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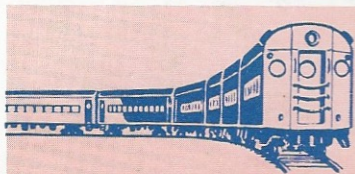
**Commemorative
HISTORY and
MINT-CONDITION**

**fare
token**

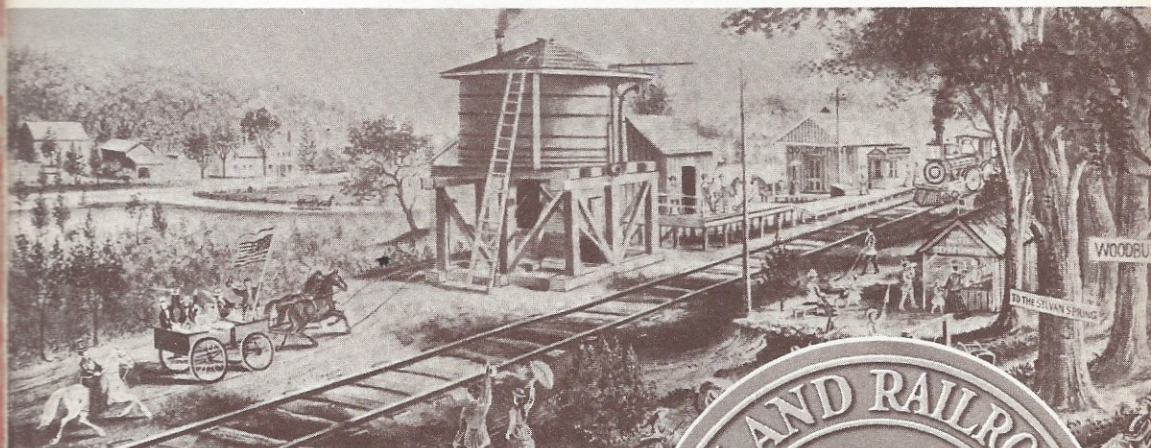


LONG ISLAND RAIL ROAD

Your Steel Thruway To The Fair Gateway



through the years



Cold Spring Harbor station in 1881.

with

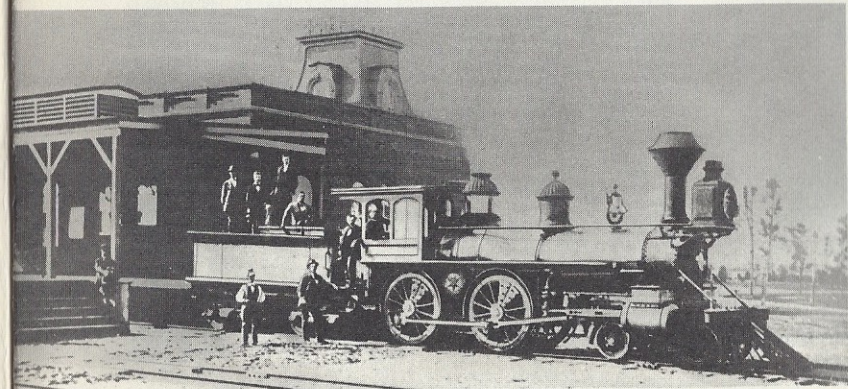


...the route of the dashing commuter

Historical Mileposts along

LONG ISLAND'S Mainline to the Mainland

Parked at the Garden City station is a typical locomotive of the 1870s. Garden City was on the Stewart Line, which in 1876 was taken over by the Long Island. This ornate station eventually gave way to one more in keeping with the suburban community Garden City became.



Railroads had been known for only nine years — and most of their horsepower was still being supplied by real live horses — when the Long Island Rail Road was chartered in Albany, N. Y., on April 24, 1834.

Today, more than a century and a quarter later, the LIRR is the third oldest railroad in the world still operating under its original name. More important, it's the busiest passenger railroad in the United States, providing the Nation's most concentrated rail service to one of its fastest growing areas.

