

*Town of Smithtown  
St. John's R.R. Station*

# GRANTOR INDEX

## S

1660 - 1874

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	214		Sanford	Truce S. ad	Thomas A. B. Webster		533
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			Sanford	Ethel A. S.			



At witness where, the said parties of the quit pack have been  
set their hands and seals the day and year first above written.

Witness My hand and the presence of

Ami D. Goldsmith /  
Fanny M. Goldsmith

State of New York  
County of Suffolk } On the twenty second day of March in the  
year one thousand eight hundred and seventy four before me came  
Ami D. Goldsmith and Fanny M. Goldsmith his wife to me  
known to be the individuals described in and who executed the  
foregoing instruments and acknowledged that they executed the  
same. And the said Fanny M. in a private communication by me  
made separate and apart from her said husband to me  
acknowledged that she executed the same freely and without  
any fraud or compulsion of her said husband.

Reading at the 4th day of April  
1874 at 11 o'clock A.M.  
Wm. Campbell, Clerk

Geo. W. Belts  
Notary Public  
Suffolk Co.

DL 1874 CP 200

Quit Deed

(U.S.R.S. 50 cts. paid)

Made the twentieth day of February in the year of  
one thousand eight hundred and seventy four. Return  
Eliza Soper widow of Jesse Soper and Elizabeth Soper  
said Jesse Soper deceased and Frederick Whitman as  
Proxies of the Town of Smithtown County of Suffolk and  
State of New York of the quit pack and the Smithtown and Port  
Jefferson Fair Road Company of the second part. Witnesseth  
that the said parties of the quit pack in consideration of the  
sum of twenty five dollars for the land and fifty four dollars  
for making the fence to them duly paid before the delivery  
being, have bargain and sold and by these presents do  
part and convey to the said The Smithtown and Port  
Jefferson Fair Road Company its successors and assigns former  
the said parcel of land situate in the Town of Smithtown  
County of Suffolk State of New York. Bounded East by  
land of the heirs of Thomas M. Conwell deceased. West  
by land belonging to the estate of Richd W. Conwell dead  
north and south by other land of the said Eliza Soper

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## SUBURBAN RESORTS.

### Valuable Facts as to the Places Neighboring New York.

We present below a carefully compiled exhibit of the railroad stations within a radius of fifty miles around this city, together with other collateral figures of general interest. The rates of commutation on the Hudson and Harlem roads are given approximately; those of the New Haven road are in accordance with the schedule of reductions recently made—on one or two other roads there are no rates obtainable. For all practical purposes, however, the list will be found complete enough.

PLACES.	Distance.	Time.	Yearly Commu- tation.	Railroads.	Trains daily.
Allendale .....	26	1.45	\$76 00	Erie.....	11
Avenel.....	23	1.00	77 50	New Jersey...	6
Amityville .....	29	1.53	85 00	South Side....	7
Brick Church.....	13	.53	69 00	Mor. & Essex.	16
Bloomfield.....	11	.59	69 50	Mor. & Essex.	13
Bayonne. ....	5	.28	50 00	N. J. Central.	26
Bergen Point.....	7	.30	50 00	N. J. Central.	32
Bound Brook.....	27	1.35	95 00	N. J. Central.	14
Belleville.....	11	.41	62 50	Erie.....	7

PLACES.	Distance.	Time.	Yearly Commu- tation.	Railroads.	Trains daily.
Sing Sing.....	30	1.20	99 00	Hudson.....	10
Stamford.....	34	1.29	100 00	N. Haven....	17
So. Norwalk.....	42	1.48	115 00	".....	13
Southport.....	50	2.07	125 00	".....	6
Syosset.....	29	1.26	95 00	Long Island..	3
St. Johnsland.....	45	2.18	103 00	".....	3
Smithtown.....	49	2.26	105 00	".....	3
Springfield.....	11½	0.54	60 00	South Side...	7
So. Oyster Bay.....	27	1.45	80 00	".....	7
Sayville.....	50	2.25	52 00	".....	4
Turner's.....	48	2.50	117 75	Erie.....	12
Tenafly.....	16	1.05	....	Nor. N. J....	9
Tappan.....	23	1.26	....	".....	8
Tallman's.....	37	1.45	....	".....	8
Tremont.....	7½	0.33	48 00	Harlem.....	14
Tuckahoe.....	16	1.03	64 00	".....	6
Tarrytown.....	25	1.06	112 00	Hudson.....	10
Uniontown.....	23	1.03	75 00	New Jersey..	4
Unionville.....	28½	1.17	90 00	Harlem.....	3
Van Winkle's.....	23½	1.12	...	Midland.....	5
Voorhees.....	35	1.44	85 00	New Jersey..	4
Valley Stream.....	14½	1.05	75 00	South Side...	8
Watsessing.....	11	0.56	69 50	M. & E.....	12
Whitehall.....	25	1.38	90 00	".....	2
Westfeld.....	17	1.05	75 00	N. J. Central.	18
Woodside.....	10	0.39	62 00	Erie.....	7
Woodbridge.....	10	0.46	60 75	Erie.....	8
".....	23	1.13	77 50	New Jersey..	6
Westwood.....	20	1.23	102 00	Erie.....	9
Waverley.....	12	0.45	65 60	New Jersey.	13
Wortendyke.....	26	1.20	....	Midland.....	8
Wyckoff.....	27½	1.23	....	".....	5
Williamsbridge.....	10½	0.44	64 00	Harlem.....	14
Woodlawn.....	12	0.48	64 00	".....	5
West Mt. Vernon....	13½	0.45	64 00	".....	9
White Plains.....	22½	1.13	100 00	".....	9
Westport.....	45	1.57	120 00	N. Haven....	6



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# Beers Atlas of Long Island NY, 1873



Below: The Cities and Towns on the CDROM  
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BABYLON	FLUSHING	LONG ISLAND CITY	RIVERHEAD
BROOKHAVEN	GRAVESEND	NEW LOTS	SAG HARBOR
BROOKLYN (City of)	HEMPSTEAD	NEWTOWN	SHELTER ISLAND
EAST HAMPTON	HUNTINGTON	NEW UTRECHT	SMITHTOWN
FLATBUSH	ISLIP	NORTH HEMPSTEAD	SOUTHAMPTON
FLATLANDS	JAMAICA	OYSTER BAY	SOUTHOLD

A CD ROM reproduction of the 1873 "Atlas of Long Island, New York" The original atlas is a 13" x 16" hardbound book, copies of which are quite rare today.

