

SHOREHAM VILLAGE HISTORY by IVY FREI (1958)

Sketch – Early Shoreham - Opening

When Annie Keating asked me to give a talk on the early History of Shoreham, the first thing I felt like doing was run for the hills as George Washington did when he was faced with overwhelming odds in his battle of L.I. At that time George's retreat was also hampered by a Nor'easter also blowing at about this time of year...August 29th to be exact...182 years ago...but he did get away. Well, we've still got the nor'easters but I'm too tired to run so I guess I'll have to stand and face the music.

Actually, the first appointed Historian for the Village is myself. Max Finn made the appointment during his term of office as Mayor (1950-1951) and my efforts in behalf of the village, I am sorry to say, have been very spasmodic. As each new mayor is sworn in I expect to be requested to turn in my old chewed up pencils and illegible notes.

Randall Warden, son of James Warden, was Shoreham's first unofficial historian and his early writings on the development of the Village have been read by most of us here. Then there is Sadie Robinson, who knows more about Shoreham than any of us and should be up here instead of me...but she won't talk. So with what limited knowledge I possess I will now take the plunge and if I go too far over my head...maybe some kind soul will rescue me.

SHOREHAM

On June 10, 1664, Masseteuse and the Sunke-Squaw, together with Mayhew, Sachem of Setalcott, sold to the "Town" the tract of land from Mount Sinai to Wading River. The recorded history of the "Town" began on April 14, 1655. It started at what is now Setauket and was known as Setalcott until it received a patent from Colonel Richard Nichols, Gov. General of the Province of New York, Dated March 7, 1666 and establishing the name of "Brooke-Haven."

Some few years passed before Shoreham, located on the north shore of that tract of land, was incorporated in 1913. However, a mere drop in the bucket of time when we consider that the last wave of Algonquin didn't get out to our neck of the woods until about 958 years ago and at least part of the Wappinger tribe tee-peed on the north shore of the Island. I know their decedents must have been somewhere around Shoreham because I've been picking up after them for years. Very untidy.

Incidentally, I've just remembered where I read that last bit of information...It was from "A Short History of New York State" by Ellis, Frost, Syrett and Carman. If I get in trouble, I'll get them to represent me. And if that was a "short" history, I'd hate to tackle the one where they tell it all.

At one time the land which the Village now occupies was once called “Long Chestnuts”. It, like Rocky Point and all the vicinity, is located on the northwest ends of the Wading River Great Lots laid out in May 1729, and may also include some of the 50-Acre Lots laid out in 1673. “LONG CHESTNUT” is also mentioned in relation to Wading River as “little mother” with this exception. That is the occasion of the annual tennis competition between Wading River and Shoreham when the relationship becomes slightly strained. This little friendly fracas began back in 1924 and is still going strong. The whole area around Shoreham, and I am now quoting Mr. Paul Bailey, is invariably spoken of in early records and old deeds as being at Wading River – a term which in colonial days extended much further west than it does today and included all of Shoreham both within and without the limits of the Incorporated Village. In connection with the history of Wading River, mention is made of a patent dated Sept. 29, 1677, given by Gov. Andross to Richard and Nathaniel Woodhull, to confirm their title to the land their father, Richard Woodhull, Sr. had acquired by gift from the “Town” in gratitude for his having negotiated the confirmatory deed from the Indians which gave the Town full title to the whole northern section of the Town. In this patent, there was conveyed to Richard and Nathaniel Woodhull among other lands, “eighty acres more lying westward from ye Aforesaid Fresh Brook (at Wading River) near a mile at a place commonly called “ye lon Chestnut Trees, lying in length north and south one hundred pole (rods) and in breadth eighty bounded by ye common on all ye four sides”. This patent definitely establishes Woodhull ownership at the “Long Chestnuts” in 1677. James Woodhull, a descendent, 100 years later in 1777, began building the cottage that is now the Puriton Farm. Mr. Douglas Puriton tells me that in so far as his information goes, James Woodhull was a sea captain and kept his boat at Greenport. His cargo was Whale Oil. James first built a small three room house and barn. Then as his business prospered, three additional rooms were added. When Mr. Puriton bought the house, he beautifully restored it but left the old wooden pegs in the lumber that went into the building of the barn. It is 181 years old. (almost 200)

Long Chestnuts is first mentioned in the Town records under date of June 1st, 1685, when the Town directed Thomas Helme to lay out for Mr. Richard Woodhull a 50 acre lot and an additional ten acres, making sixty acres, 120 rods long and 80 rods wide, at the “Long Chestnuts”.

