FHR-8-300 (11-78)

United States Department of the Interior
Heritage Conservation and Recreation Service

National Register of Historic Places Inventory—Nomination Form

For HCRS use only
received MAY 2 8 84
date entered SEP 29 84

See instructions in *How to Complete National Register Forms*
Type all entries—complete applicable sections

1. Name

historic Operating Passenger Railroad Stations ~~in New Jersey~~ TR

and/or common

2. Location

street & number Multiple - see attached survey forms ~~N/A~~ not for publication

city, town ___ vicinity of congressional district

state NJ code county code

3. Classification

Category	Ownership	Status	Present Use	
___ district	___ public	X occupied	___ agriculture	___ museum
___ building(s)	___ private	___ unoccupied	X commercial	___ park
___ structure	X both	___ work in progress	___ educational	X private residence
___ site	**Public Acquisition**	**Accessible**	___ entertainment	___ religious
___ object	___ in process	X yes: restricted	___ government	___ scientific
X Thematic	___ being considered	___ yes: unrestricted	___ industrial	X transportation
	N/A	___ no	___ military	___ other:

4. Owner of Property

name Multiple - see attached survey forms

street & number

city, town ___ vicinity of state

5. Location of Legal Description

courthouse, registry of deeds, etc. Multiple - see attached survey forms

street & number

city, town state

6. Representation in Existing Surveys

title Operating Passenger RR Stations in NJ - An Historical Survey has this property been determined eligible? ___ yes X no

date 1981 ___ federal X state ___ county ___ local

depository for survey records Office of New Jersey Heritage, CN 402

city, town Trenton state New Jersey 08625

7. Description

Condition		Check one	Check one
X excellent	X deteriorated	X unaltered	X original site
X good	___ ruins	X altered	___ moved date _____
X fair	___ unexposed		

Describe the present and original (if known) physical appearance

This nomination is the result of a survey of all 112 of New Jersey's operating passenger railroad stations built before World War II.* Later stations, and those no longer in railroad use, were not considered, nor were operational structures such as signal towers, bridges, catenaries, etc. However, other buildings directly related to the stations' functions, and in close proximity, were included, such as freight buildings and shelters. All surveyed stations are thus related by historical and present use.

The stations, scattered along eleven lines, generally reflect the state's predominant pattern of rail traffic: commuting from suburban and exurban areas to the adjacent population centers of New York and Philadelphia. Since few major lines terminate in the state, important urban terminals are scarce. Most stations are flag-depot or small passenger facilities in scale. Furthermore, the architecture of New Jersey's stations cannot, with one major exception, be called trend-setting or overly inventive in stylistic terms. Most of the stations studied fit readily into accepted patterns of American and New Jersey architecture.

See pages 1-19 for survey methodology and general description.

Refer to individual survey forms for description of stations.

The stations were evaluated, as described in the methodology section, and rated according to a weighted evaluation form. A copy of the form is attached as Appendix A. The stations were then ranked in descending order. Although the comparison of the stations was intended to be objective, it is impossible to eradicate subjective evaluation in determinations of such factors as architectural quality. The stations should therefore be viewed in broad groupings, as described below.

* The Hoboken terminal and Penn Station, Newark were excluded as previously documented and already listed on the Register.

C. Recommendations

1. State and National Register Nominations.†

Because the significance of stations is best understood when they are viewed as a whole, it recommended that those thought to be eligible for the State and National Registers be submitted as a thematic nomination.

a. The following stations were found to be outstanding, and should be included in the thematic nomination. Every effort should be made to insure their preservation, whether they continue to be used as operating railroad stations or are transferred to other governmental agencies or private owners for adaptive use.