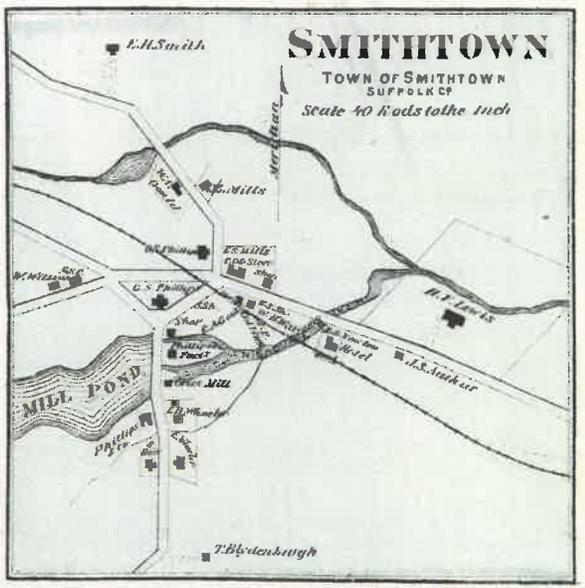
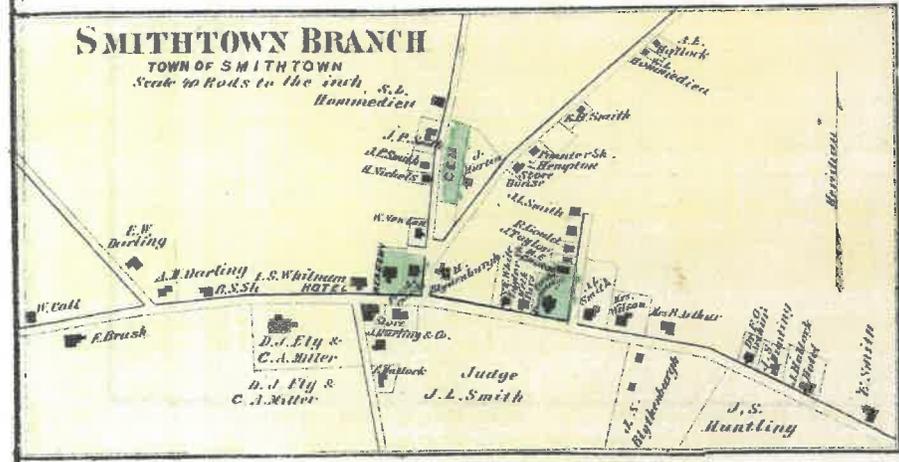
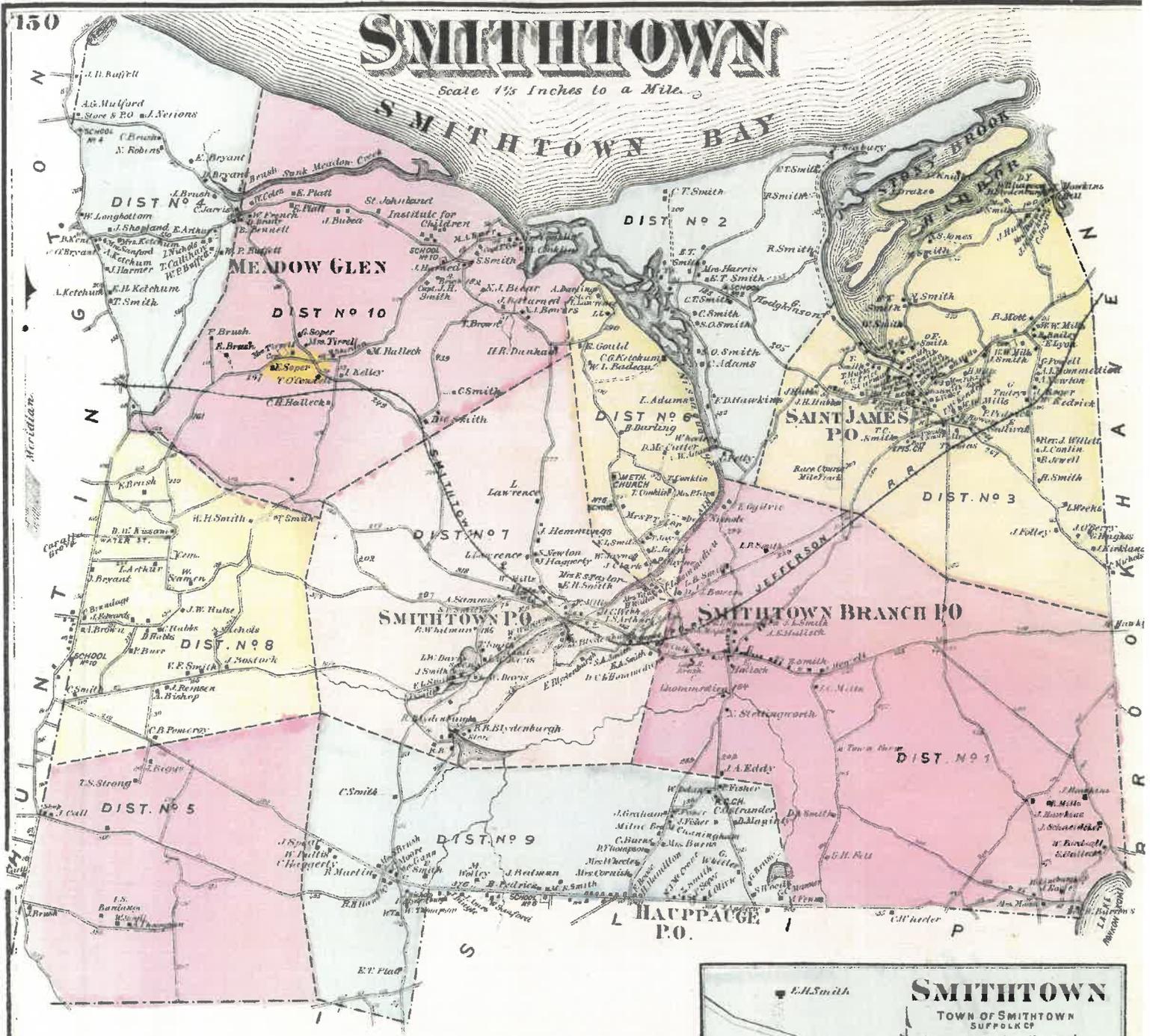
The atlas includes parts of New York City as well as all of Long Island.  
Three historic counties: Kings County, Queens County, & Suffolk County  
(including present-day Nassau County)

All maps and data in the original atlas have been scanned for this reproduction. The publication has a 178 page PDF file, set up in an easy to use book-like format.

Our original atlas scans are from the David Rumsey Collection

- 173 town and village maps
- Business Directories and Statistical Data
- 168 original atlas pages
- CD-ROM, PDF Format

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THE  
LONG ISLAND RAIL ROAD  
A COMPREHENSIVE HISTORY

by  
*Vincent F. Seyfried*

*Part Three*  
The Age of Expansion: 1863-1880

LONG ISLAND DIVISION

2717989

Published by  
VINCENT F. SEYFRIED  
163 Pine Street  
Garden City, Long Island

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## Preface

**T**his third volume of the HISTORY OF THE LONG ISLAND RAIL ROAD covers the eventful years of the late 1860's and 70's on the Long Island Rail Road proper, when almost every single year witnessed the construction of new branches and extensions into every part of the Island. The railroad in these days moved forward under the driving impetus of one of its most colorful presidents, Oliver Charlick, and that momentum increased even more under the dynamic leadership of Conrad Poppenhusen and his imaginative successor, Colonel Thomas R. Sharp.

There are no original sources for the history of the Long Island Rail Road in the files of the railroad itself aside from scattered blueprints and charters; it has been necessary, therefore, to turn to the press of the day for information. Most of the Island newspapers for the 1860's and 70's that have survived have been systematically searched, and provide the material of this book, and it is the author's hope that some of the freshness and sense of immediacy that still breathes forth from the accounts of events a century ago has been transmitted to his own pages.

The Long Island Rail Road has been more fortunate than its rivals in the preservation of pictures dating back to the post-Civil War era. I am indebted to the Brooklyn Public Library for the fine series of station pictures taken by Brainerd, who, in his capacity as engineer for the Brooklyn Water Works, had occasion to patronize the road and indulge his hobby of photography until his death in 1887. Nearly all the remaining pictures have been supplied to me through the very kind offices of Harold Fagerberg of Babylon, L.I. Harold L. Goldsmith has very kindly made available to me the information contained in the Order Books of the various steam locomotive builders, which he has laboriously gathered over many years, and without the help of which many problems in the engine roster might well have remained unresolved. Mr. Jeffrey Winslow has once again placed at my disposal his skill with layout and captions in the picture section of this book. Finally, I wish to express my profound gratitude to Felix Reischneider of Fairton, N.J. who for fifteen years has served as counselor, critic and friend, and who has uncomplainingly undertaken the thankless tasks of proof-reading, financing and distributing not only this book, but a long line of earlier publications.

Volume IV, THE LONG ISLAND RAIL ROAD TO THE BEACHES, is presently in preparation.

*Centerport (Greenlawn)*: Depot building built by Henry S. Sammis of Northport in 1868 on the east side of the Centreport Road in an area newly named Greenlawn (1870). Station burned down 1909; replaced with a new station 1910.

*(Old) Northport*: Depot building built in January–March 1868 by Henry S. Sammis. An engine building was also put up. Old Northport abandoned as a passenger depot October 17, 1899. The site is now a yard at the end of a freight branch on the north side of Highway 25A and west of Laurel Avenue.

*(New) Northport (Genola)*: Area originally known as Clay Pitts; name changed to Genola in March 1870. A new site for the new Northport station consisting of several acres, was donated by Mr. Higbie. Station building, and freight houses erected between May and July 1873. The original building was, in the 1930's, moved intact to the south side of East 10th Street, where it was used as the office of a sign company. Torn down 1959.

→ *St. Johnland (Kings Park)*: St. Johnland was never a place by itself, but only the name applied to the depot and post office at the Home established by Dr. Muhlenberg for the Aged. Charles Hallett of Riverhead built the depot in November and December 1872. ←

*Smithtown*: The depot building was erected by Charles Hallett in November and December 1872. In June 1874 the tank and windmill were taken down by Mr. L'Hommedieu, and re-erected a little to the westward of the old site. Station photographed by Brainerd in October 1878.

*St. James*: In May 1873 only a signal station, the location of which was marked by a pile of cordwood. The land for the depot site and the right of way through the area were given by Messrs. Edmund T. and Milton G. Smith, on condition that the station be located on the road dividing their farms. When Charlick called on the people to raise \$750 towards the depot, Mr. Timothy C. Smith responded with \$500. Work was begun in August 1873 by Mr. Calvin L'Hommedieu and completed in October. The original building is still standing, and has been (1964) carefully restored; it is now the sole station surviving from the Charlick Era, and the oldest station on the railroad. Photographed by Brainerd in 1878.