In 1701, Timothy Brewster, the Town Clerk, wrote in the town record that John Roe, Jr., had pitched upon thirty acres of land to be laid out at the Wading River adjoining to the land he had been possessed and during the next few years there were other similar entries to show that John Roe, Jr. was gradually accumulating a sizable property. From various landholders of the Town of Brookhaven he purchased from five to twenty acres of whatever little bits were available and then asked the Town to have these laid out for him in one large tract in the area which was variously designated as “at or near Wading River” or “at ye Long Chestnut trees”. By 1706 John Roe, Jr. apparently had more than thirty-three acres and was still adding to his holding.” There was a man who definitely anticipated a boom.

In June 1704, Isaac Dayton, apparently a cautious man if not downright nervous about boundaries etc., petitioned the Town Trustees to have the two Town surveyors stake out the sixty acres laid out to Woodhull so he would know its bounds in relation to his own land. It is believed that the right of way requested by Dayton to his own land and ascertained by the Town surveyors may be the origin of Woodville Landing Road. So, we now have a road. This road while used for many years, was actually not surveyed and recorded until May 1860 and even then ran only over 918 feet from the landing on the Sound to a short distance past the houses of Benjamin F. Reeves and the Elbert Woodhull home. The road was used for hauling lumber to the Sound to be loaded onto boats that had been floated onto the shore at high tide. At the south end of the road there was a gate. This was not unusual for roads leading to the Sound on the North Shore, but said gate had to be O.K.'d by the Town Supervisors in Riverhead.

The whole road from the Sound to North Country Road as it is today was somewhat changed and recorded in May 1899 on the application of James S. Warden, Randall B. Warden and Charles J. Randall. The Village some twenty years ago closed the north end of the road and filled it in. And so the entrance to an old historic landing came to an end. Where the Two Masters beached and took on their cargo, later one-masted sailing dories and then today Dyer Dows sailed and raced for sport.

In 1911 Herbert Stone, later Commodore of the New York Yacht Club and editor of "Yachting" registered the Shoreham Boat Club in Lloyds of London. He designed the present Shoreham Burgee and the original burgee is now owned by Wesley Oliver now living in Huntington. I might mention at this time that a Boat Club is not to be confused with a Yacht Club. At the time Lloyds was registering Boat Clubs as well as Yacht Clubs. Mr. Stone and his friends raced 5 of these deck dories from Shoreham, and today the Shoreham Boat Club has 15 Dyer Dows listed. In 1914, the activity of the Club stopped because of the war, but the tie was maintained with Lloyds. In 1944, Mr. George Beatty contacted Mr. Stone and as a result, the Shoreham Boat Club was reactivated. Today the Dhows race all during the summer, and have been invited to compete with other clubs from both sides of the sound.

Quoting from Margaret Davis, Librarian of Miller Place, "On the western part of what is now Shoreham, the title and history are less clear. At one time, the Millers of Miller's Place owned a sizable portion of it, but sold some of it to the Sells and in 1765, Richard Miller sold the large farm which he owned there to Peter Skidmore in whose family it remained for many years, so that the Sells and Skidmores were the only two families in the vicinity for much of the eighteenth and early part of the nineteenth centuries. The Swezey ownership at Shoreham followed next.

Swezey's Landing used to be on the Sound at the end of Woodville Landing Road. The Landing was built in the days when the shipping of cordwood was a great source of revenue all along the north shore of the Town. So much cordwood was shipped from Swezey's Landing that the whole surrounding area came to be known as Woodville and is so designated in old maps. Swezey's Landing takes its name from Daniel Swezey, Jr. of Swezeytown, Middle Island, whose father, Daniel Swezey, became a refugee in

Connecticut during those dark days of the Revolution when the British and Hessian troops occupied Long Island. Daniel Swezey, Jr. established himself at or near the landing in the early part of the nineteenth century and his house and store became the headquarters for boatmen, wood carters and others engaged in the wood shipping business. There was also at the Landing a blacksmith Shop. The store was probably the first Shoreham Store and is now the Cook house.

