC) ORIGINALLY OPENED AS CONNECTICUT AVE. (1837) ON ORIGINAL MAIN LINE BETWEEN BKLYN AND JAMAICA. BECAME TROTTING COURSE AND THEN TROTting COURSE LANE TO SERVICE THE CENTREVILLE RACE COURSE (TROTting 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:
WOODHAVEN JCT. ATLANCIC

OPENED: 7/1895. WAS ALSO ONE OF THE LIRR’S RAPID TRANSIT STOPS. RAZED: 11/1939 WHEN TRACKS PLACED BENEATH ATLANTIC AVE. WITH ATLANTIC AVE. IMPROVEMENT PROJECT OF 1939-1940. (Valuation photo from 11/21/1939 shows demolition underway.)


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.


WOODMERE S. S. R. R. (FAR ROCK.) S. SIDE R. R. SVC. BEGAN: 7/1869. ON TIMETABLE FIRST AS "WOOD'S STATION AND THEN "WOODSBURGH." RENAMED "WOODMERE": __?__.
2ND DEPOT BUILT: 1902 WITH PORTE COCHERE AT REAR. PORTE COCHERE REMOVED BY 1939. TRACKSIDE EAVES CUT BACK AND COVERED PLATFORMS REMOVED FOR CLEARANCE DUE TO INSTALLATION 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 DURING CONSTRUCTION OF MAIN
STATION AND FAIR COMPLEX.
2\textsuperscript{ND} STATION IN SVC: 1939-40, RAZED AFTER FAIR CLOSED IN OCT, 1940.
3\textsuperscript{RD} STATION IN SVC: 1/11/61. AGENCY OPENED: ___? \textsuperscript{LAST DAY OF AGENCY FOR 1964: 10/18/64. AGENCY REOPENED AGAIN FOR FAIR SERVICE IN 1965. LAST DAY OF AGENCY: 10/17/65 (Brad Phillips data) AT CLOSING OF FAIR. STATION 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 MAIN LINE BUILT: 5/1875 AS “WEST DEER PARK”, RENAMED "WYANDANCE:"
01/01/1889. APPEARS AS "WYANDANCE" IN 1903 CR4. RAZED: 2/58
2\textsuperscript{ND}, RELOCATED DEPOT OPENED:
3\textsuperscript{RD}, RELOCATED DEPOT OPENED:
1987 ON SITE OF 1\textsuperscript{ST} DEPOT. AGENCY CLOSED: ___?
4\textsuperscript{TH} DEPOT SCHEDULED FOR CONSTRUCTION ALONG WITH PARKING GARAGE FACILITY AS MAIN LINE IS DOUBLE-TRACKED FROM PW TO RONKONKOMA - 2018 (+) (?)

WYCKOFF’S LANE ORIG MAIN LINE EAST OF PENNSYLVANIA AVE, EAST BETW. BKLYN AND JAMAICA NEW YORK. ON TT OF 6/1837. DISCONTINUED AS STOP: ?___

YAPHANK MAIN LINE 1\textsuperscript{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.
2ND 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. (Robert L. Myers data)

YOUNGSPOt S.S.R.R. (MONTAUK) ORIGINAL NAME FOR GREAT RIVER.
S. SIDE RAILROAD FREIGHT STATION ONLY UNTIL 1897 WHEN PSGR. DEPOT BUILDING CONSTRUCTED AND OPENED AS “GREAT RIVER.” APPEARS AS “YOUNGSPORT” ON LIRR FREIGHT REPORT FORM OF 1893 BUT DOES NOT APPEAR ON ANY TIME-TABLES (PUBLIC OR EMPLOYEE) OF THAT ERA.

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, EFFECTIVE 05/18/1927:**
EAST LEG OF WYE AT "MT" TOWER MINEOLA OUT OF SERVICE.

**GENERAL ORDER #115-18C, EFFECTIVE 02/19/32:**
MAIN TRACK FROM A POINT 50' WEST OF FLUSHING CREEK TO WHITESTONE LANDING OUT OF SERVICE.
FLUSHING-BRIDGE STREET STATION AND STATION FACILITIES, OUT OF SERVICE.
COLLEGE POINT STATION AND STATION FACILITIES, OUT OF SERVICE
MALBA STATION AND STATION FACILITIES, OUT OF SERVICE.
WHITESTONE STATION AND STATION FACILITIES, OUT OF SERVICE.
WHITESTONE LANDING STATION AND STATION FACILITIES, OUT OF SERVICE.
BRIDGE STREET DRAWBRIDGE, OUT OF SERVICE.