Queens Borough Public Library  
Long Island Division

# **THE LONG ISLAND RAIL ROAD**

**A COMPREHENSIVE HISTORY**

by

***Vincent F. Seyfried***

***Part Six***

**The Golden Age**

**1881-1900**

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## Preface

**W**ith this sixth volume in the continuing series on the history of the Long Island Rail Road, the full story of the road from 1863 to 1900 is brought to completion—a forty year period that was incomparably the most eventful and progressive, and at the same time, the most interesting and colorful of any era in the history of the railroad.

In this volume the road as a whole is dealt with for the period 1881-1900 during the presidencies of Austin Corbin and William H. Baldwin. The book thus represents a continuation of volume III which broke off in 1880.

Many topics which in previous volumes were disposed of in a paragraph or less have here been expanded into whole chapters, thanks to the increased coverage and detail available in the source material after 1880. These are interesting not only as events in the history of the railroad, but in a larger sense, as chapters in the economic and social evolution of Long Island.

It seemed appropriate to call this volume "The Golden Age of the Long Island Rail Road" for several reasons; it was in this era that the road reached its peak in route mileage and the last era in which it would enjoy a monopoly of Long Island's passenger and freight traffic. Significantly, too, these were the last years the Long Island Rail Road would ever operate in the black; after the Pennsylvania take-over in 1900, the long slow slide began.

As in previous volumes, the author has made extensive use of old Long Island newspapers; the Brooklyn Eagle, Long Island Democrat (Jamaica), Long Island Farmer (Jamaica), Hempstead Inquirer, South Side Observer (Rockville Centre), South Side Signal (Babylon), Flushing Journal, Flushing Times, Port Jefferson Echo, Newtown Register and Whitestone Herald. The recent re-discovery of the notebooks of Superintendent Spencer's General Orders for 1877-1880 has been helpful.

The author owes a debt of gratitude to many people: to Felix Reifschneider for his encouragement over many years and for the material support that makes these books possible; to Harold Goldsmith for the locomotive rosters; to Harold Fagerberg for pictures of representative types of engines; to Ron Ziel for the majority of the pictures selected from the Fullerton and Weber collections; to Arthur J. Huneke for various photos and valuable criticism regarding signals and interlocks; to Robert Emery for the use of his father's notes on signal towers and data on the stations; to Wynn S. Boerckel for blueprints; to Edward Watson for sundry photos, and finally, to the Long Island Historical Society, without whose marvelous files of old newspapers this work would have been all but

*East Northport:* Station building and freight houses erected between May and July 1873. The original building was, before 1927, moved intact to the south side of East 10th Street where it was used as the office of a sign company. Torn down 1959.

→ *Kings Park:* Station is called St. Johnland until June 1891, when the timetable first uses the modern name of Kings Park. } ←  
Original depot built November-December 1872. Demolished 1948.

*Smithtown:* Original depot erected November-December 1872; photographed by Brainerd in 1878. A new depot was built 1937 and still stands. Old depot razed 1937.

*St. James:* The original station was built August-October 1873 and is still standing, the oldest on the whole railroad still intact. In 1964, when there was talk of demolition, the local residents rallied to save the old building, and it has been carefully restored.

*Flowerfield:* One thousand acre site bought by John Lewis Childs, the Floral Park seedsman, in 1909, as a place to grow plants and seeds; also the location for his mail-order business; 1.2 miles east of St. James. The railroad station opened 1910 as a signal stop. Service to Flowerfield lasted until the late 1940's. Building razed July 1959.

*Stony Brook:* Station opened May 1873; a depot was built in the summer of 1873. It was rebuilt in 1917 to its present appearance.

*Setauket:* The freight depot erected in February 1877 long served as a station. The first real depot was built in January-February 1883. Torn down October 3, 1960.

*Port Jefferson:* A depot building and small freight house were opened on the west side of Route 112. The depot burned down on February 1, 1874 and was replaced in June 1875. The present depot was opened on July 29, 1903 by the owners of Belle Terre.

*Miller's Place:* Depot on the east side of Sylvan Avenue and north of the track; built 1898. This building burned down in 1902; its replacement again burned down 1927. Thereafter there was no station building. Closed March 20, 1939.

*Rocky Point:* Station was east of Broadway and south of the

## L. I. R. R. SPUR AT KINGS PARK.

To Be Completed Within a Month.  
Large Coal Shipments Over  
New Line.

Kings Park, L. I., July 12—At a meeting of the board of managers of the Long Island State Hospital, held last night, it was reported by General Superintendent Dewing that the terms of the contract between the board of managers of the Long Island State Hospital and the Long Island Railroad Company for the building of the spur over the hospital grounds of Kings Park, from the main line of the Wading River Branch to the coal pockets, and the general freight house of the hospital, had been approved by the State Commission in Lunacy, and the work of track laying will begin at once. It is expected that the line will be completed in a month. The state is to pay half the cost of construction and furnish the right of way.

The calls that have been issued for bids for a coal supply specify that deliveries shall be made by rail instead of by water, which is rendered possible by the new spur. The amount of coal called for is 12,900 tons of coal and 300 bushels of charcoal for Kings Park and 5,200 tons of coal and 100 bushels of charcoal for Flatbush. The profits of the dairy of 65 cows maintained at Kings Park were shown in a statement by the superintendent that 164,849 quarts of milk were produced at an average cost of less than a cent per quart the five months from January 1 to June 1.

A resolution was passed recommending to the Legislature the enactment of a law to provide for the deposit of a sufficient sum of money by the state in some financial institution in the City of New York to facilitate the prompt payment of audited claims against the hospital and that the Governor be respectfully requested to recommend the passage of the act during the present extra session of the Legislature. The treasurer has to go to Albany at present to get all the money needed for the institution. The general superintendent reported the number of patients at the hospital as 2,859—1,257 men and 1,602 women.

## A KINGS PARK IMPROVEMENT

### The Long Island Road Submits a Route for a New Spur

#### ON STATE HOSPITAL GROUNDS.

Board of Managers Visits the Ground  
and Is Unanimously in Favor of  
the Scheme—Large Saving by Rail-  
road Over Water Transportation—The  
Long Island Company Agrees to Pay  
Half the Cost of Construction.

(Special to the Eagle.)

Kings Park, L. I., April 2—President Truman J. Backus, Manager John G. Deubert, Silas Dutcher and Theron L. Smith and Counsel Marcus Campbell of the Board of Managers of the Long Island State Hospital, and Chief Engineer Ford of the Long Island Railroad held a meeting at the hospital to-day to determine as to the route to be taken in building a spur from the Kings Park station of the Long Island Railroad to the coal bins of the hospital and to confer as to a proposed further extension of 800 feet from the coal bins to the general storehouse, to which over a hundred carloads of merchandise are carted every year from the Kings Park Railroad station.

The route that has most favorably impressed the board of managers of the hospital and the railroad company is one that passes in the rear of the new group of cottages and east of the boulevard, and in a northerly direction to the coal bins in such a way that all the bins can be filled directly from the cars on an elevated track by means of chutes without any extra hoisting or handling in any way.

# Proposed Railroad Spur on King's Park Hospital Grounds.

---

WILL CHEAPEN COAL FREIGHTS.

---

Railroad Officials Make a Survey of the Proposed Route—Coal Contracts to Be Made by the Board of Managers of the Long Island State Hospital Before April 1—Bid for Electric Alarm System. New Water Supply.

---

(Special to the Eagle.)

Kings Park, L. I., March 1—At a meeting of the Board of Managers of the Long Island State Hospital, held yesterday, the committee on Kings Park reported that it visited the institutions at this place on Saturday in company with General Superintendent W. F. Potter, General Traffic Manager H. M. Smith and the chief engineer of the Long Island Railroad Company, for the purpose of examining the ground and consulting as to the construction of a spur or branch track from the station of the Long Island Road at Kings Park down to the boiler house and the coal yards, where from 10,000 to 12,000 tons of coal are laid in every year. After the ground was gone over General Superintendent Potter said his report would be handed in as soon as the surveyors can complete their report, which will be in a week or two.

## ST. JOHNLAND IN THE RAIN.

**The Grand Jury Visited the County Farm Under a Cloud.**

The Grand Jury saw the County Farm at St. Johnland under a cloud yesterday, when it visited the place at the invitation of the Charities Commission. Sixteen members of the jury, escorted by President Gott, of the commission and four reporters, left the Long Island Railroad station at Flatbush avenue, on the 8:55 train.

The jurors were: Irving G. Lawrence, foreman; Richard Lehman, Michael J. Larkin, William H. Sleeper, Frank Hert, Robert W. Snedeker, Michael Hamilton, Robert Knox, M. J. McLaughlin, John Curran, Dietrich Allen, Walter H. Martin, clerk; William H. Blank, Patrick Noonan, Charles Ruther and Peter Totans.