(18)

Station	Evaluation
Bloomfield	273
Madison	248
Newark (Broad Street)	243
Rutherford	233
Brick Church	233
Bernardsville	223
+ Glen Ridge (Montclair)	223
+ Montclair	223
White House	223
East Orange	220
Elizabeth	215
Gladstone	210
+ Morristown	198
+ Dover	195
Ridgewood	190
South Orange	190
+ Glen Ridge (Boonton)	188
Hopewell	188
Radburn	178
+ Red Bank	178
Plainfield	173
Orange	170
Oradell	163
Anderson Street	160

Mountain	158
Park Ridge	158
Mountain Avenue	158

+ Stations with this symbol are already on the State and National Registers, (D) as part of district.

b. The following stations, although of somewhat lesser significance and/or architectural quality are also believed to be eligible for the State and National Registers and should be included in the thematic nomination.

+	Fanwood	153
+	Waldwick	148
(D)+	Princeton	148
	Millington	145
	West Trenton	140
	Netherwood	138
	Ocean City - 34th St.	135
+	Boonton	133
+	Elberon	133
	Perth Amboy	133
	Morris Plains	133
	New Brunswick	130
	Hillsdale	128
	Upper Montclair	125
	Matawan	125
	Raritan	123
	Bound Brook	120
	Watchung Avenue	120
	Far Hills	118
	Ocean City - 10th St.	118
	Lyons	118
	Bradley Beach	115
	Murray Hill	115
	Little Silver	115
	Ampere	115
	Tuckahoe	115

c. The following stations, while possessing some features of interest, were not considered of sufficient significance to warrant inclusion in the National Register nomination. It should be noted, however, that the stations may have local significance, or meaning to the community, of which the survey team was not aware. It is possible that because of such significance the community may seek listing of the station on the State and National Registers at some future date. It should also be noted that some stations are located within districts, which may, at some future date, be listed on the State and National Registers. Governmental agencies considering actions affecting those stations must take into account their effect on the districts.

Chatham	(2-15)	113
Millburn	(2-12)	113
Summit	(2-14)	113
Cranford	(8-1)	110
Maplewood	(2-11)	105
Peapack	(3-9)	105
Lebanon	(8-11)	100
Allendale	(5-13)	100
Short Hills	(2-13)	100
Highland Avenue	(2-8)	98
Metuchen	(1-4)	95
Linden	(1-3)	95
Watsessing Avenue	(4-2)	95
Manasquan	(10-12)	95
Mahwah	(5-15)	93
Convent	(2-17)	93
Kingsland	(5-4)	93
Hammonton	(11-1)	88
Passaic	(5-6)	88
Harrison	(2-1)	88
High Bridge	(8-13)	85
North Elizabeth	(1-1)	85
Berkeley Heights	(3-3)	80
Netcong	(7-1)	80
Watsessing Avenue	(4-2)	80
Belle Mead	(9-3)	75
Great Notch	(7-7)	73
Grove Street	(2-4)	73
Basking Ridge	(3-6)	70
Denville	(2-20)	70
River Edge	(6-3)	68
New Providence	(3-1)	65

d. The following stations were not considered of sufficient significance to warrant inclusion in the State and National Registers. Usually this finding was made because of one or more of the following reasons. The station was not of sufficient age (50 years or older) to meet National Register criteria. The station was neither significant historically as viewed in comparison with the other stations in the study. Deterioration and/or unsympathetic alteration, irreversible or only reversible at extraordinary expense, have destroyed the station's integrity. Stations marked with an asterik are located within districts listed on the State and National Registers.

	Lyndhurst	(5-5)	65
	Fairmount Avenue	(6-2)	63
	Ramsey	(5-14)	63
	Clifton	(5-7)	63
	Westwood	(6-6)	60
	Little Falls	(7-6)	58
	Spring Lake	(10-11)	55
	Princeton Junction	(1-7)	55
	Bay Head	(10-13)	55
*	Middletown	(10-14)	50
	Lincoln Park	(7-5)	35
	Woodbridge	(10-2)	33
	Absecon	(11-2)	30
	Glen Rock (Main)	(5-9)	28
	Emerson	(6-5)	20
*	Cape May	(11-6)	0
	Glen Rock (Bergen)	(5-3)	-3
	Avenel	(10-1)	-13
	Annandale	(8-12)	-18
	Cape May Court House	(11-4)	-38
	Wildwood	(11-5)	-65