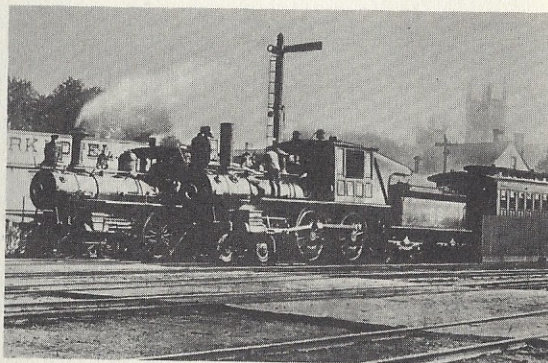
There is no doubt today that the fabulous development of Long Island is directly linked to the progress its railroad has made in serving the hundreds of communities that make up the Island. The odd fact is that the far-sighted men who founded the LIRR had no intention of its ever becoming the local line it is today.

They thought of it as a key link in an East Coast network of railroads — a fast connection in a rail-boat route between



Railroad employees in 1910 dressed differently from their counterparts today. That's the conductor on the platform at right, the bowler hat being a mark of distinction. A trainman, in high-button jacket, stands next to him. The tall man in the middle apparently was a policeman.

Jamaica Station, circa 1870, was a pretty busy place. Everything was steam-powered, of course. The station was at ground level. Note the primitive signal and the wooden cars. The station was elevated in 1913, eight years after electrification began.



Boston and the then-thriving city of Brooklyn. It's a little ironic, too, to find that nine of the 17 charter signers — all of whom contemplated using the Island only as a stepping stone in a city-to-city route — have communities and streets named for them in Long Island's four counties.

Valentine Hicks (Hicksville), John Lawrence (Lawrence), Joseph C. Albertson (Albertson), Daniel E. and Joshua B. Smith (Smithtown), William Rockwell (Rockwell Place in Brooklyn), Gabriel Furman (Furman Street in Brooklyn), William F. Blydenburgh (Blydenburgh Road in Huntington), and Robert W. Mott (Mott Avenue in Far Rockaway) were among the charter signers. The other eight, whose family names also are well known on Long Island today, were William Wicks, Edmund Frost, Timothy Clows, Selah B. Strong, Joshua Fanning, Alden Spooner, Singleton Mitchell and James Hallock.

The charter gave the new company permission to build a railroad from Brooklyn to Greenport, where passengers would transfer to boats for the trip across Long Island Sound. At Stonington, Conn., they would board trains on the then-new Old Colony Line for the run on to Boston.

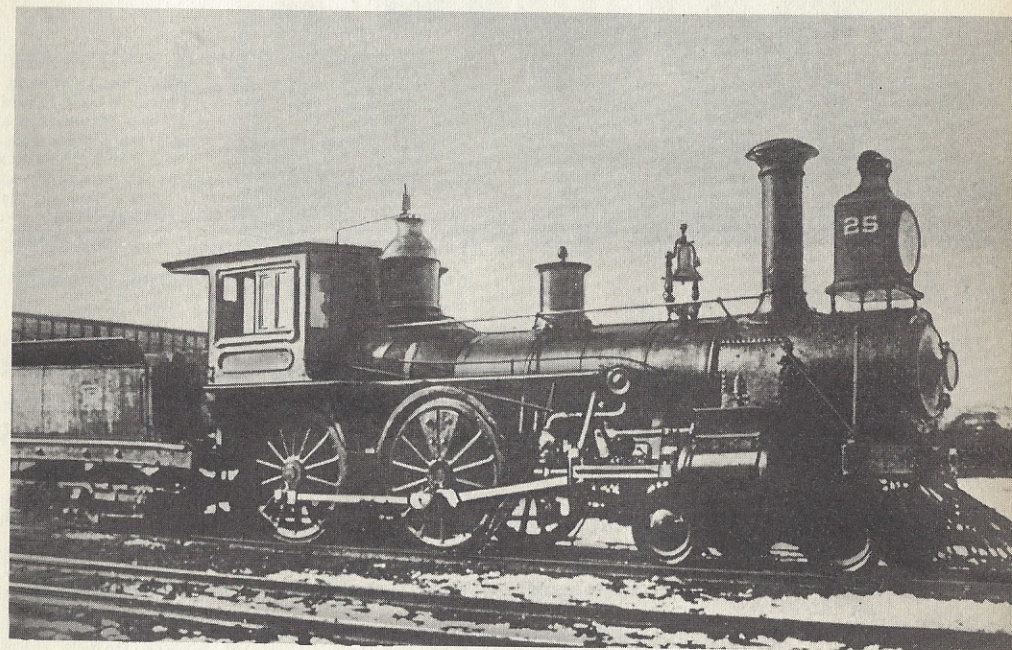
But the LIRR didn't build from Brooklyn. It started eastward from Jamaica instead. The western portion of the road already was under construction by the Brooklyn & Jamaica Railroad, which had been chartered in 1832.