When they reached the St. Johnland station they were driven through the rain and mud to the farm. They inspected the male and female cottages, the store house, the kitchen, the laundry and the engine house. There they were shown the storage reservoir which Senator Birkett is rebuilding. President Gott called the attention of the jurors to the alleged deviations from the specifications in the completed work. The conduit, which the Senator is also building, was inspected, and many expressions of approval for the work were heard. Dinner was eaten at Dr. Macumber's cottage. After dinner a vote of thanks was given to the Commissioner for the courteous treatment which he had given the visitors. In acknowledging the vote President Gott explained the general plan of the farm. On the way to the station a stop was made at the large new barn which is building on the farm. The jury reached the city again at 5:30 o'clock.

COMING EVENTS

### Railroad Track.

The section men employed by the Long Island Railroad Company to take care of the track between Old Northport and Kings Park report that they discovered an attempt to wreck a train at the bridge, near the Kings Park Station, on Saturday morning. They were at work near the East Northport station at the time when east-bound train 15, in charge of Conductor Randall and Engineer Rich, was due. They mounted their handcar and went eastward in search of a convenient spot to remove it from the rails and clear the track for the train. There is a down grade west of the iron bridge, and in going down the trackmen discovered a pile of twenty large stones between the rails. The handcar was stopped and all of the men hastened to remove the stones. Some of them were so heavy that the united efforts of all the men were required to lift them.

... ..

**St. Johnland** was founded in 1866. The domain comprises 535 acres, with a frontage of a mile and a half on Long Island sound. Two hundred acres are under cultivation. The village is located on the southern slope of a high bluff which skirts the sound. There are thirty buildings and a population varying from two hundred to two hundred and fifty. There is a pretty church in which services are held daily. There is a schoolhouse with accommodations for ninety children, a library well stocked with books, a store, bakery, tailor shop, cobbler's shop, laundry, carpenter's shop and blacksmith's shop. The Church of the Testimony of J.

ASTOR.

The beneficiaries for the year numbered 189. There are now resident 136—old men, 37; boys, 46; girls, 53. Bishop Littlejohn paid the place a visit and confirmed sixteen of the older boys and girls. Five of the aged inmates of St. John's have died. The foundation has suffered in its reputation by the near location of the Kings county farm for the insane and to create a distinction the railroad station and post office has been named King's Park and the name St. Johnland will be the exclusive title of the society. One of the valuable improvements made was the

Harned pond.

The Long Island Railroad Company was authorized to offer William Kelly \$1,250 for the right of way for the laying of the railroad tracks of the spur through his four acre tract of land, and in case of Kelly's refusal to accept the amount, to resort to condemnation proceedings to acquire the property, the amount having been approved by the State Commission in Lunacy. The tracks have already been laid across the farm, and the road is in operation.

It is resolved that the fence line between the state property and the county property at the Flatbush annex be changed, so as to be on the line with the annex building, doing away with a fifty foot projection and the ground which forms the patients' yard, in lieu of which the Charities Department, through Commissioner Simis, agrees to extend the rear or north boundary of the state property 100 feet, extending from Albany avenue, on the east side, to the line separating the county buildings on the west. The change is important to the Kings County Hospital authorities, for the reason that they are about to erect additional buildings near the annex, which will not be detrimental to the state institution.

The contract for furnishing the engine and generator and reconstructing the switchboard of the electric lighting plant at Kings Park was awarded to J. F. Buchanan & Co. at \$6,543.

## Proposed Railroad Spur on King's Park Hospital Grounds.

WILL CHEAPEN COAL FREIGHTS.

Railroad Officials Make a Survey of the  
Proposed Route—Coal Contracts to Be  
Made by the Board of Managers of the  
Long Island State Hospital Before  
April 1—Bid for Electric Alarm System.  
New Water Supply.

(Special to the Eagle.)

Kings Park, L. I., March 1—At a meeting of the Board of Managers of the Long Island State Hospital, held yesterday, the committee on Kings Park reported that it visited the institutions at this place on Saturday in company with General Superintendent W. F. Potter, General Traffic Manager H. M. Smith and the chief engineer of the Long Island Railroad Company, for the purpose of examining the ground and consulting as to the construction of a spur or branch track from the station of the Long Island Road at Kings Park down to the boiler house and the coal yards, where from 10,000 to 12,000 tons of coal are laid in every year. After the ground was gone over General Superintendent Potter said his report would be handed in as soon as the surveyors can complete their report, which will be in a week or two.

## L. I. R. R. SPUR AT KINGS PARK.

To Be Completed Within a Month.  
Large Coal Shipments Over  
New Line.

Kings Park, L. I., July 12—At a meeting of the board of managers of the Long Island State Hospital, held last night, it was reported by General Superintendent Dewing that the terms of the contract between the board of managers of the Long Island State Hospital and the Long Island Railroad Company for the building of the spur over the hospital grounds of Kings Park, from the main line of the Wading River Branch to the coal pockets, and the general freight house of the hospital, had been approved by the State Commission in Lunacy, and the work of track laying will begin at once. It is expected that the line will be completed in a month. The state is to pay half the cost of construction and furnish the right of way.

The calls that have been issued for bids for a coal supply specify that deliveries shall be made by rail instead of by water, which is rendered possible by the new spur. The amount of coal called for is 12,900 tons of coal and 300 bushels of charcoal for Kings Park and 5,200 tons of coal and 100 bushels of charcoal for Flatbush. The profits of the dairy of 65 cows maintained at Kings Park were shown in a statement by the superintendent that 164,849 quarts of milk were produced at an average cost of less than a cent per quart the five months from January 1 to June 1.

A resolution was passed recommending to the Legislature the enactment of a law to provide for the deposit of a sufficient sum of money by the state in some financial institution in the City of New York to facilitate the prompt payment of audited claims against the hospital and that the Governor be respectfully requested to recommend the passage of the act during the present extra session of the Legislature. The treasurer has to go to Albany at present to get all the money needed for the institution. The general superintendent reported the number of patients at the hospital as 2,859—1,257 men and 1,602 women.

## A KINGS PARK IMPROVEMENT

### The Long Island Road Submits a Route for a New Spur

#### ON STATE HOSPITAL GROUNDS.

Board of Managers Visits the Ground  
and Is Unanimously in Favor of  
the Scheme—Large Saving by Rail-  
road Over Water Transportation—The  
Long Island Company Agrees to Pay  
Half the Cost of Construction.

(Special to the Eagle.)

Kings Park, L. I., April 2—President Truman J. Backus, Manager John G. Deubert, Silas Dutcher and Theron L. Smith and Counsel Marcus Campbell of the Board of Managers of the Long Island State Hospital, and Chief Engineer Ford of the Long Island Railroad held a meeting at the hospital to-day to determine as to the route to be taken in building a spur from the Kings Park station of the Long Island Railroad to the coal bins of the hospital and to confer as to a proposed further extension of 800 feet from the coal bins to the general storehouse, to which over a hundred carloads of merchandise are carted every year from the Kings Park Railroad station.

The route that has most favorably impressed the board of managers of the hospital and the railroad company is one that passes in the rear of the new group of cottages and east of the boulevard, and in a northerly direction to the coal bins in such a way that all the bins can be filled directly from the cars on an elevated track by means of chutes without any extra hoisting or handling in any way.

## St. Johnland as It Is After All This Expenditure.

The railroad station at St. Johnland is of the most primitive kind, and gives no hint of the great and costly institution which is hid away behind the woods to the northwest. The station is on the Port Jefferson branch of the Long Island railroad and is forty-five miles from Brooklyn. At this season of the year there are two trains a day each way between the village and the city. The schedule time is about two hours for the forty-five miles, which includes one change of cars. The hamlet is a barren fragment of the town of Smithtown, and takes its name from the Episcopal orphanage school and home for the aged established there many years ago by Dr. Mublenberg. The home is still extant, and is a mile to the southwest from the Kings county property. The native population of St. Johnland is agricultural, comprising a couple of hundred farmers in a few miles area. The chief agricul-

## Resident Officers.

*Pastor.*

BENJAMIN H. ABBOTT.

*Superintendent and Assistant Treasurer.*

SISTER ANNE AYRES.

*Assistant Superintendent.*

JESSIE STEVENS.

## OTHERS IN CHARGE.

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FREDERICK BRIDDON.

