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NORTH SHORE
HISTORICAL MUSEUM
2021-2022 JOURNAL

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December 2021

Dear Members, Supporters, Volunteers & Friends,

To say that we are in unprecedented times is an overused, yet totally appropriate statement. The COVID-19 pandemic affects us all and I very much hope that you and your families are safe and well.

Right now, we're doing everything possible to sustain daily operations. While there's a lot of uncertainty, we know that we need to adapt fast to our changing reality.

While the museum was temporarily closed, we developed an interim plan to continue our lectures virtually and when the doors were once again opened to continue with virtual or in the museum. Your continued support has enabled us to resume our lectures, exhibits and events.

As we come to the close of 2021 we realize how grateful we are to have the support of the North Shore Community. Thank you for being there with your time, contributions and expertise, you are very much appreciated.

Sincerely,

Georgie Connett

President



Thank You for Keeping History Alive! Hon. Gaitley Stevenson-Mathews and James Stevenson-Mathews

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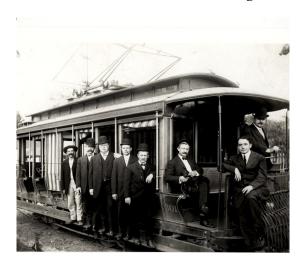
Laura Varrichio Dougherty, Museum Treasurer Jack Duffy and "da girls" Many thanks to the board, director and volunteers of the North Shore Historical Museum who have the vision to realize understanding the past helps change the present and the future.

The dedication and efforts of those who work tirelessly at this museum is greatly and sincerely appreciated.



All Aboard: Trolleys and Trains on the North Shore September 2021 - January 2022

In the mid to late-19th century, the railroad transformed American transportation and the American landscape. By 1900 more than 193,000 miles of track crisscrossed the United States. At the same time, rail systems, trains and trolleys, also changed the face and the nature of social and economic life in smaller areas such as Long Island.



The LIRR was established in 1834, and a branch from Mineola to Glen Head opened in 1865, Glen Cove in 1867, Locust Valley in 1869, and to Oyster Bay in 1889. On the North Shore, the 14.3-track-mile Oyster Bay line was established in 1889, and a line to Port Washington in 1898.

The Long Island trolley system, which was established in 1902, closed down in 1926 because of competition from buses, which required less waiting and were more efficient. One humdred years ago, four LIRR stations—Mineola, Roslyn, Sea Cliff, and Glen Street—had trolley connections.

The LIRR, known today for its passenger service, originally carried few passengers; its main objective was to provide flatcars and boxcars for efficient transport of horses and wagons to sell produce and other farm goods in the city. In the 19th century, the LIRR's Department of Agriculture encouraged the creation of "experimental farms" on LIRR. These farms developed soils, fertilizers, and plants that were superior to the conventional, producing 50-to-60 pound pumpkins and radishes as big as baseballs. The development of Long Island's roads after World War II made trucking the chief means of product transportation, and thus brought about a decline in the LIRR's product transport.



In 1910, one-third of all LIRR customers were commuters.

By 1930, two-thirds of all customers were commuters.

Today, commuters make up almost 100% of the LIRR's traffic.

This exhibit documents some of the major events in the history of those transportation systems. Our thanks to numerous individuals and organizations that have contributed to the creation of this exhibit, in particular to Kevin Borris, Jan Guga, John Iacono, Dave Nieri, Debbie Pierce, Richard Rodi, the Oyster Bay Railroad Museum, and the Sea Cliff Village Museum.

A SILAND RAIL POR

The LIRR is the oldest railroad in the U.S. still operating under its original name.

- In the early 1840s, it took a stagecoach $2\frac{1}{2}$ days to travel from Brooklyn to Greenport. At the same time, the first train made the trip in $3\frac{1}{2}$ hours!
- In the 1890s LIRR trains ran from Long Island City to Montauk 105 miles in 106 minutes!
- The Sea Cliff LIRR station is the only one of the Victorian-style stations left on the Oyster Bay line. It was the only North Shore station served by two trolleys.
- The Glen Cove LIRR station, built in 1895, was "financed by the wealthy people in the area who wanted something more than the proletarian station building at Glen Street."
- Oyster shells are embedded in the stucco walls of the LIRR station in Oyster Bay.
- Mill Neck stations faced major challenges. The original station built in 1892 burned down in 1911, and the second station, built in 1912, burned down in 1918. A brick station was built in 1919. However, that station is no longer in service.
- The LIRR introduced the electric engine to its lines in 1932.
- In World War II, LIRR women construction
 workers, brakemen and ticket takers, and
 inspectors were called "Wheels." In PRR jargon,
 "wheels" were bosses as in "big wheel"; hence the
 "wheel house" in Jamaica. The term was also
 interpreted to mean that they were the "wheels
 that kept the railroads rolling" while the men went
 off to war.



- The 1954 movie *Sabrina*, with Audrey Hepburn, Humphrey Bogart and William Holden, was shot in part at the Glen Cove train station.
- The last two steam engines were retired in 1955. Steam engine #35 has been restored and can now be seen at the Oyster Bay Railroad Museum.



Photo courtesy of Dave Morrison

• The last LIRR ticket purchased from a manned ticket office on the Oyster Bay branch was sold by current Sea Cliff resident Debbie Pierce in 1996. That year, the LIRR closed ticket offices at 32 stations, turning the ticket sale operations over to vending machines. That ended 131 years of manned ticket sales on the Oyster Bay Branch.