**GENERAL ORDER #117-6C, EFFECTIVE 01/21/33:**
STEAM LOCOMOTIVES ARE RESTRICTED FROM USING WYE AT WADING RIVER.

**GENERAL ORDER #118-4, EFFECTIVE 05/15/33:**
STEEPLECHASE STATION CHANGE TO PLAYLAND.

**GENERAL ORDER #401BC, EFFECTIVE 09/15/35:**
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 ORDER #1710, EFFECTIVE 12/27/49:
JUNCTION AND MAIN TRACK MANORVILLE TO EASTPORT OUT OF SERVICE.
(TRAIN #12 THE “SHINNECOCK EXPRESS” WAS THE LAST TRAIN TO OPERATE ALONG THIS BRANCH IN 1946)

GENERAL NOTICE #7-5, EFFECTIVE 08/19/60:
HEMPSTEAD BRANCH
COUNTRY LIFE PRESS

FACING HAND-OPERATED SWITCH EQUIPPED WITH ELECTRIC LOCK CONTROLLED BY BLOCK OPERATOR, GARDEN, GOVERNING EASTWARD MOVEMENTS ON SINGLE MAIN TRACK, LOCATED AT WEST END OF COUNTRY LIFE PRESS STATION PLATFORM AND LEADING TO WEST HEMPSTEAD TRACK, OUT-OF-SERVICE.
(Track connection was removed and track cut back from the former junction to the west side of Franklin Ave. crossing [“5 corners”] per Robert M. Emery note)

GENERAL ORDER #1-21, EFFECTIVE 12/27/66:
LEAD TRACK FROM EAST END OF JERICHO TURNPIKE OVERGRADE BRIDGE TO CREEDMOOR STATE HOSPITAL, OUT OF SERVICE.

GENERAL ORDER #119, EFFECTIVE 10/01/73:
HAND-OPERATED ELECTRIC LOCKED SWITCH IN NO. 1 TRACK LOCATED 1,800 FEET EAST OF FLORAL PARK LEADING TO CREEDMOOR LEAD TRACK REMOVED FROM SERVICE.

GENERAL ORDER #2-16, EFFECTIVE 07/18/80 (ETT #2 EFF: 05/12/80)
EASTWARD FACING POINT HAND-OPERATED SWITCH LOCATED 5149' EAST OF GREENLAWN STATION LEADING TO OLD NORTHPORT BRANCH, OUT OF SERVICE.

GENERAL ORDER #104 (ETT #1) EFFECTIVE 03/08/2010:
FLATBUSH AVENUE TERMINAL RENAMED ATLANTIC TERMINAL.

GENERAL NOTICE #4-29 EFFECTIVE 11/19/2012:
LOWER MONTAUK BRANCH OUT OF SERVICE WITH OWNERSHIP BEING TRANSFERRED TO THE NEW YORK & ATLANTIC RY.
(COPY OF ACTUAL ORDER BELOW):

General Notice 4-29
Effective 12:01 AM
Monday, November 19, 2012

(A) Entire Railroad
Montauk Branch
Beginning at 12:02 AM Monday, November 19, 2012 and until further notice, the following is in effect:
Montauk No.1 track out of service between a tie bumper installed 4000 feet west of 54R Signal (Jay’s Westerly) and Bliss;
Montauk No.2 track out of service between Bliss and Jay;
C Secondary track out of service between Begin Secondary signs at Bliss and End Secondary signs on both Montauk No.1 and No.2 tracks at Bliss;
Montauk Cutoff Secondary track out of service between Arch Street Lead and End Secondary sign at Bliss;
but may be used with authority of the RWIC. All movements on the out of service tracks must not exceed Restricted Speed.
All signals and switches remain in service.
When operating on the C Secondary, crews are reminded to comply with Rule 104b regarding the operation of the Spring Switch at Bliss

GENERAL NOTICE #3-22 EFFECTIVE 08/19/2017:
PER SPECIAL INSTRUCTION 1160-B, MONTAUK CUT-OFF SECONDARY TRACK-BETWEEN CABIN M AND END SECONDARY SIGN AT YARD A HAS BEEN REMOVED.

FIRE AT WESTHAMPTON STATION - 1986

Here is an account that Fred Allen, retired LIRR ticket agent sent:

If I remember right, the fire in '86 was caused by someone (homeless?, vandal?) starting a fire with newspapers outside the ticket office windows. It did extensive damage; the apartment upstairs (whose tenants were Anne Mahon, who worked in the print shop, and her sister) was gutted, as was the ticket office. Richie Hilsenbeck was the agent at the time.

The railroad decided to make the repairs to the first floor (ticket office and waiting room), but not the apartment. The office was closed for 4 or 5 months during the reconstruction. Richie ended up with a sweet job, as he just traveled around the East End until the work was done!

The biggest benefit was the bathroom for the agent, which was now inside the ticket office! Prior to the fire we had to walk out of the office and all the way to the bathroom in the waiting room!

WILDFIRE AT WESTHAMPTON STATION - 08/24/1995

Here is an account that Dave Morrison, retired LIRR branch manager, recollects 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 we'll 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 recollects:

As the Sunrise Wildfires started in the Eastport Fire District, near the Suffolk County Community College, Eastern Campus (also known as the Riverhead Campus), I was at home when my fire department got notified of the fire.

I responded to the fire house, and myself and a probationary firefighter took the first engine, and responded to south of the starting point, about a 6 minute ride. We attempted to knock the fire down; we had an fire hose and 1000 gallons of water, but had to back up at least 2 times, to avoid being overtaken by the fire. The fire went across Speonk-Riverhead Road, like there was no road there.
Later in the afternoon, we were dispatched to the Westhampton train station, to make a stand there. As there was no available water supply in the area, we dumped our 1000 gallons of water, along with other fire departments, and stopped the fire along the tracks. Embers were blowing around, and one caught one of the old N. B. Rogers lumber buildings. We managed to knock the fire down with a couple of fire extinguishers. It was a long few days!