*Printing and Stereotyping.*

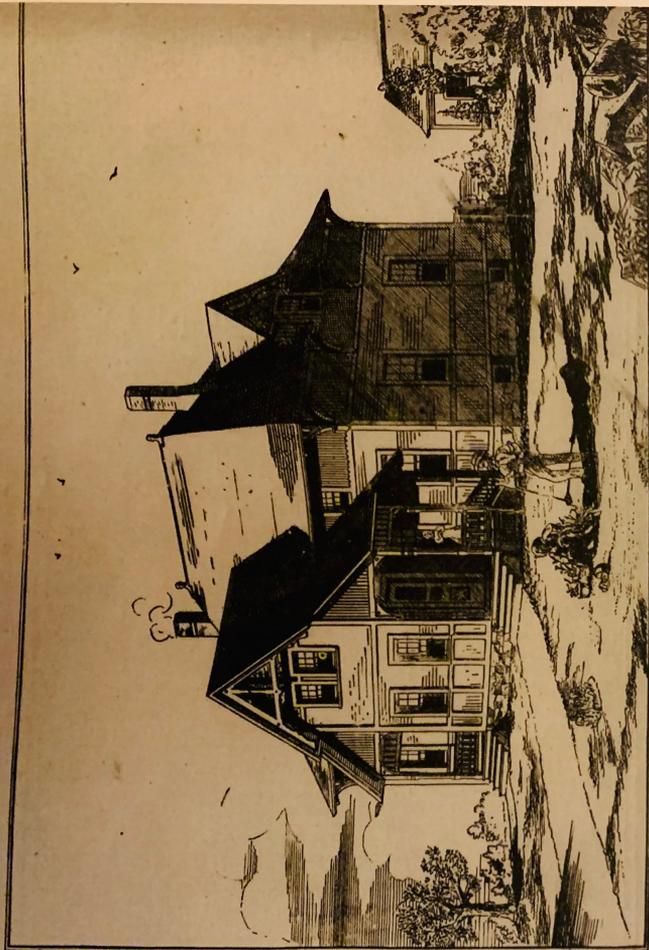
JOHN McCABE.

*Farm and Out-door Works.*

EDWARD THOMPSON.

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NINTH ANNUAL REPORT,  
OF THE  
TRUSTEES  
OF  
ST. JOHNLAND,  
FOR THE  
YEAR ENDING DECEMBER 27 (ST. JOHN'S DAY), 1879.



NEW YORK:  
THOMAS WHITTAKER, 2 AND 3 BIBLE HOUSE.  
1880.

*Centerport (Greenlawn)*: Depot building built by Henry S. Sammis of Northport in 1868 on the east side of the Centreport Road in an area newly named Greenlawn (1870). Station burned down 1909; replaced with a new station 1910.

*(Old) Northport*: Depot building built in January–March 1868 by Henry S. Sammis. An engine building was also put up. Old Northport abandoned as a passenger depot October 17, 1899. The site is now a yard at the end of a freight branch on the north side of Highway 25A and west of Laurel Avenue.

*(New) Northport (Genola)*: Area originally known as Clay Pitts; name changed to Genola in March 1870. A new site for the new Northport station consisting of several acres, was donated by Mr. Higbie. Station building, and freight houses erected between May and July 1873. The original building was, in the 1930's, moved intact to the south side of East 10th Street, where it was used as the office of a sign company. Torn down 1959.

→ *St. Johnland (Kings Park)*: St. Johnland was never a place by itself, but only the name applied to the depot and post office at the Home established by Dr. Muhlenberg for the Aged. Charles Hallett of Riverhead built the depot in November and December 1872. ←

*Smithtown*: The depot building was erected by Charles Hallett in November and December 1872. In June 1874 the tank and windmill were taken down by Mr. L'Hommedieu, and re-erected a little to the westward of the old site. Station photographed by Brainerd in October 1878.

*St. James*: In May 1873 only a signal station, the location of which was marked by a pile of cordwood. The land for the depot site and the right of way through the area were given by Messrs. Edmund T. and Milton G. Smith, on condition that the station be located on the road dividing their farms. When Charlick called on the people to raise \$750 towards the depot, Mr. Timothy C. Smith responded with \$500. Work was begun in August 1873 by Mr. Calvin L'Hommedieu and completed in October. The original building is still standing, and has been (1964) carefully restored; it is now the sole station surviving from the Charlick Era, and the oldest station on the railroad. Photographed by Brainerd in 1878.

## Preface

**T**his third volume of the HISTORY OF THE LONG ISLAND RAIL ROAD covers the eventful years of the late 1860's and 70's on the Long Island Rail Road proper, when almost every single year witnessed the construction of new branches and extensions into every part of the Island. The railroad in these days moved forward under the driving impetus of one of its most colorful presidents, Oliver Charlick, and that momentum increased even more under the dynamic leadership of Conrad Poppenhusen and his imaginative successor, Colonel Thomas R. Sharp.

There are no original sources for the history of the Long Island Rail Road in the files of the railroad itself aside from scattered blueprints and charters; it has been necessary, therefore, to turn to the press of the day for information. Most of the Island newspapers for the 1860's and 70's that have survived have been systematically searched, and provide the material of this book, and it is the author's hope that some of the freshness and sense of immediacy that still breathes forth from the accounts of events a century ago has been transmitted to his own pages.

The Long Island Rail Road has been more fortunate than its rivals in the preservation of pictures dating back to the post-Civil War era. I am indebted to the Brooklyn Public Library for the fine series of station pictures taken by Brainerd, who, in his capacity as engineer for the Brooklyn Water Works, had occasion to patronize the road and indulge his hobby of photography until his death in 1887. Nearly all the remaining pictures have been supplied to me through the very kind offices of Harold Fagerberg of Babylon, L.I. Harold L. Goldsmith has very kindly made available to me the information contained in the Order Books of the various steam locomotive builders, which he has laboriously gathered over many years, and without the help of which many problems in the engine roster might well have remained unresolved. Mr. Jeffrey Winslow has once again placed at my disposal his skill with layout and captions in the picture section of this book. Finally, I wish to express my profound gratitude to Felix Reifschneider of Fairton, N.J. who for fifteen years has served as counselor, critic and friend, and who has uncomplainingly undertaken the thankless tasks of proof-reading, financing and distributing not only this book, but a long line of earlier publications.

Volume IV, THE LONG ISLAND RAIL ROAD TO THE BEACHES, is presently in preparation.

VINCENT F. SEYFRIED

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of which this is 250

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THE  
LONG ISLAND RAIL ROAD  
A COMPREHENSIVE HISTORY

by  
*Vincent F. Seyfried*

*Part Three*  
The Age of Expansion: 1863-1880

LONG ISLAND DIVISION

2717989

Published by  
VINCENT F. SEYFRIED  
163 Pine Street  
Garden City, Long Island

V. THE LIBRARY AND VILLAGE HALL—erected by a number of gentlemen, and intended for the double purpose implied in its designation. The upper floor of this building is at present used as a dormitory for forty little boys.

VI. THE PRINTING OFFICE AND STEREOTYPE FOUNDRY—originally the gift of the late Mr. F. F. Randolph, but since enlarged so as to double its business capacity.

The other buildings are the Mansion or original homestead ; a new two-story dwelling-house west of this ; another two-story house south ; the "REST-AWHILE," given by the late Mr. W. H. Aspinwall ; a cottage built by Mr. E. P. Fabbri ; another by the late Mr. John Caswell, and the Gate Cottage, at the entrance of the domain. There are also extensive farm buildings, a workshop, stable, store-house, dairy, and ice-house.

The present value of the land, building, stock, furniture, business apparatus, implements, and other material, is computed, at a low estimate, to be one hundred and fifty-five thousand (\$155,000) dollars.

The property is unencumbered by debt, but the Society has fallen into arrears to its Treasurer for current expenses, and urgently needs additional funds, especially for the maintenance of a large number of helpless children who have come upon its care, without any pecuniary provision for their support.

This Church Village is the latest work of the venerable Dr. Muhlenberg, being a practical illustration of those Evangelical and Catholic principles for which he so long and earnestly contended. The purposes of the Foundation are set forth in an abstract of the Act of Incorporation on the sixth page of this pamphlet.

The dependence for carrying on the several charities is on voluntary contributions, which are solicited from all who would favor an enterprise of manifold benevolence, actuated by the Spirit of Brotherhood in Christ.

\$10 per annum is an ordinary subscription.

\$100 per annum maintains and educates a child.

\$150 per annum supports an old man.

\$150, in full, apprentices a boy to a trade on the place.

\$2000 endows a cot in perpetuity for a destitute child.

\$3000 endows an alcove in perpetuity for an old man.

\$2000 builds a double cottage.

\$1100 builds a single cottage.

Donations in money can be sent to Howard Potter, Esq., Treasurer, 59 Wall street, or the Superintendent and Assistant Treasurer, Sister Anne Ayres, at St. Luke's Hospital, New York, or at St. Johnland, Suffolk Co., N. Y.

St. Johnland is reached by the Port Jefferson Branch of the Long Island Railroad, from Hunters Point, opposite East 34th street, New York. There are two trains each way daily, stopping at St. Johnland Station, distant about a mile and a half from the settlement.

The St. Johnland stage meets the mid-day train regularly on *Tuesdays*, for the convenience of visitors, conveying them back to the depot for the return train. This arrangement is suspended in the winter months.

The post-office address is, St. Johnland, Suffolk County, N. Y.

Communications on matters of business should be addressed to the Superintendent, Sister Anne Ayres, St. Luke's Hospital, New York, or St. Johnland, Suffolk Co., N. Y.