8. Significance

Period	Areas of Significance—Check and justify below				
___ prehistoric	___ archeology-prehistoric	___ community planning	___ landscape architecture	___ religion	
___ 1400–1499	___ archeology-historic	___ conservation	___ law	___ science	
___ 1500–1599	_X_ agriculture	___ economics	___ literature	___ sculpture	
___ 1600–1699	_X_ architecture	___ education	___ military	___ social/ humanitarian	
___ 1700–1799	___ art	_X_ engineering	___ music		
_X_ 1800–1899	___ commerce	___ exploration/settlement	___ philosophy	___ theater	
_X_ 1900–	___ communications	___ industry	___ politics/government	_X_ transportation	
		___ invention		___ other (specify)	

Specific dates **Builder/Architect**

Statement of Significance (in one paragraph)

The railroad stations included in this nomination represent the ascendancy and subsequent decline of rail service in New Jersey, as well as interpretations of various architectural styles for one specific function. Unlike some other building types, all stations were carefully planned, usually by (or under the direction of) a trained designer, and the changing needs of the railroad companies and their clients (individual and municipal) are well represented in the range of nominated buildings.

Most of the eleven lines covered in this study were founded as small, independent railroads, which were absorbed by the larger lines late in the 19th century. New Jersey was fertile ground for the railroad builder, in part because of its geographic location midway between New York and Philadelphia, and especially as a funnel for entry into New York City. In addition, the coal fields of Pennsylvania are adjacent to the state. Thus, potential sources of revenue for the railroads were abundant and diverse. Freight (especially coal) was the traditional earner, but commuters and excursionists were also an important part of the financial equation. The commuters of northern New Jersey were practically a captive market, for prior to the ascendancy of the private automobile and highway mass transit there was virtually no other means of travel into the cities from the suburbs. The suburbs and the railroads thus enjoyed a symbiotic growth in the late 19th century.

For histories of each of the eleven lines refer to the attached report:

1 - Northeast Corridor (p.21)

2 - Hoboken Division-Morristown Line (p.33)

3 - Hoboken Division-Gladstone Branch (p.40)

4 - Hoboken Division-Montclair Branch (p.46)

5 - Hoboken Division-Main/Bergen County Line (p.52)

6 - Hoboken Division - Pascack Valley Line (p.58)

7 - Hoboken Division-Boonton Line (p.65)

8 - Raritan Valley Line (p.70)
9 - Reading Line (p. 80)
10 - North Jersey Coast Line (p. 88)
11 - Seashore Line (p. 99)

U.S. GOVERNMENT PRINTING OFFICE : 1981 0 - 330-456

9. Major Bibliographical References

See continuation sheet and individual survey forms.

10. Geographical Data - See individual survey forms and maps.

Acreage of nominated property ± one acre each property (total=± 53 acres)

Quadrangle name Multiple **Quadrangle scale** 1:24000

UMT References - See individual USGS maps

	Zone	Easting	Northing
A			
B			
C			
D			
E			
F			
G			
H			

Verbal boundary description and justification

See continuation sheets.

List all states and counties for properties overlapping state or county boundaries

state See continuation sheets.	**code**	**county**	**code**
state	**code**	**county**	**code**

11. Form Prepared By

name/title Constance M. Greiff, Director; Charles H. Ashton, Project Supervisor; Richard Meyer, Architectural Historian; Nicholas A Tino, Jr, Historical Research

organization Heritage Studies Inc. **date** September 1981

street & number RD 4, Box 864, Mapleton Road **telephone** (609) 452-1754

city or town Princeton **state** New Jersey 08540

12. State Historic Preservation Officer Certification

The evaluated significance of this property within the state is:

___ national ___X___ state ___ local

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the Heritage Conservation and Recreation Service.