The B & J completed its single-track line in 1834, but it still had no locomotives. So the whole line — including the two undelivered locomotives — was leased to the LIRR.

It wasn't until 1835 that locomotive builder Matthias W. Baldwin delivered the engines, the Ariel and the Post Boy. They became the first to run on Long Island, making round-trips between downtown Brooklyn and a station on South Street in Jamaica.

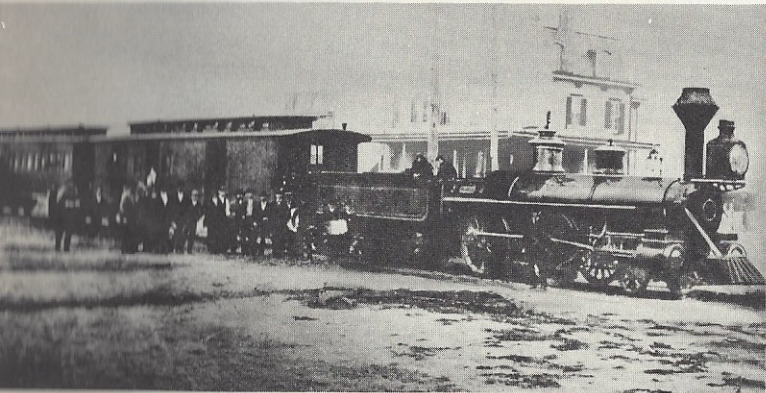
Meanwhile, the LIRR's own single track was inching towards Hicksville. The first train reached Hicksville March 1, 1837.

Typical of the locomotives of the 1870s and 1880s was the "James Gordon Bennett." It was standard practice in those days to name engines for famous men and women.



Two years later, a short branch was built from Mineola to Hempstead. But money ran out at this point, and for three years Hicksville was the eastern end of the line.

Travel on the new railroad was anything but easy. It was adventuresome, though. Either experience or a crystal ball — and sometimes both — was needed if you wanted to catch a train at some point between the terminals. There was a timetable, but it was of little help. All it listed was the leaving times at Brooklyn, Jamaica and Hicksville for the two daily trains. It didn't say anything about there even being any intermediate stations. It didn't indicate which way trains were bound out of Jamaica. And it gave no arrival times.



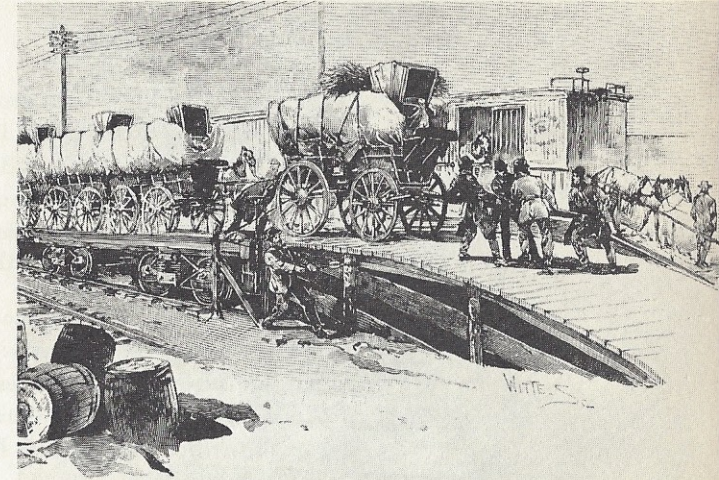
One of the oldest photographs in existence of a Long Island train is this shot of a mail train at Merrick. This was actually the South Side Railroad at the time but the L.I.R.R. took over the line in 1881.

A ride on the LIRR's original steam cars was a real experience. The locomotives were little more than flat cars sprouting horizontal boilers. Huge smokestacks curved up from the front, and the engineer stood on the open platform to handle his big control levers.

Behind the locomotives came a couple of flat cars loaded with barrels of water and piles of wood. Back of these were three or four "cars" — stage coaches mounted on flanged wheels.