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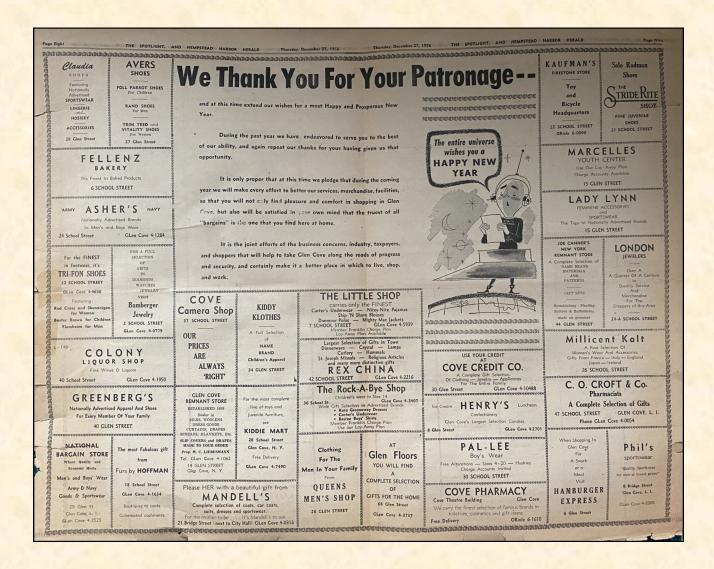
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-Georgina Connett Museum Board President The Glen Cove Shopping Center....

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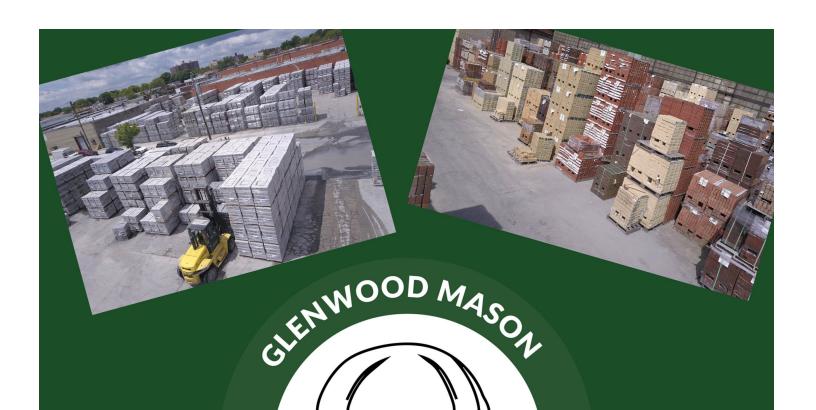




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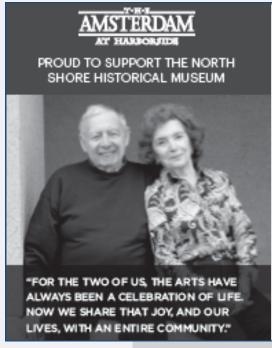
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The terra cotta restoration has begun!

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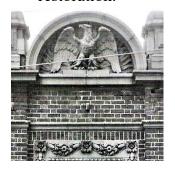


1907 Justices Courthouse Building Façade Renovation

The North Shore Historical Museum is a distinguished example of Neo-Dutch civic architecture. The Justice Court Building embodies the principal characteristics of this style including rectangular, gable-front massing, brick construction, small multi-pane lites of glass, steeply pitched roof, a crow-stepped gable on the rear elevation, and a front gable of English baroque derivation. The small size of the building, in contrast to its solid brick construction and lavish ornamentation,

combine to evoke a sense of the limited but increasing resources and presence of local government in suburban society. It was constructed in 1907 for land purchased for \$7,000. The building served its community with dignity as the courthouse for the Town of Oyster Bay and then for the separated City of Glen Cove.

The North Shore Historical Museum, established by the Glen Cove Downtown Business Improvement District and chartered in 1998, was organized for the purpose of housing and exhibiting archival materials for creating exhibits that interpret the history of Long Island's North Shore. For the past decade, NSHM has hosted concerts, lectures and plays and installed exhibits in the restored building; however, the front exterior was not part of the initial restoration.



The front façade is the last major restoration for the building. For over 20 years, many of the original terra cotta tiles and ornamentation that once adorned our courthouse have been stored in our basement. They have been repaired and/or replicated and reinstalled. Thanks to a \$75,000 grant from NY State Office of Parks, Recreation and Historic Preservation, a \$50,000 grant from Nassau County Hotel-Motel Tax Funds secured by Legislator

Delia DeRiggi-Whitton and funding by the Board of Trustees, Phase 1 of the façade was recently completed.

The final restoration phase will return the eagle to the apex of the façade. This last step requires additional funding. When completed, the 1907 Justices Court Building will be fully restored to its glory and will fulfill a 20 plus year mission of the Board.





Photos of the project have been uploaded to our website YouTube channel

In Appreciation to All Those who have generously supported the Museum throughout the years Amy Tabor

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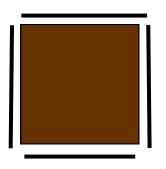
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Thanks to the NSHM, we are reminded through exhibits and lectures that our country - and our Glen Cove - has faced great challenges and made it through.

Stronger Together!

Teri Moschetta & Diane Beecher



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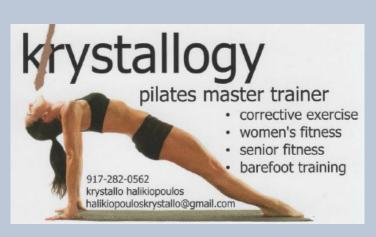












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