The Road leading from near Artist Lake in Middle Island to the Swezey Store was laid out in 1812, principally for a short route for wood carters to reach the Landing from Middle Island and Ridge. It became known as "Currans" Road from the fact that it began at Middle Island near the house of the Rev. Jacob Corwin, a Congregational minister whose name was mispronounced "Curran". The Road today is known as both Currans and Corwin Road.

Daniel Swezey's landing and property remained in his family many years. Then ownership went to William B. Dickerson and later to his son, John R. Dickerson, who died in 1893. John R. Dickerson was the father of Grace Dickerson and Grace was born in Shoreham at the Maples Inn, now the Tastrom manor. Grace married Arthur Swezey whose father was the above mentioned Daniel Swezey Jr. Arthur's Son, Carl, is now the Swezey of Swezey and Newins whose family's first store was established at Woodville landing, and Grace, of course, is his mother. The property afterward was acquired by James A. Warden who, about 1895 began to develop it under the name of Wardenclyffe and a post office bearing that name was established April 2, 1901 at a little store on North Country Road a little east of the Woodville Landing Road.

In 1921 a Catholic Mission was established in Shoreham and the 1st post office and store was converted into the little Catholic Church there now and which for so many years was the only Catholic Church in the vicinity.¹ The first Store was run by Mr. Melvin Baldwin and the post office was operated by Miss Margaret Brennan. (? 2nd floor was the Telephone exchange)

About 1906 a new Store and Post Office was built on its present site and the name was changed from Wardenclyffe to Shoreham. It was the pride of the Village. Village meetings were held around the old proverbial pot stove and fingers were dipped in the saltines.

When Mr. Chapman sold the store to the Dahls, Sadie Robinson took on the postmaster task and installed a clerk in the post office. Then followed George Lynn, Frank Beckwith and now our own Mary Bellport who was appointed to replace Frank Beckwith in 1947.

During the Warden Land Development era, part of his original holdings which he had named Wardenclyffe was sold to Johnson. In 1951 that part of Wardenclyffe was brought back into the Village and incorporated. Thus Shoreham as it was originally

¹Typed in the margin of Ms. Frei's paper: "1921 Parish in Manerville to Wading River then Mission to Shoreham."

thought of became a whole. This late addition to the Village is located to the east of Woodville Road to Briarcliff Road.

The property west of Woodville Road was formerly Woodville Farms, later recorded under the name of Oak Ridge and in 1906 changed to Shoreham. In Mr. Paul Bailey's history of Shoreham he says, "that in order to be exclusive, the Shoreham colony, made up almost entirely of summer people, had the hamlet incorporated in 1913."

Well, now, let's see...Stewart Holbrook said in his book "Dreamers of the American Dream", "Time has the power to preserve and embellish and it is sometimes stronger than man's tendency to forget". I might add, that in remembering, which of us could refrain from "padding his part a little if he had a good listener, and I'm sure some of Mr. Bailey's informants were a wee bit biased.

Shoreham was established by men of vision and they planned a summer colony, that is true, where they could bring their families and their children could roam in comparative safety. An instance of that foresight is the width of our roads. Many newcomers have complained that the roads were too narrow. They were deliberately engineered to be narrow by Mr. A. O. Smith, our first road commissioner, to keep the speed of the cars down. Our lack of serious accidents through the years has been proof enough of the intelligence of that planning.

While I was reading the Holbrook book, I couldn't help thinking that the Founders of the Shoreham Village were also dreamers in the great American tradition. They also had the ability to make their dreams come true.

The original dream, of course, was the creation of a summer community. For the most part the houses were not built for winter use although some had coal furnaces and pot stoves. All had fire places for protection against the dampness and cold of the northeasters that blow in regularly even as now. The Village was very isolated having been built on farm lands, and just north² of what is now the Village Store was a magnificent orchard of apple trees. Some of these old trees are still standing but are almost hidden by years of parasitical growth. Some of the apple orchard was cleared by the Warren Heeg development company and great gashes were made by bulldozers for roads that never were laid, and are now overgrown to some extent. Two houses were built on the Heeg property.³ It was thought at one time, that the remaining land which extends to the North Country Road might be bought up by the Village to be used as Park Lands, as had property to the west of the Village been bought.