Most of the trip was spent fighting off sparks blown back

Piggy-backing—very much in the news these days—was pioneered by the Long Island Rail Road back in 1885 for the benefit of farmers seeking a faster, more economical way of getting their produce to markets in Brooklyn and New York. As this old woodcut of the Long Island City terminal shows, loaded wagons were carried on specially built flat cars, much in the same way loaded truck trailers are transported today. The horses rode in special box cars, and there was a coach on each train for the grooms and drivers.



from the stack by breezes whipped up by the train's dizzying speed of 12 miles an hour — or maybe even 15 going downhill.

Construction got under way again in 1840 and went rather rapidly, considering that everything had to be done by hand. The farther east the line probed, the tougher things got. For in the pine barrens west of Riverhead there was barely even a dirt road for the wagons hauling materials.

Finally, on July 27, 1844, two trains, loaded with officials from Brooklyn and other points along the western end of the Island, steamed into Greenport, marking the opening of the LIRR's Main Line. There was an all-day celebration. The following day, through service between Brooklyn and Boston began.

For the next six years business was brisk. Two to three trains a day ran between Brooklyn and Greenport. It looked as though the LIRR was well on its way to being a huge financial success.

But looks were deceiving.

When the line had first been proposed, the best engineers of the day were sure no direct rail line could ever be built along the Connecticut shore between Boston and New York because of the numberless bays, inlets, rivers and hills. But by 1850 they had changed their minds. Little lines that had been built at various places were linked together that year into a through route.

The running time of the new road wasn't any faster than that of the LIRR-ferry-Old Colony route, and the trains were no better. But there were no changes en route and no ferries subject to storm-battering in the Winter. So the new line attracted nearly all the Boston-New York business.

In a few short months, the LIRR was reduced to practically a local transit system. It began stopping at any crossroad where there might be a customer to pick up. Unfortunately, there were few customers on the sparsely settled Island. So, before 1850 was over, the line, unable to pay its bills, found itself in receivership.

Most of the railroad's remaining business was on the western end of the Island. There seemed only one way out — to build up the rest of the Island so there would be more potential passengers.

It was this state of affairs that led to the development of Long Island as a playground, a vast home community and an industrial center of major importance. For, until the railroad began branching out and providing more and more service, there had been little incentive for people to live or establish industries on the Island.

The receivership straightened out the railroad's finances, and within four years new lines were being built to tap new areas. What proved to be some 40 years of almost feverish railroad building got under way in 1854 with construction of routes from Long Island City to Flushing and from Hicksville to Syosset.

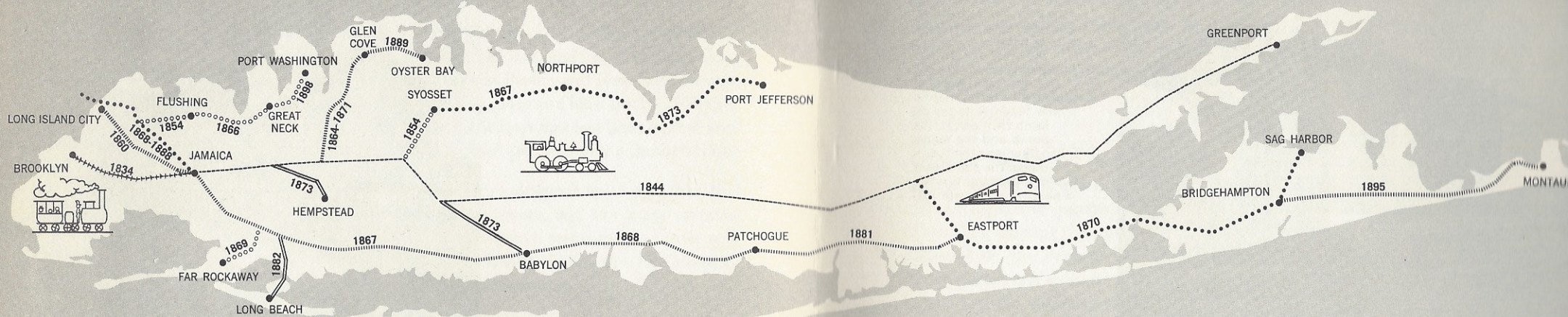
Port Jefferson was a real rural community when this two-car train served it in the 1880s. The station was the wooden shed just behind the train.



From the beginning, officials had figured that Brooklyn, with access to New York City from its waterfront, would always be the LIRR's major western terminal. Late in the 1850s, however, Brooklyn's farms were broken up into streets, and the city began spreading rapidly eastward. Many of the new streets were being blocked off by the railroad, and the new residents began complaining about steam locomotives operating so near their homes. There was more and more talk of banning locomotives from Brooklyn.