Deputy

State Historic Preservation Officer signature Russell W. Myers

title Assistant Commissioner for Natural Resources **date** 3-17-84

For HCRS use only

I hereby certify that this property is included in the National Register

See Continuation Sheet for Listing date

Keeper of the National Register

Attest: date

Chief of Registration

THE OPERATING RAILROAD STATIONS OF NEW JERSEY

An Historical Survey

SOMERVILLE RAILROAD STATION

This study was prepared for New Jersey Transit, Inc, and was funded in part by a matching grant from the New Jersey Office of Historic Preservation.

CONTENTS

I. INTRODUCTION

This survey of all operating railroad stations in New Jersey is the first of its kind to be undertaken in any state. Although other states have carried out thematic surveys of building types, this study differs in one important aspect. Its aim was not only to determine which of the stations were eligible for the National Register, but also to provide a comparative evaluation of buildings in control of a single agency, for the purpose of providing a basis for decision-making on future treatment of the buildings.

The aim of the survey was to assess the historical and architectural character of 112 operating railroad stations (and ancillary structures such as shelters) in the State of New Jersey.

The stations are in various ownerships, although the overwhelming majority belongs to the New Jersey Transit Corporation. All are stops for commuter service. Some will remain in active use as railroad stations in New Jersey Transit's ownership; others will be disposed of to municipalities or private owners. In general, those in the latter category will be subject to adaptive use, with some provision for maintenance of a minimal facility for passenger service.

A. Purposes

1. To determine which of the stations should be nominated to the State and National Registers of Historic Places.

2. To provide documentation of sufficient depth to satisfy Federal regulations, enabling the New Jersey Transit Corporation to implement a proposed capital improvement program to rehabilitate and modernize New Jersey commuter line stations.

2. To supply information on the original appearance of the stations, including references to plans and old photographs. The purpose of this information is to provide guidance to present or future owners comtemplating work on the buildings. For those stations on or eligible for the National Register this information will be essential to owners using Federal funds or requiring Federal licenses, as well as to owners wishing to take advantage of tax incentives for certified rehabilitation.

B. Goals and Attainments

1. Goals

   a. To document the past and present appearance of each of the stations.

   b. To set each of the stations in context historically and architecturally.

   c. To record historical information and architectural description and analysis for each station.

   d. To devise a method for comparative evaluation.

   e. To nominate those stations found eligible to the National Register.

2. Attainments

   a. Background documentation as described in Methodology (Sec. II).

b. Field reconnaissance of each station by two or more members of the survey team.

c. Preparation of a survey form for each station, recording:

   i. historical information

   ii. architectural description

   iii. statement of significance

   iv. location

   v. ownership

   vi. bibliography

   vii. evaluation

d. Assembly of all information required for National Register nomination.

C. Recommendations

1. Preparation of a thematic National Register nomination, organized on a line-by-line basis.

2. Consultation of the survey results whenever government projects that may affect stations are comtemplated. Such consultation in the early phases of a project may alter planning at a stage where change is relatively easy, and may avoid costly mitigation procedures.

3. Use of the survey in combination with the Modernization Study by those responsible for maintaining and upgrading the stations or for converting them to other uses.

II. METHODOLOGY

Essentially the research methodology for this survey followed a conventional plan. The basic steps taken were 1) review of background historical and architectural information, 2) field survey, 3) recording.

Because of the intensity and depth of information required, however, many of these tasks were performed at an in-depth level not customary in cultural resource surveys.

A. Research

Background research began with a review of all secondary sources, as well as of all general and site-specific cultural resource surveys in which groups of stations or individual stations were included. The secondary sources consulted were not only histories of transportation in the state and architectural histories dealing with railroad stations, but also individual line histories and local histories of the municipalities in which stations are located. Books written for railroad "buffs", and knowledgable buffs themselves, were also consulted. Especially important sources of information were published and unpublished illustrations of stations, which reveal their original appearance. Wherever possible, architects' drawings were located; picture postcards also proved to offer a rich record of the stations.