Applications for the admission of beneficiaries, of whatever kind, must be made to the Sister Superintendent. In every case a personal interview with the candidate is required. This can be accomplished by bringing the applicant to St. Luke's Hospital, either on the second or the last Thursday morning of each month, between ten and twelve o'clock.

Letters concerning the Printing and Stereotyping Department should be directed to Mr. John McCabe, Superintendent of Printing Office, St. Johnland, Suffolk Co. N. Y.

## Preface

With this sixth volume in the continuing series on the history of the Long Island Rail Road, the full story of the road from 1863 to 1900 is brought to completion—a forty year period that was incomparably the most eventful and progressive, and at the same time, the most interesting and colorful of any era in the history of the railroad.

In this volume the road as a whole is dealt with for the period 1881-1900 during the presidencies of Austin Corbin and William H. Baldwin. The book thus represents a continuation of volume III which broke off in 1880.

Many topics which in previous volumes were disposed of in a paragraph or less have here been expanded into whole chapters, thanks to the increased coverage and detail available in the source material after 1880. These are interesting not only as events in the history of the railroad, but in a larger sense, as chapters in the economic and social evolution of Long Island.

It seemed appropriate to call this volume "The Golden Age of the Long Island Rail Road" for several reasons; it was in this era that the road reached its peak in route mileage and the last era in which it would enjoy a monopoly of Long Island's passenger and freight traffic. Significantly, too, these were the last years the Long Island Rail Road would ever operate in the black; after the Pennsylvania take-over in 1900, the long slow slide began.

As in previous volumes, the author has made extensive use of old Long Island newspapers; the Brooklyn Eagle, Long Island Democrat (Jamaica), Long Island Farmer (Jamaica), Hempstead Inquirer, South Side Observer (Rockville Centre), South Side Signal (Babylon), Flushing Journal, Flushing Times, Port Jefferson Echo, Newtown Register and Whitestone Herald. The recent re-discovery of the notebooks of Superintendent Spencer's General Orders for 1877-1880 has been helpful.

The author owes a debt of gratitude to many people: to Felix Reifschneider for his encouragement over many years and for the material support that makes these books possible; to Harold Goldsmith for the locomotive rosters; to Harold Fagerberg for pictures of representative types of engines; to Ron Ziel for the majority of the pictures selected from the Fullerton and Weber collections; to Arthur J. Huneke for various photos and valuable criticism regarding signals and interlocks; to Robert Emery for the use of his father's notes on signal towers and data on the stations; to Wynn S. Boerckel for blueprints; to Edward Watson for sundry photos, and finally, to the Long Island Historical Society, without whose marvelous files of old newspapers this work would have been all but impossible.

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Queens Borough Public Library  
Long Island Division

# THE LONG ISLAND RAIL ROAD

A COMPREHENSIVE HISTORY

by

*Vincent F. Seyfried*

*Part Six*

**The Golden Age**

**1881-1900**

INGS PARK

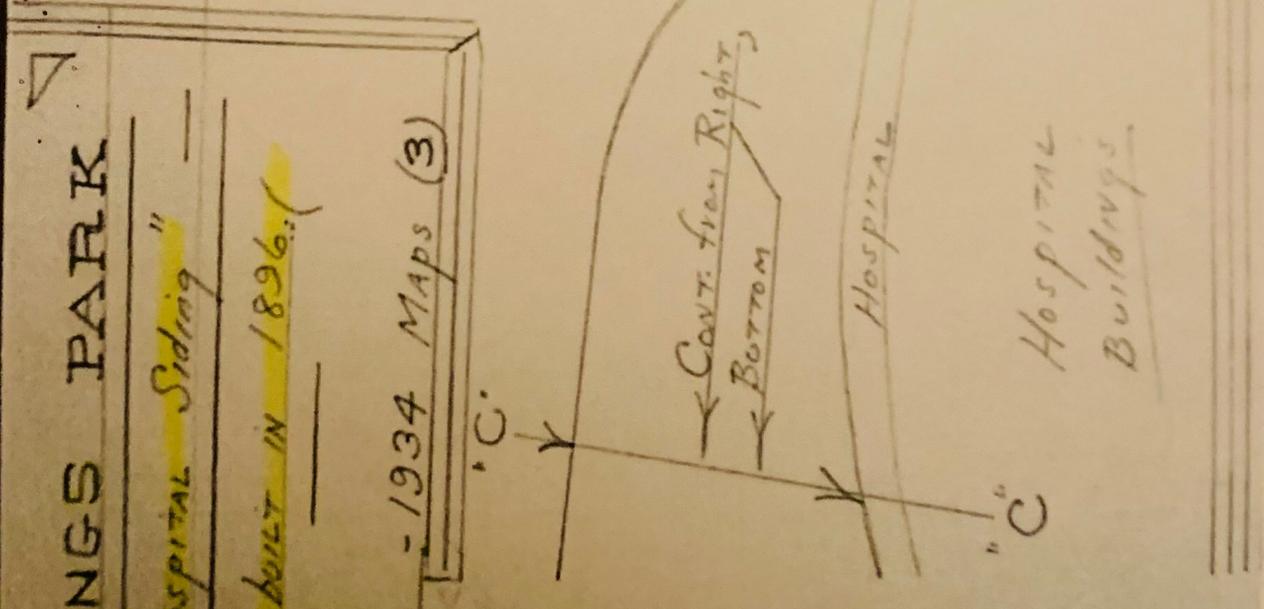
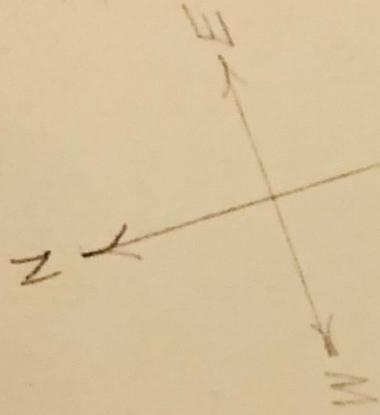
Hospital Siding

Built in 1896:

- 1934 Maps (3)

"Section 3"

- 7. Warehouse Track - Removed 1934.
- 8. Spur. " - " "
- 9. Wooden Trestle - " "
- \* { ALL Track on this section removed - 1934
- ⇒ 10. Mileage from here to Kings Park Sta. about 2 miles. ←



# KINGS PARK

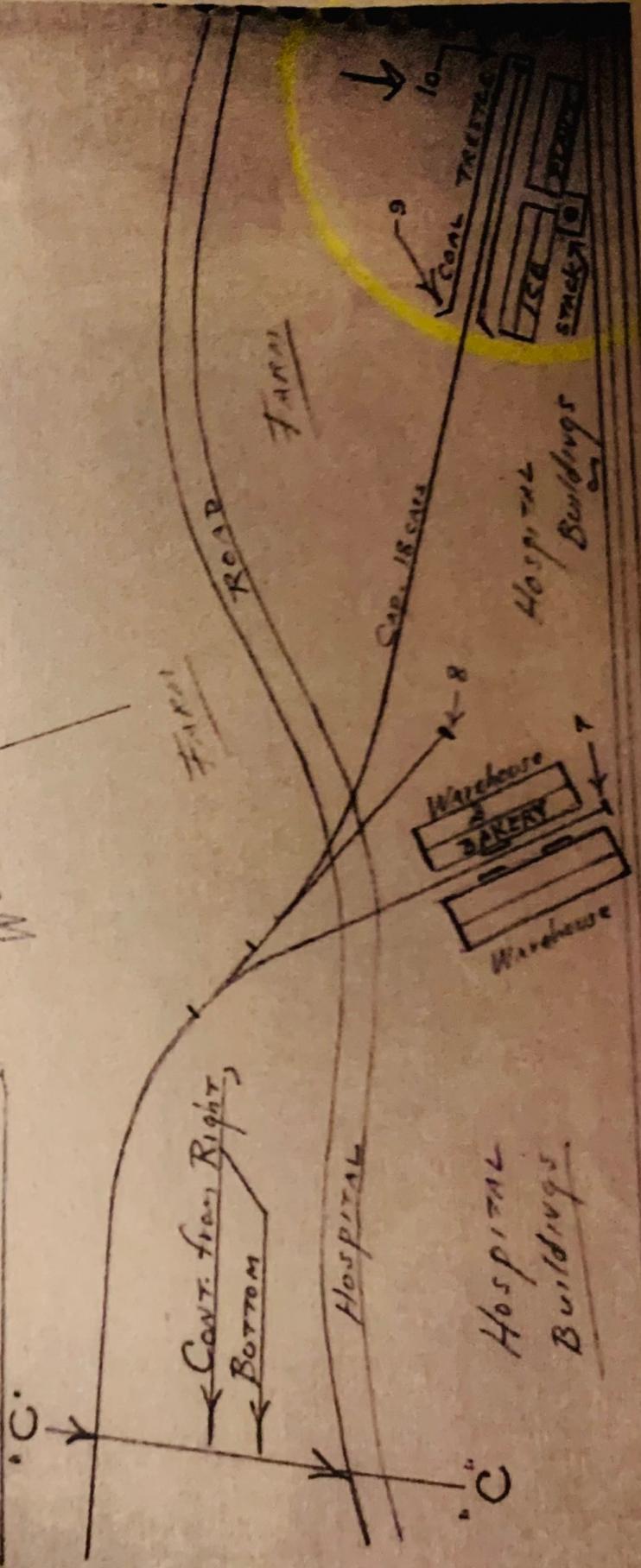
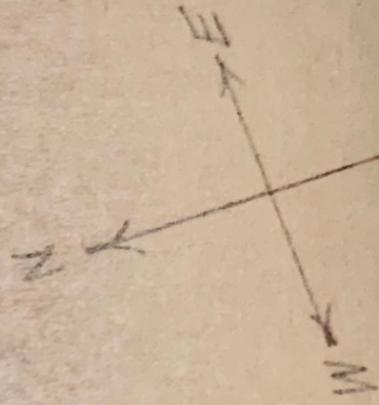
Hospital Siding