Threatened with loss of its western terminal, the LIRR built a new line from Jamaica to Long Island City. There it connected with a ferry which took passengers directly across the East River to 34th Street in Manhattan. By 1860, this had

How the LIRR grew



become the railroad's principal line, and most of the trains were using it.

As it turned out, the LIRR had guessed right. In 1861 Brooklyn stopped all steam operation between East New York and the waterfront. The tracks were relaid down the middle of Atlantic Avenue, and horsecars were substituted for locomotive-drawn trains.

By this time, trains were averaging 25 – and even 35 – miles an hour, and the run from Brooklyn to Jamaica had been cut to about 40 minutes. But the switch to horsecars stretched it out to almost half a day. As might be expected, the Brooklyn line became an unimportant, little-used branch.

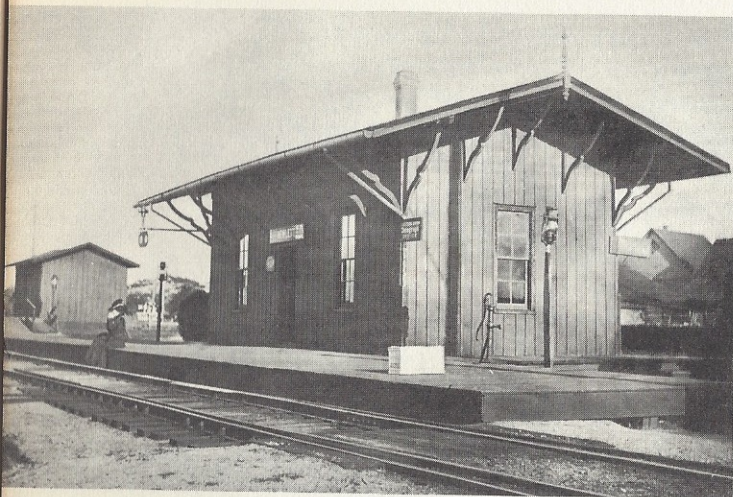
Steam service was restored to Brooklyn a few years later, but the opportunity for Brooklyn to become the railroad's chief terminal was gone for good.

Several small local railroads had sprung up in Queens, but the LIRR's first real competition came along in 1868 when the South Side Railroad was built from Jamaica to Patchogue.

Two years later, the LIRR built a spur from its main line at Manorville through Eastport to Bridgehampton and Sag Harbor. In 1881 the South Side extended its line to connect with the LIRR at Eastport, and the LIRR took over the whole South Side route.

Finally, in 1895, the line was extended from Bridgehampton to Montauk, giving the road eastern terminals on both the north and south shores.

One of the most ambitious – and financially unsuccessful – railroad projects on Long Island was the brainchild of Alexander T. Stewart, who had bought 7,000 acres of land and started a "dream community" he called Garden City. To give



No one has ever found out why this lady was perched on the edge of the Hewlett station platform, apparently weeping her heart out, nor why the crate of eggs was sitting there in the sun. But, this was typical of the small-town station in the 1880s. Note the oil lamp on the post, the pump and the signal dangling over the lady's head. The signal was used to stop trains when a passenger was waiting.

residents of his new development direct routes to the Long Island City ferries at one end and the Babylon waterfront and Fire Island beaches at the other, he built the Central Railroad of Long Island, which later became known as the Stewart Line.

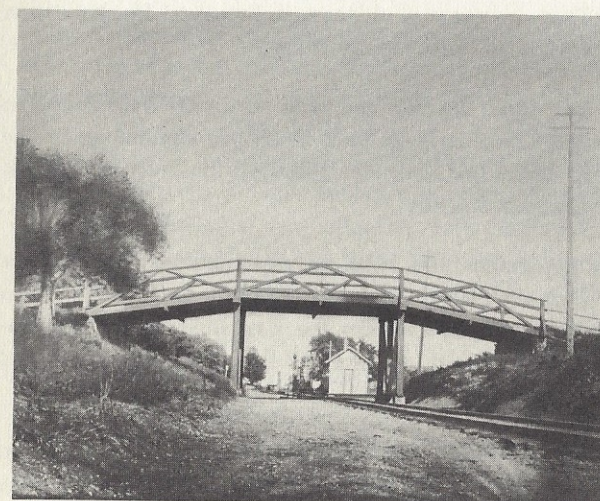
Stewart lost money on his railroad from the start. Several stretches of it, however, are now important parts of the LIRR, which took over the Stewart Line in 1876. The route from Floral Park to Hempstead and the line between Bethpage and Babylon were originally built by Stewart.