In addition to secondary sources and iconographic material, primary sources were also reviewed. The most important of these, where

available, were company charters and leases and company records. Often material turned up in unexpected places. The drawings of architect Bradford Gilbert's station at White House were found, for example, in the Jersey City Library.

These sources are referred to throughout the survey in a number of ways. Some are cited as footnotes in the report. References for specific stations, both bibliographic and iconographic, appear on page 7 of the survey form for each station.

A list of libraries and collections visited and a comprehensive bibliography are attached as appendices to the report.

B. Field Survey

Each station was visited at least twice by at least two of the architectural historians on the survey team. The historian also either was already familiar with the stations or visited them in the course of the survey. His long familiarity with New Jersey railroad stations was most helpful in accounting for recent alterations not otherwise recorded.

Wherever possible, each building in each station complex was thoroughly examined on both the exterior and interior. However, in some instances, despite repeated attempts, it was not possible to gain access to interiors. Where this was the case, it has been noted on survey forms.

In the course of the field survey, each station was described visually. Because black and white photographs and schematic site and floor plans had been made as part of the New Jersey Rail Station and Bus Terminal Modernization Study, this effort was not duplicated. However, color slides were made of all stations.

C. Recording - The Survey Form

(A list of abbreviations used in the survey form is appended to this report.)

A special survey form was designed for this project. This was done because the information required was highly specialized, and because it was believed the survey would acquire greater utility through correlation with the Modernization Study. The form was intended to serve several purposes. First, it contains all pertinent information included in a conventional New Jersey Office of Cultural and Environmental Services survey form. Second, it provides descriptive material on each station or complex in a manner that correlates directly with the Modernization Study forms. Third, it contains narrative sections of description and historical significance, suitable for transfer to National Register nomination forms. Finally, it provides a method of comparative evaluation.

The first page of the form contains all information required for the first page of a National Register nomination. It includes information on ownership and location and a list of other surveys in which the station appears.

In addition there is a summary of past evaluations of the station and of the evaluation made as a result of the survey. Since references to the survey probably often will be made for the purpose of checking a station's status in regard to the National Register, it was determined that this information should be available in a prominent position on the form.

Pages 2 through 6 provide descriptions of the buildings in each station complex. These are arranged to offer two kinds of information: a narrative description suitable for transfer to National Register nomination forms, and a listing of materials and systems. The latter is keyed by page number to the equivalent listing in the Modernization Study, but accounts for differences between existing and original conditions.

Page 7 contains items required for the last page of a National Register nomination form. In addition to the material supplied by the form, the following supplementary information has been included in the survey packet for each station: USGS map, indicating the station's location; site plan; copies of old photographs (when available) showing original appearance; one or more black and white photographs; and one or more color slides. Each item in the survey packet has been assigned a number, which consists of the code for the county, municipality, line and station.

D. Evaluating the Stations

One purpose of the survey was to provide an objective method of comparative evaluation. However, it should be noted that no such system can be entirely objective. Although historical events or

the relative renown of an architect lend themselves to relatively objective qualitative analysis, decisions on general questions of historical significance or architectural quality are never entirely free of subjectivity.

To arrive at a comparative ranking the consultants designed a weighted evaluation form on a numerical point system. The form accounted for the criteria for submission to the National Register, as well as factors influencing the potential of the station for adaptive use and its value as part of the community. Factors which would mitigate against eligibility were evaluated negatively. Thus stations less than 50 years old or with severely compromised integrity lost points.

It was assumed that all the stations had basic historic significance because of their relationship to the development of New Jersey's transportation system and/or suborbanization and resort development. On a comparative basis, therefore, historical significance ranked relatively low. However, the oldest stations in the state received extra points, as did those which were the originals on the site, and those which related in a special way to technological change or the functions of the line.

Since the historical significance of the stations was relatively equal, the greatest weighting was given to their relative architectural merit. This was assessed in terms of style, general design quality and building technology. Because the "work of a

master" is one of the National Register criteria, the identity and reputation of the stations' architects were also ranked.