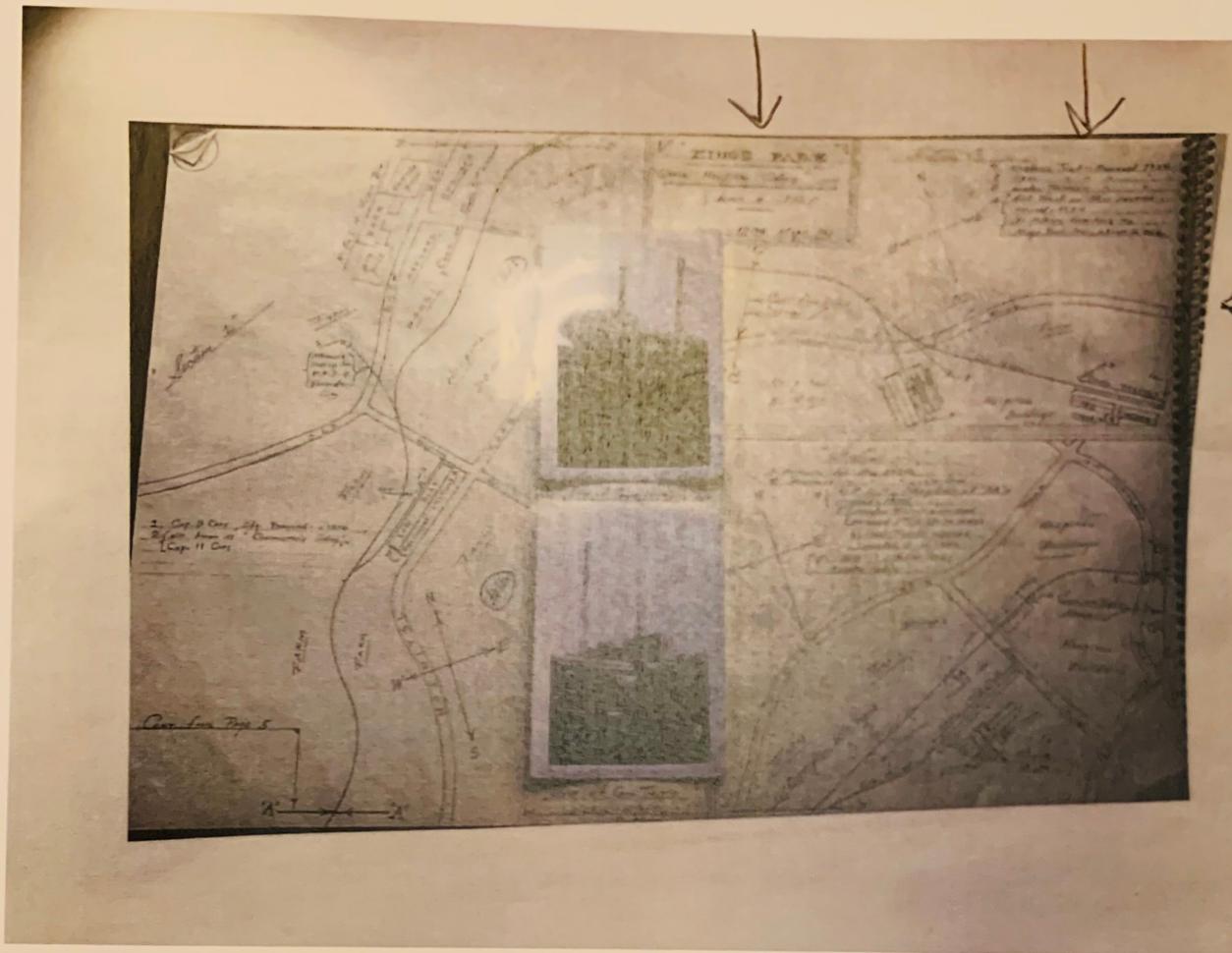
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- 9. Wooden Trestle - " "
- \* { ALL TRACK ON THIS SECTION removed - 1934
- 10. Mileage from here to Kings Park Sta. about 2 miles.





[Quoted text hidden]

**Kristen Nyitray** <kristen.nyitray@stonybrook.edu>  
To: "Leo P. Ostebo Kings Park Heritage Museum" <kpheritagemuseumnet@gmail.com>

Mon, Jan 14, 2019 at 10:48 AM

Dear Joann,

If these two images are used in the landmark application, please include the credit line: "Robert M. Emery Long Island Rail Road Collection, Album 26, p. 6. Special Collections, Stony Brook University Libraries."

Robert M. Emery (b. March 23, 1925, d. August 1, 1995) joined the Long Island Rail Road in 1943 and retired in 1976. His first job after graduating from Mattituck High School (NY) was as a trainman; he was a conductor at the time of his retirement. In 1976, Stony Brook University acquired through purchase his extensive collection which documents the history of the Long Island Rail Road (LIRR). Considered to be one of the most comprehensive collections on the LIRR, it is comprised of: 73.5 linear ft. of pencil drawings by Emery of Long Island Rail Road tracks with explanatory notes; over 5,000 identified photographs and postcards of construction, engines, trains, depots, conductors, wrecks, and railroad scenes; 262 timetables; and other related historical materials. Geographic coverage includes Kings, Queens, Nassau, and Suffolk counties in New York.

Please contact me if you have any additional questions.

Thank you,  
Kristen

Kristen J. Nyitray  
Director, Special Collections and University Archives  
University Archivist

Body Line 3-5 @ (B) a

WADING RIVER BRANCH -

KINGS PARK TO PORT JEFFERSON

Body Line 3-5(4)

(4)



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 Manufacturers & Distributors of ARTISTS AND GRAVING MATERIALS  
 1000 Broadway and Broadway Building, N. Y. & Distribution Centers in Various Countries