A number of the branches and extensions built on the Long Island were actually laid down in the names of railroad companies which never owned a locomotive and never operated a train. These companies were organized for the sole purpose of building individual rail lines. They promptly leased or sold their lines to the LIRR for operation. This was a fairly standard practice in those days, and it worked out pretty well. The Long Island didn't have the cash to do the work by itself. The building companies, on the other hand, could sell their own bonds or stock, then pay off their investors later with the installment payments from the LIRR.

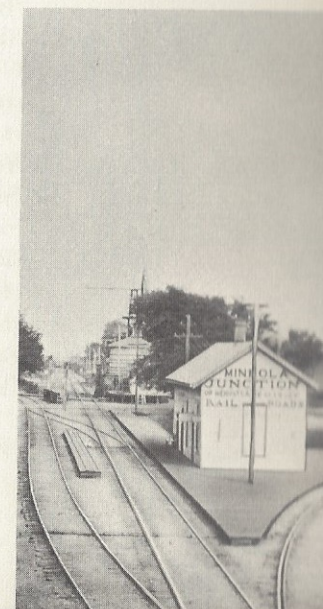
It was in this manner that the LIRR added lines and equipment entirely without public assistance, while other railroads were using so-called "land grants" by the Federal government to expand. These other roads, of course, repaid the "grants," which in truth were loans. But it's still significant that the LIRR literally built itself — and Long Island — without any government aid.

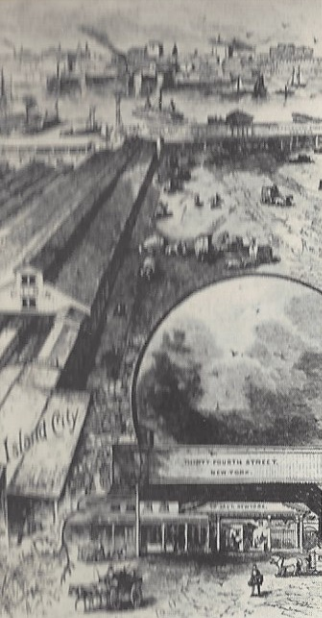
Probably the biggest single step in the development of the Island and its railroad came in 1900. That year the LIRR received legislative permission to establish a terminal in New York City, crossing the East River by either a bridge or tunnel. Meanwhile, the Pennsylvania Railroad was trying to get the same permission to come in from the Hudson River side. The LIRR had the authority to do the job, but no money; the PRR had the money, but no authority.

William Baldwin, then president of the Long Island, solved the problem. He made a deal by which the Pennsylvania would build both sets of tunnels — as well as the mid-town terminal — in exchange for ownership of the LIRR.



In 1880, a wooden bridge carried Mineola Boulevard over the single-track Main Line. Photo at left was made from the site of the present Mineola station. A huge electrical substation has replaced the original tiny station, shown below from the bridge.





Back in the 1860s the Long Island City terminal was a pretty busy place. L.I.R.R. ferries plied the river between the terminal and 34th Street in New York, and wagons lined up to handle the freight. The inset at bottom is a close-up of the elaborate street entrance to the ferry slips—complete with waiting horse-car.

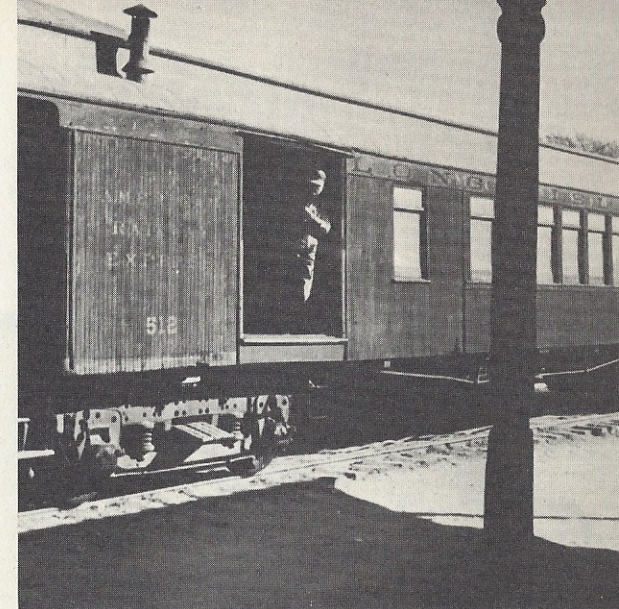
While plans for the mammoth tunnel and Pennsylvania Station project were being drawn, the LIRR got the jump on the rest of the railroads by striking out on its own in electrifying its lines. On July 26, 1905, the first electric trains ran between the new Flatbush Avenue terminal in Brooklyn and Rockaway Beach. That was the end of steam in Brooklyn. Electrification of the other lines came rapidly along.