The last section of the evaluation deals with the buildings' condition and relationship to the community.

The evaluation sheet was field tested on the stations on one line and then revised. The initial draft was found to be weighted too heavily in favor of newer stations in good condition; good buildings, the architects of which were not known, were too heavily penalized. It also contained certain complicated evaluations of style that would be appropriate to a survey of a dense urban area, but did not apply to this theme.

In summarizing the data, the consultants concluded that two sections of the evaluation -- condition and suitability for adaptive use -- were not relevant to the questions of National Register eligibility. However, these are viewed as important factors for those responsible for decision making on the future disposition of the stations. Therefore they were not omitted. The final ranking of each station consists of three numbers, expressed as, for example, $\frac{115/140}{128}$. The first of these is the total of points without condition and suitability for adaptive use. The second includes these factors. For refinement in ranking the station, the third number is the avarage of the first two.

In revising the form, the section dealing with integrity was revised,

eliminating distinctions between major and minor alterations. After final review the consultants believe that these distinctions should have been preserved, and would have been useful in "fine-tuning" the results.

Finally, it is important to reiterate that, no matter how complicated the rating system, such an evaluation cannot be entirely devoid of subjective biases. To objectify the results as far as possible, all the evaluations were reviewed by the three architectural historians on the survey team. Further review was undertaken by the staffs of the New Jersey Office of Cultural and Environmental Services and New Jersey Transit. Nevertheless, the differences between a ranking of 115 and 105 may be so slight that, despite the differential, stations receiving such rankings can be treated equally. In other words, the rankings should be viewed in groupings, not individually.

III. DEVELOPMENT OF THE RAILROAD LINES

A. Introduction

Most of the eleven lines covered in this study were founded as small, independent railroads, which were absorbed by the larger roads late in the 19th century. New Jersey was fertile ground for the railroad builder, in part because of its geographic location midway between New York and Philadelphia, and especially as a funnel for entry into New York City. In addition, the coal fields of Pennsylvania are adjacent to the state. Thus, potential sources of revenue for the railroads were abundant and diverse. Freight (especially coal) was the traditional earner, but commuters and excursionists were also an important part of the financial equation. The commuters of northern New Jersey were practically a captive market, for prior to the ascendancy of the private automobile and highway mass transit there was virtually no other means of travel into the cities from the suburbs. The suburbs and the railroads thus enjoyed a symbiotic growth in the late 19th century.

The following brief histories trace each of the eleven lines from the founding of their component companies through mergers with (and into) larger railroads.

NOTES ON THE DEVELOPMENT OF NEW JERSEY RAILROADS

The chart which follows illustrates the construction and consolidation of the state's rail lines from their founding to incorporation into CONRAIL.

Within the major lines (DL&W, ERIE, etc.) the pertinent component lines are shown, with their founding dates. Lines not relevant to this study -- i.e., railroads in Pennsylvania which became part of the DL&W -- are not shown. Only the companies' original names are used; thus, the line which became the New York and Greenwood Lake appears as the Montclair Railway.*