NEW YORK, U. S. A. 1934

# KINGS PARK

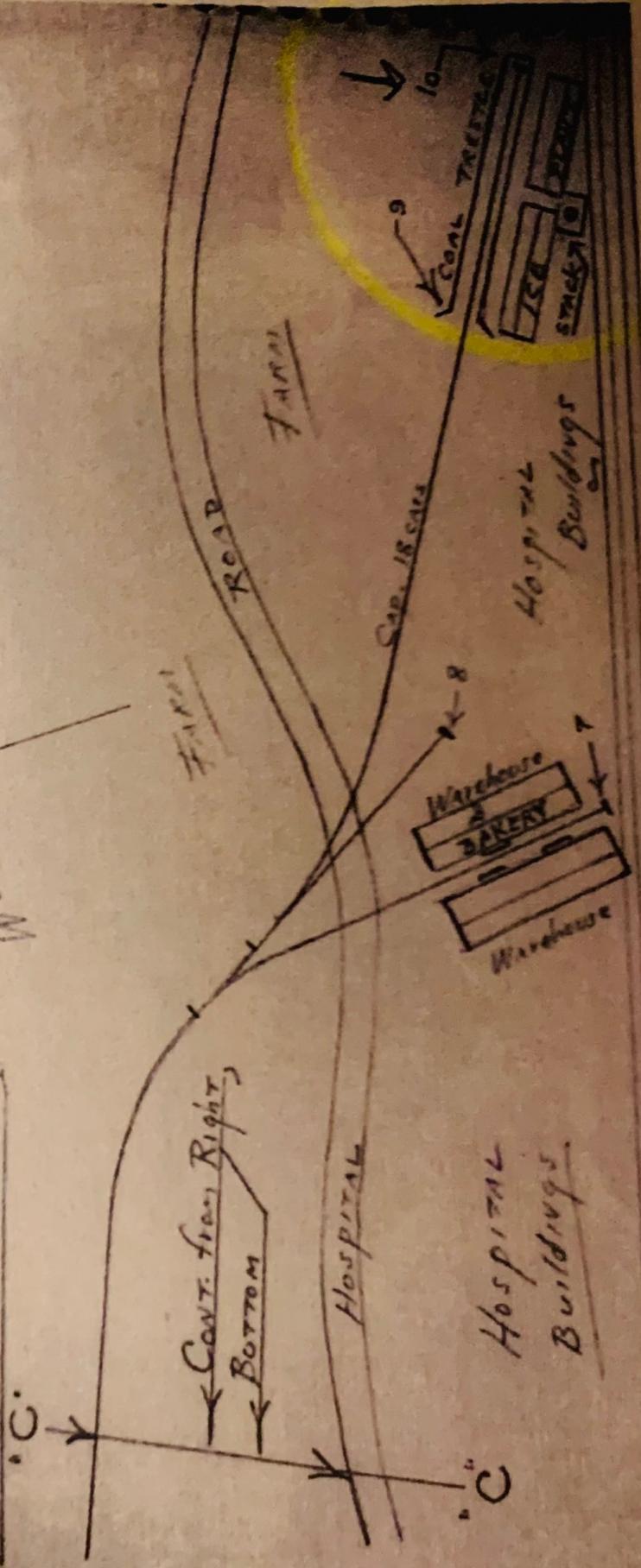
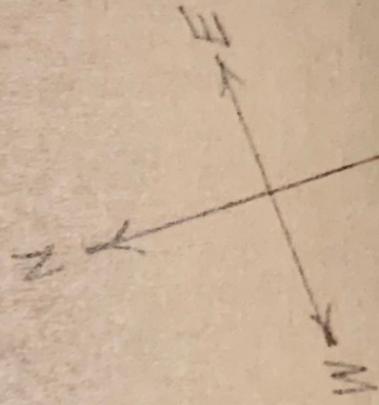
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Bella Vista	5	Huntington Lakes	2	Oyster Point	12
Bergen Park	2	Huntington Heights	1	Pacific	11
Brown Hills	12	Huntington Terrace	2	Panorama	5
		Huntington Place	2 and 14	Park Junction	4 and 25
Calverton	2	Huntington Green	2	Park Jefferson Heights Park	4
Calverton Park	2	Indian Head	2	Park Jefferson Place	4
Calverton Terrace	2	Interport	10 and 20	Park Jefferson Square	4
Canterville	9	Kings Park	3 and 21	Rain Island	13
Canterton	1 and 14	Kings Park Improvement Co.	2 and 21	Ridge	6
Cold Spring	2	Kings Park State Hospital	21	Riverhead	7 and 29
Cold Spring Grove	1	Lake Green	8	Rocks Point	5
Cold Spring Harbor	1 and 14	Lake Shoshone	8	Roseton	9
Commack	3	Lake View Park	2	Sachem Neck	13
Cones	5	Lands (Pventilville)	18	St. James	2 and 28
Cones Hill	9	Lands Park	4 and 8	St. James Park	2 and 28
Culligan	11 and 15	Lemon Park	2	Salem	5
Cypress Brook Park	4 and 28	Lemon Square	2	Sassafras	4 and 22
		Lincoln Park	4	Sassafras Park	4
Darlington Manor	6	Lido Park	1	Shaker Island Park	14 and 30
Das Hills	2	Lloyd's Neck	1	Shaker Island Heights Association	13 and 30
Dyer's Neck	4 and 22	Lone Hog Neck	11	Sherridan	4
		Lorton Park	2	Scitons	3 and 24
Echo	4 and 23	Long Beach	12	Scitons Beach	2 and 29
East Marion	12 and 26	Mallett Hill	10	Scitons Landing	3
East Neckport	1 and 16	Mane Hunt	5	Scitons Lane	3
East Smeeth	4 and 22	Manorville	7	Sead Anson (Nashville)	9
East Neck	1	Marham Improvement Co.	12 and 20	South Huntington	2
Elwood	2	Martrach	10 and 27	Southold	11 and 26
Emballin	1	Mattford	5	Swath Interport	10 and 30
		Mattford Park	5	Stony Brook	4 and 14
Fair Ground	2 and 14	Melville	2	Stony Neck	4 and 22
Fairview Park	4	Mills Island	2	Tarryville	6
Fairview Place	2	Millsville	1	Vernon Valley	1 and 20
Farmingville	3	Miller Place	4	Wardville	6
Fresh Head	9	Mount Zion	4 and 24	Waverly	10
Great Hog Neck	18	New Village	6	Wading River	6 and 23
Great Neck	1	New Suffolk	18 and 27	Waverly Park	1
Greenlawn	1, 2 and 19	Norfolk (Second Avenue)	9	West Hill Park	2
Greenlawn Manor	2	Norfolk (Imperial)	1, 12 and 28	West Hills	2
Greenlawn Park	2	North Wading River	8	West Neck	1
Greenlawn Square	2	Norton Park	4 and 8	West Neck	45
Greenvale	12 and 25	Norwood	4	Whisper Corner	1
Gun City	10	Norwiche	3	Yaphank	7
Haham	7 and 14				
Hall Harbor	14				
Hall Hollow Hills	2				

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# ATLAS OF SUFFOLK COUNTY

LONG ISLAND,

NEW YORK.

SOUND SHORE

Based upon MAPS on FILE at the County Seat in Riverhead and upon PRIVATE PLANS and SURVEYS furnished by Surveyors and individual owners

**SUPPLEMENTED BY**

CAREFUL MEASUREMENTS & FIELD OBSERVATIONS

BY OUR OWN

**CORPS OF ENGINEERS**

COMPLETE IN TWO VOLUMES

VOLUME ONE: SOUTH SIDE + OCEAN SHORE

VOLUME TWO: NORTH SIDE + SOUND SHORE

**PUBLISHED BY**

**E. BELCHER HYDE**

5 BEEKMAN ST. MANHATTAN

97 LIBERTY ST. BROOKLYN

1909

VOLUME TWO

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*East Northport:* Station building and freight houses erected between May and July 1873. The original building was, before 1927, moved intact to the south side of East 10th Street where it was used as the office of a sign company. Torn down 1959.

→ *Kings Park:* Station is called St. Johnland until June 1891, when the timetable first uses the modern name of Kings Park. Original depot built November-December 1872. Demolished 1948. } A

*Smithtown:* Original depot erected November-December 1872; photographed by Brainerd in 1878. A new depot was built 1937 and still stands. Old depot razed 1937.

*St. James:* The original station was built August-October 1873 and is still standing, the oldest on the whole railroad still intact. In 1964, when there was talk of demolition, the local residents rallied to save the old building, and it has been carefully restored.

*Flowerfield:* One thousand acre site bought by John Lewis Childs, the Floral Park seedsman, in 1909, as a place to grow plants and seeds; also the location for his mail-order business; 1.2 miles east of St. James. The railroad station opened 1910 as a signal stop. Service to Flowerfield lasted until the late 1940's. Building razed July 1959.

*Stony Brook:* Station opened May 1873; a depot was built in the summer of 1873. It was rebuilt in 1917 to its present appearance.

*Setauket:* The freight depot erected in February 1877 long served as a station. The first real depot was built in January-February 1883. Torn down October 3, 1960.

*Port Jefferson:* A depot building and small freight house were opened on the west side of Route 112. The depot burned down on February 1, 1874 and was replaced in June 1875. The present depot was opened on July 29, 1903 by the owners of Belle Terre.

*Miller's Place:* Depot on the east side of Sylvan Avenue and north of the track; built 1898. This building burned down in 1902; its replacement again burned down 1927. Thereafter there was no station building. Closed March 20, 1939.

*Rocky Point:* Station was east of Broadway and south of the



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ATLAS  
OF  
A PART OF  
**SUFFOLK COUNTY**

12509  
LONG ISLAND,

NEW YORK.

NORTH SIDE—SOUND SHORE

COMPLETE IN TWO VOLUMES.

VOLUME ONE: INCLUDING TOWNSHIPS OF HUNTINGTON, SMITHTOWN AND PART OF BROOKHAVEN

VOLUME TWO: INCLUDING TOWNSHIPS OF RIVERHEAD, SOUTHOLD AND SMELTER ISLAND

BASED UPON ACTUAL MEASUREMENTS BY OUR OWN CORPS OF ENGINEERS.

MAPS ON FILE AT COUNTY OFFICES.

ALSO MAPS FROM

ACTUAL SURVEYS FURNISHED BY SURVEYORS AND INDIVIDUAL OWNERS.

UNDER THE SUPERVISION OF

MERRITT B. HYDE

PUBLISHED BY

E. BELCHER HYDE

97 LIBERTY STREET, BROOKLYN  
8 BEEKMAN STREET, MANHATTAN

1917

• VOLUME ONE •

*Entered according to act of Congress in the year 1917 by E. Belcher Hyde, Brooklyn.*