The reason for this purchase was not to be "Exclusive" but rather to preserve the rustic beauty of our perimeter. This was long range thinking and planning on the part of our Village Fathers and has been the bane of existence of many land developers.

² The author was probably actually referring to the land *south* of the Shoreham Store, later developed as the Circle Drive/"Slopes" neighborhood.

³ Two older houses on either side of Circle Drive North as it intersects with Woodville Rd.

Recently, Mrs. Arthur Sackett gave the Village several acres to the East of Woodville Road opposite the Store to be preserved as parkland in memory of her Father.⁴

One reason Shoreham was so anxious to preserve what greenery they had was because when the houses were built the properties had little or no natural growth. The soil was very sandy as indeed it still is. However, through the years the owners have added top soil and fertilizers and planted hundreds of trees, shrubs and flower gardens. Pictures taken of the homes years ago are hardly recognizable today, their settings were so barren.

In attempting to add the much needed shade to the properties, locust trees were planted in abundance. They were fast-growing but unfortunately, their roots did not go very deep into the soil and they were most vulnerable to the recent hurricanes that have hit Shoreham since 1938. The locust went over like ten pins during the peak of the storms and lawns and gardens were severely damaged. Since then, property owners have been taking out some Locust and replacing them with smaller more colorful and wind resistant trees. But Shoreham properties have other fine trees that have withstood many storms. Copper beech, several varieties of oaks and maples, cedars, and many varieties of evergreens. This planting was done under the supervision of our many fine Garden Clubs, the first of which was organized in 1929 by our Jamie Madigan's mother, Mrs. James W. Finn. Jamie's father was the famous artist who painted the ceilings in the New York Public Library and the Boston Library.

Gradually the Shoreham homes have been converted for winter use and we now have a fairly large winter community. On the outskirts of the Incorporated Village are several new housing developments, all of winter homes. This, of course, is progress in the American tradition and some years hence will be duly recorded. I can only hope that this Shoreham Community will have retained its charm and beauty for such recordings, as have so many of our old L.I. Towns, among which is Wading River. Now I have dreamed an American Dream: that we should not have to sacrifice beauty for progress but rather that they should go hand-in-hand.

I would like, at this time to give you the beginning of our Incorporated Village of Shoreham, as it is recorded in the minutes of our trustees:

We will start with a notice of election to incorporate the Village of Shoreham, It reads:

"Pursuant to Chapter 64, Article 10, of the Village Law, laws 1909, an election will be held in the proposed limits of the Village of Shoreham, at the Woodville Store (now the Cook house⁵) on September 6, 1913 between the hours of 1:PM and 8:PM and it is signed by Robert E. Bishop, Town Clerk. 16 days later was posted: "Notice is hereby given that an election of officers for the Village of Shoreham will be held in said Village at the Woodville Store on the 4th day of October, 1913 between the hours of 11:AM and 3:PM and that the following officers are to be chosen at such election, to wit:

⁴ Major Hopkins Park.

⁵ Note that the "Woodville Store" mentioned in the notice may have actually been the Shoreham Store on the corner of Woodville and Overhill Roads.

President; Two trustees; Treasurer; Collector. Dated, Shoreham L.I. September 22d, 1913 and signed by John R. Melville, Village Clerk. Then I have a certificate of the first election of the Village of Shoreham which reads as follows:

“We the undersigned inspectors of election duly appointed by the Town Clerk for the first election of officers in the Village of Shoreham L.I. do hereby certify that pursuant to notice duly posted, we held said election at the Woodville Store in said Village on the 4th day of October 1913 between the hours of 11:AM and 4:PM.

That the total number of votes cast for Village President, Two Trustees, collector, and treasurer was 19.
Votes Each:

Village President – C. V. Pallister 16 votes
C. J. Tagliabue 3 votes

Trustees – C. J. Tagliabue 2 votes
A. W. Varian 14 votes
A. G. Fradenburgh 15 votes
E. W. Oliver 1 vote
Robt. Rumler 3 votes
James Clark 2 votes

For Collector – W. J. Thompson 19 votes

For Treasurer – E. W. Oliver 1 vote
F. W. Gridley 13 votes
Robt. Rumler 2 votes
E. H. Snyder 3 votes

And thus the Incorporated Village of Shoreham was born.