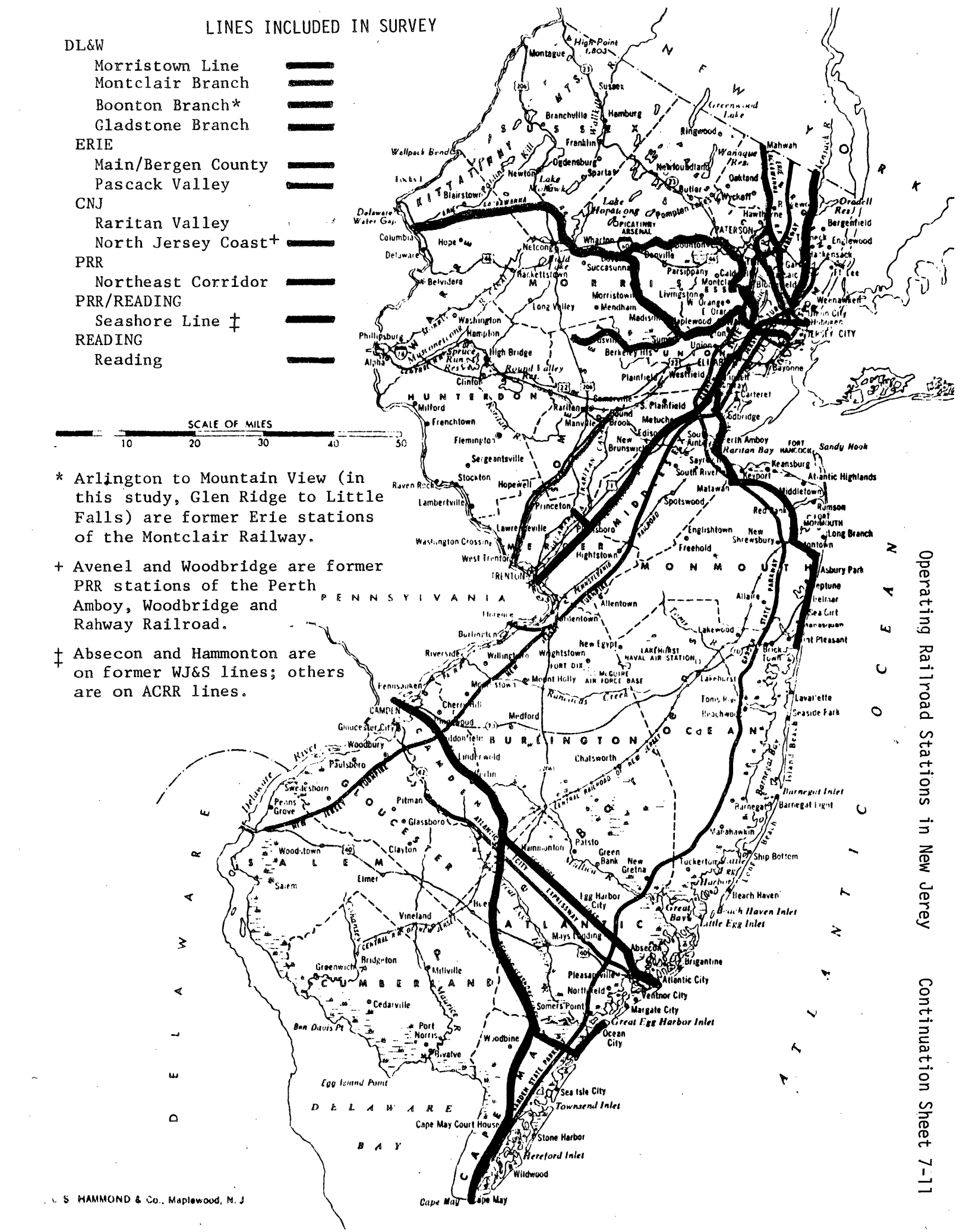
The joining of two solid lines indicates that the larger railroad obtained control of the smaller, either through lease, purchase, or other form of control. A dashed line extending forward indicates that the purchasing railroad continued construction on an acquired line. An example is the New Jersey West Line.

Where two lines on the chart are close together and parallel, as with the WJ&S and the PRR starting in 1896, it indicates that although the smaller company was under control of the larger, it remained an identifiable component. In this way it is possible to show, using the same example, that it was the WJ&S part of the PRR empire which was joined with the ACRR to form the PRSL.

* Dotted lines were used in the two instances where founding dates are uncertain.

Branches or railroads which were constructed by the larger companies, rather than acquired through purchase or lease, are shown as vertical lines, and do not appear in the left margin. See, for example, the Boonton Branch of the DL&W or the Bergen County Railroad of the ERIE.