In the meantime, the IRT had built its tunnel from Brooklyn to Bowling Green in New York. With this elimination of the ferry hop across the river, the Brooklyn business on the railroad mushroomed again.

But on September 10, 1910, history repeated itself so far as Brooklyn was concerned. On that day the first electric trains ran through the tunnels under the East River from Penn Station. Once again, as it had in 1860, Brooklyn took a back seat to New York City.

Everyone had expected that the new direct operation right to the heart of New York would create a building boom on Long

The last of the Long Island Rail Road's old wooden cars is still in use—but not on the LIRR. The Long Island name still shows clearly under the name of the Moscow, Camden and San Augustine Railroad, a seven-mile road in mid-Texas. The car was sold in 1926 to the little Texas road, which uses it as a combination coach and caboose on its one daily train between Moscow and Camden. Incidentally, the number—512—is the same one the car bore when it was built in 1898.



Island. It did, eventually, but World War I held it up. When the boom finally came in the 1920s, it staggered the imaginations of even the most optimistic.

Whole communities — the Levittowns of their day — were built by developers. In some cases these builders even provided their own stations if the railroad would agree to stop trains at them. Homes by the thousands were sold over the counter like loaves of bread. Two outstanding examples were Williston Park and Gibson.

The great stock market crash and depression of 1929 put an abrupt end to the Island's fantastic growth. Meanwhile, the automobile's influence was being felt. New highways, bridges and tunnels came along, and Long Islanders, who never did have much local inter-community transit, took readily to the rubber tire.

To add still further to the LIRR's mounting woes, the Independent Subway reached out to Jamaica in 1937 and funneled off close to 80 per cent of the railroad's Queens traffic within the next few years.



The new and the old in today's modernization is vividly portrayed in this photo of the Jamaica Station while the job of installing new fluorescent lighting was under way in 1958. Spotty, dim lighting of old lamps on one platform contrasts sharply with the bright, even illumination of the fluorescents on the other. Jamaica is now one of the most brightly lighted stations in the Nation.

As more and more public funds were used to bolster its competition, the LIRR sank deeper and deeper in the red. Costs had been steadily mounting, but commutation fares, right up through the '40s, were still exactly the same as they had been when World War I ended back in 1918.

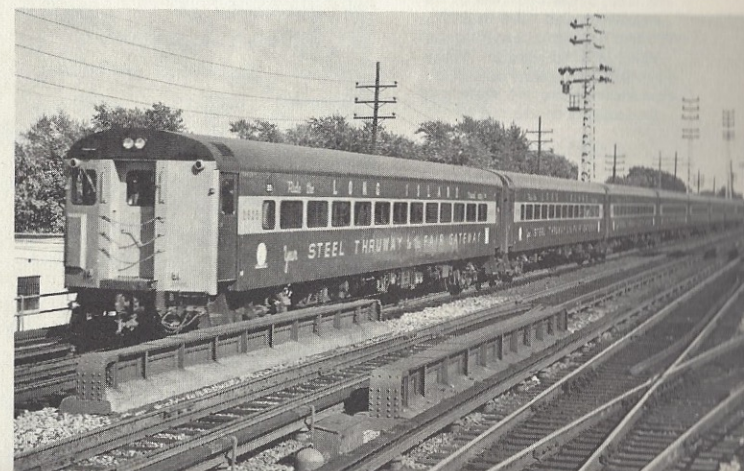
World War II threw tremendous loads of passengers — divorced from their cars by gasoline and tire rationing — on the already weakened railroad. But shortages of materials and manpower — not to mention money — made it impossible to undertake badly needed improvements.

There was a bold attempt to partially rebuild the road in 1948. But it was too little and too late. By 1949 things had reached the point where there was barely enough money in the till to meet the weekly payroll. With \$60 million of bonds coming due — and no money to redeem them — the railroad was forced into bankruptcy.