At the first meeting of the trustees of the Village held on the 22nd day of November, 1913, some of the resolutions that were adopted were as follows:

1. That the seal of the corporation of the Village shall be in the form of a circle, and have thereon the following words: “Seal – Village of Shoreham, Suffolk County, New York, - Incorporated, 1913.

3. The bond of the Collector was fixed at \$1000, and the bond of the Treasurer was fixed at \$15,000.

4. That none of the officers of the Village shall receive any salary or other compensation for their services, except that they shall be reimbursed for actual

expenditures after approval by the Board of Trustees. (AND SO IT HAS BEEN EVER SINCE)

6. That R. D. Warden, Dr. Nathaniel Robinson and Dr. C. A. Campbell be and they are hereby appointed to constitute the Board of Health in and for the said Village.

11...That a special election be called to be held on Saturday, December 13th, 1913 between the hours of 10: AM and 2: PM on the following proposition:

“First: Shall the Village of Shoreham hold its annual election on the third Tuesday in June?

“Second: Shall the Board of Trustees for the Village of Shoreham be changed and the number of such trustees be increased to four.

“Third: Shall the Village of Shoreham borrow the sum of \$18,000 for the purpose of applying the same for laying out, altering, grading and paving the streets within the limits of said Village; and to issue bonds therefore, said bonds to be paid within twenty one (21) years from the date of issue, and to be payable in twenty (20) equal annual installments...”

At that election the results were that the annual election would be held the third Tuesday in June; the bonds were authorized but there would still be just two trustees.

Now the Village was in business.

Streets had to be laid out, altered, graded and paved. This work was assigned to Robert W. Smith, son of A. O. Smith, and the first roads to be concreted were Oak Ridge Road, Holton Road and Walker Street. (See map dated 1908). Later, my own street which was then Barton Road and later named Prospect Street was laid out and in the original plans runs right through my living room as it is today. (I remember one incident when Gilly and I thought we would have to sell the Shoreham house. George Beatty was with us when we were showing a prospective buyer through. George didn't want us to leave Shoreham so he took the buyer aside and told him that according to the plans of the Village, the public had “right of way” through our living room to the beach. And according to the plans he had in mind, he was right. Well, we're still here....Thanks to George Beatty.

In 1914, the streets were renamed, and they were renamed in 1927, to commemorate some of our earliest villagers.

In 1914 we got an Ajax fire extinguisher on 30 days trial. It was a dandy even if you had to pull it by hand.

Also, in 1914, it was resolved that if the Port Jefferson Electric Light Company did not give satisfactory service, we'd give our business to the North Shore Lighting Company. (See # 3 Miscellaneous)

In 1915 even though the North Shore Lighting Co had not received permission from the Public Service Commission for a Shoreham Franchise, they continued to service Shoreham. So did Port Jefferson. Shoreham is probably the only town on the Island that ever had Two Lighting Companies supplying it at the same time. When the report of the Commission finally came in, it was in favor of the North Shore Lighting Company. The reasons for that decision were as follows: The North Shore Lighting Company had a franchise since 1911 for Brookhaven which, of course included Port Jefferson. When Shoreham incorporated, the franchise went along from Brookhaven to the Incorporated Village.

Pretty soon the water situation arose. Suffolk County wanted the incorporated village to pay for the water used in the concrete roads for the whole of 1913 which the village naturally objected to, being incorporated for only half of the year. The Trustees resolved it was not a proper claim but they agreed to pay 5 cents per cubic yard for water used in the concrete in 1914.

Then they had to get rid of the garbage and Hugh McCarrick took on that assignment. With but a few exceptions he's had it to this day.

In 1916, we got water on Barton Road. – I mention this because it's where I live.

Also in 1916 there was an infantile paralysis in Shoreham and the Shoreham Store was forbidden to sell ice cream and soda water. All children coming into the Village were quarantined for 21 days. Milk from the Kraus farms was inspected by Dr. Nathaniel Robinson, Health Officer. The epidemic finally was brought under control.

In 1916 the necessity of a general meeting place for entertainments and Sunday Services in the Village being keenly felt, arrangements were made by a number of persons in the Village for the formation of a Club and the purchase from Mr. Melville of the log cabin including a part of the land in front thereof. The Shoreham Country Club was thereupon incorporated and took title to this property subject to mortgages of \$4000. 18 members of the village contributed \$100 each toward the purchase of the equity in the property and they in turn received bonds for the club which they each subsequently surrendered and consented to their cancellation.

The War coming on, efforts to make improvements were deferred. During the war the property was used by the ladies of Shoreham in conducting a canteen for the soldiers at Camp Upton. (Now the site of Brookhaven Lab.)

At one of the meetings which was largely attended, it was suggested that it would be well if the Village would take over the property and erect a building which would be available for meetings, services and entertainments of various. The building could then be

leased by the club, a formal proposition in aid of the plan arranged was duly submitted to the people of the Village at a special meeting. The proposition was unanimously carried and all moneys and mortgages subscribed for by our Villagers. An additional strip of land between the log cabin and high water mark owned by a number of Villagers was presented to the Village as a gift.

In 1917 began the rumblings that eventually led to the shutting off of the north end of Woodville Road. The rhubarb was between the Suffolk County Land Co. and the Village. An officer was finally hired to “preserve order on the beach and bluff at Shoreham” and the Land Co. was to pay half the salary.

The new club house was completed in 1921 and leased to the Shoreham Club by the Village trustees, with the reservation that the building could still be used by the Village for holding elections, Trustees’ meetings, etc and also for Sunday Services conducted by Mr. R. W. Smith. Thus began our Sunday night “Sing Song” and has continued to this day. I have in my possession all the facts pertaining to the acquisition, building, maintenance and operation of the Club House as printed in August 1924.

In 1919 Paul Fishcher and John White were paid \$5 each for “taking care of an insane man from Camp Upton who was detained in Shoreham overnight.”

In 1916 the Village and Town signs started moving around. They have been moving around off and on ever since. I just put that in lest the present Village fathers forget THEIR YOUTH.

In 1922 a village ordinance was prepared in relation to the keeping of vicious dogs within the village. Since then an ordinance has been adopted limiting the dogs to one bite per person and 3 per animal then out.

Back tracking a bit to July 1927, a new map of the Village was filed in the office of the Clerk of Suffolk County. The office of President was changed to Mayor and two additional trustees became Village Fathers. The Village streets were given their present names and in 1928 the term of the Mayor was changed from one to two years. Also, all the trustees became deputy policemen with Wesley Sherman as police Chief.

In 1929 Mather hospital was born at the cost of ½ million dollars. I just mentioned that because Gilly is now on the board of directors. What was even more important tho’, about the same time, the shuttle car from Port to Shoreham was discontinued and all you know what blew up. (The story of the Long Island Railroad and Shoreham is closely related with a very dear member of the garden club and I think, at this time, I’d like to tell it.)

Sadie Robinson and the Long Island Railroad

Around 1900, principally through the efforts of Nicola Tesla the Long Island Railroad was extended to Shoreham from Port Jefferson, and thence eastward to Wading River. After many years of producing great electrical phenomena for the good of mankind among which were the system for arc lighting, alternating current, the Tesla coil, a system of transmitting electric power without wires and designing the great power system at Niagara, to name a few, Tesla bedded down in Shoreham, erected the now famous Tesla tower aided and abetted by John Jacob Astor began work on his latest brain child. He was instrumental in having sent in the finest Philadelphia front brick for the fireplace and when the station was completed, it was considered one of two finest on Long Island. Southampton was the other. Subsequently, a parlor car was added to the train and more tickets were sold out of Shoreham than any other town east of Northport. Nicola Tesla was not only an electrical genius, he was also a gourmet. Although both the Inn and the Maples were doing business at the time, Tesla had hot lunches sent down by train from Delmonico's or Sherry's (?) his favorite restaurants, complete with waiter. The waiter would then return to New York with the service, of course.