There's a good chance that historians a century hence will list August 12, 1954, as a date equally as important as April 24, 1834, in the Long Island Rail Road story. For, to all practical purposes, the LIRR, on that day, started all over again.

In what Newsweek magazine tagged "the most successful and most elaborate" effort to cope with the suburban transportation problem, the LIRR came out of five and a half years of bankruptcy and embarked on a 12-year, \$65 million rehabilitation program designed to make it the most modern passenger railroad in the Nation equipment-wise.

Long Island Rail Road commuters shared these modern, high-speed, air-conditioned electric cars with visitors to the 1964-65 New York World's Fair. Backbone of the LIRR's special World's Fair service and part of the continuing modernization of the passenger fleet, they set a new style in passenger coaches with their bright orange decoration and lettering on smoke grey background.



Although this particular chapter in the railroad's history is still on the writing board, it has produced startling changes, such as more than 250 new air-conditioned cars and more than 500 rebuilt, modernized ones. Dieselization of all non-electrified lines was completed in October, 1955. Signaling has been improved. Stations — many of them painted in colors chosen by the local communities — have been spruced up, rebuilt or replaced by the dozens. New techniques have been brought into play to keep cars and stations clean and attractive, and new shop and right-of-way machinery has created greater efficiency.

With the new look has come a new attitude toward the railroad. More and more, the line that years of financial starvation had made the whipping boy of the railroad industry is being held up as a model for other suburban transportation systems.

History, like woman's work, is never done. New pages are being written daily. And, although the past has been busy and colorful, the years ahead promise to be even more fascinating for Long Island's Main Line to the Mainland.

This was the granddaddy of all diesel locomotives. Old No. 401, shown on one of its experimental runs in 1926, was the first diesel ever to be used in road service. Many developments worked out on this locomotive are standard on today's modern diesels.



Leading the Pack

From its very beginning, the Long Island Rail Road has been a pioneer in American railroading, chalking up an impressive list of "firsts" and showing the way to the entire rail industry on many fronts.

Here's a partial list of LIRR "firsts":

- **First** to use the hook-headed track spike, now standard all over the world (1836).
- **First** to install a steam whistle on a locomotive (1836).
- **First** to use "piggy-back," hauling farm wagons on flat cars (1885).
- **First** to use an all-steel passenger car (1905).
- **First** to install extensive main line electrification (1905).
- **First** to use a diesel locomotive in road service (1926).
- **First** to use modern mercury-arc rectifiers to supply third-rail current (1926).
- **First** to have an all-steel passenger car fleet (1927).
- **First** to install completely remote-controlled electrical substations (1930).
- **First** to use electronic rail detector cars to spot invisible flaws in rail (1931).
- **First** to use a fully-electronic, constant-service, high-speed automatic speed control system (1951).
- **First** railroad to install completely automatic IBM inventory control (1958).



THE LONG ISLAND RAIL ROAD



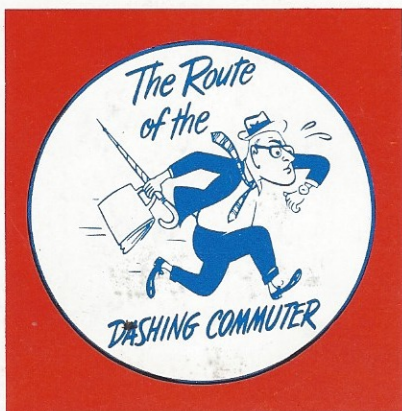
Actual dramatic aerial view of Long Island's 125-mile span, taken from 36,000 feet by Aero Service Corp. of Philadelphia. Inset map shows identical area.

THE NARROWS

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New York World's Fair 1964-1965 Corporation

- | | | | |
|----------|--|-----------|----------------------------|
| 1 | Roosevelt Raceway | 7 | Whaling Museum |
| 2 | Westbury Gardens | 8 | Bridgeport Ferry Tour |
| 3 | Montauk Lighthouse | 9 | Walt Whitman's Birthplace |
| 4 | Vanderbilt Museum | 10 | Jones Beach |
| 5 | Theodore Roosevelt's Home
(Sagamore Hill) | 11 | Jones Beach Marine Theatre |
| 6 | "Home, Sweet Home" | 12 | Mystic Seaport Tour |
| | | 13 | Suffolk Museum |

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