Tesla's eccentricity resulted probably as an aftermath of many years of living on traditional crusts while he was struggling for recognition. The story goes that as often as his salary would allow, he would go forth to Delmonico's or some other restaurant favored by notables, and there dine in solitary splendor. For an hour he would feed himself and then return to his hotel room and his diet of crusts until he had saved enough for another splurge.

By the time he arrived in Shoreham, he was well established as the genius he undoubtedly was and obviously loaded....for the time being that is.

I will not at this time go into the history of Tesla except to repeat that he was a contributing factor towards bringing the railroad to Shoreham and it's resulting early development.

Two best known and most colorful personalities took over the management of the Shoreham Station. Most surprisingly this was a girl, and the girl...Sadie Randall. Alone, she managed the brakes, was Telegraph operator and Western Union Operator, and lighter of the kerosene signal lamps which were the only lighting the station had until about 1914.

And Sadie was just a little gal- a Randall from Ridge- whose family carted wood over the Ridge Road, down Woodville Road and onto the beach for loading into boats which were waiting for the right tide to float them off and away.

Her many duties, including loading and unloading the hundreds of freight cars which carried out of the Shoreham Station to all parts of the state hundreds of carloads of eggs from the State Farm, fish and lobsters, feed and grain, potatoes and cauliflower. At this time the Shoreham Station had more freight cars on the siding waiting to be loaded

with farm produce or to be unloaded of lumber and other materials than any other station east of Huntington, and Sadie handled the whole kit and caboodle of the operations. She started at 6:15 AM and was supposed to be through by 6:45 PM but most of the time wasn't able to leave until after 8: PM. 14 hours a day- if there ever was a kid who could sing "I've been working on the railroad all the live long day" Sadie is it.

But with all the heavy work Sadie did she never ceased to be petite and feminine. One instance is as follows: Once a year an inspection train would run through all the stations on the line. Sadie never did like the unattractive uniforms the station masters had to wear so she went to one of the best dressmakers on the Island and had a uniform made for herself complete with the little L.I.R.R. buttons. Where the regular coats had been double breasted, this was a single breasted affair with trim lines and very natty. When the inspection train pulled in and the inspectors saw Sadie standing on the platform waiting for them in this new outfit and chic visor cap she was immediately voted the best dressed station master on the line and the darling of the L.I.R.R. In three words, she was sensational!

But Sadie still had her problems. She had an express truck that she had to jack up and then pull up to the platform by pulley. Unloaded it was heavy but loaded it was Herculean. For a long time Sadie had been trying to get an express station built on the platform with no success. One day she asked a trainman to help her load a crate of fish and lobsters and it was so heavy he dropped it on his foot. The crate broke and the lobsters made for the woods. It wasn't long after that Sadie got her express house.

When Herbert J. Hapgood, the man most responsible for the development of Shoreham as it is today, started shipping in materials for the homes most of us are living in today west of Woodville Road, Sadie was given a clerk to help out. At about the same time the name of the town was changed from Wardencliff to Shoreham and confusion was the order of the day. If there is one thing a postmaster or station master dreads more than anything else, it's changing the name of the town. But to continue...

Sadie married James H. Robinson. Jim was born in Richford, N.Y. the town, incidentally, where John D. Rockefeller was born and Sadie met him when he was visiting on the Island – (That's Jim not John). About 1920 Sadie and Jim started operating the Shoreham station as a team. Soon after, the construction of the Towers at Rocky Point was commenced and an additional siding had to be put in at Rocky Point. This siding held fifteen cars and they carted all the steel for the work done on the Radio Towers. All the express work for this entire project at that time was handled out of Shoreham by Sadie and Jim Robinson.

In 1924 The Long Island Railroad Company issued an order to dispense with the Station Agent at Shoreham which would result in the closing of the Station at that point, at least for a substantial part of the year. The Board of Trustees of the Village, Alfred Varian, Dewitt Bailey, John R. Brandon and Julian Acosta passed a resolution protesting the action of the Railroad. In October 1928, the L.I.R.R. terminated its run at Port Jefferson and a shuttle car was run from Port Jeff to Wading River. Two a day. Again a

protest was filed with the Public Service Comm. Finally even the shuttle car was removed and Sadie's work for the railroad came to an end.