Numbers in parentheses are survey numbers of stations in this study. However, the chart as a whole refers to railroads and not necessarily to stations; for example, although stations 2-1 through 2-21 are all located on the route of the Morris and Essex (1835), all are 20th century replacements. The survey numbers are shown only to correlate the development of routes with existing stations, and to illustrate the transfer of lines and stations from one company to another. See, for example, the changes on the DL&W Boonton Branch.


LINES INCLUDED IN SURVEY
DL&W
Morristown Line
Montclair Branch
Boonton Branch*
Gladstone Branch
ERIE
Main/Bergen County
Pascack Valley
CNJ
Raritan Valley
North Jersey Coast+
PRR
Northeast Corridor
PRR/READING
Seashore Line ‡
READING
Reading
SCALE OF MILES
10
20
30
40
50
* Arlington to Mountain View (in this study, Glen Ridge to Little Falls) are former Erie stations of the Montclair Railway.
+ Avenel and Woodbridge are former PRR stations of the Perth Amboy, Woodbridge and Rahway Railroad.
‡ Absecon and Hammonton are on former WJ&S lines; others are on ACRR lines.
Operating Railroad Stations in New Jerey
Continuation Sheet 7-11
C. S. HAMMOND & Co., Maplewood, N. J.

Station Index by Survey Number

Northeast Corridor (Line 1)

1-1 North Elizabeth
1-2 Elizabeth (CNJ)
1-3 Linden
1-4 Metuchen
1-5 New Brunswick
1-6 Princeton
1-7 Princeton Junction

Hoboken Division - Morristown Line (Line 2)

2-1 Harrison
2-2 Newark (Broad Street)
2-3 (not used)
2-4 Grove Street
2-5 East Orange
2-6 Brick Church
2-7 Orange
2-8 Highland Avenue
2-9 Mountain
2-10 South Orange
2-11 Maplewood
2-12 Millburn
2-13 Short Hills
2-14 Summit
2-15 Chatham
2-16 Madison
2-17 Convent
2-18 Morristown
2-19 Morris Plains
2-20 Denville
2-21 Dover

Hoboken Division - Gladstone Branch (Line 3)

3-1 New Providence
3-2 Murray Hill
3-3 Berkeley Heights
3-4 Millington
3-5 Lyons
3-6 Basking Ridge
3-7 Bernardsville
3-8 Far Hills
3-9 Peapack
3-10 Gladstone

Hoboken Division - Montclair Branch (Line 4)

4-1 Ampere
4-2 Watsessing Avenue
4-3 Bloomfield
4-4 Glen Ridge

4-5 Montclair

Hoboken Division - Main/Bergen County Line (line 5)

5-1 Rutherford
5-2 Radburn
5-3 Glen Rock (Bergen)
5-4 Kingsland
5-5 Lyndhurst
5-6 Passaic
5-7 Clifton
5-8 (not used)
5-9 Glen Rock (Main)
5-10 Ridgewood
5-11 Ho-Ho-Kus
5-12 Waldwick
5-13 Allendale
5-14 Ramsey
5-15 Mahwah

Hoboken Division - Pascack Valley Line (Line 6)

6-1 Anderson Street
6-2 Fairmount Avenue
6-3 River Edge
6-4 Oradell
6-5 Emerson
6-6 Westwood
6-7 Hillsdale
6-8 Park Ridge

Hoboken Division - Boonton Line (Line 7)

7-1 Netcong
7-2 Lake Hopatcong
7-3 Boonton
7-4 Mountain Lakes
7-5 Lincoln Park
7-6 Little Falls
7-7 Great Notch
7-8 Mountain Avenue
7-9 Upper Montclair
7-10 Watchung Avenue
7-11 Glen Ridge

Raritan Valley Line (Line 8)

8-1 Cranford
8-2 Westfield
8-3 Fanwood
8-4 Netherwood
8-5 Plainfield
8-6 (not used)
8-7 Bound Brook

8-8 Somerville
8-9 Raritan
8-10 Whitehouse
8-11 Lebanon
8-12 Annandale
8-13 High Bridge

Reading Line (line 9)

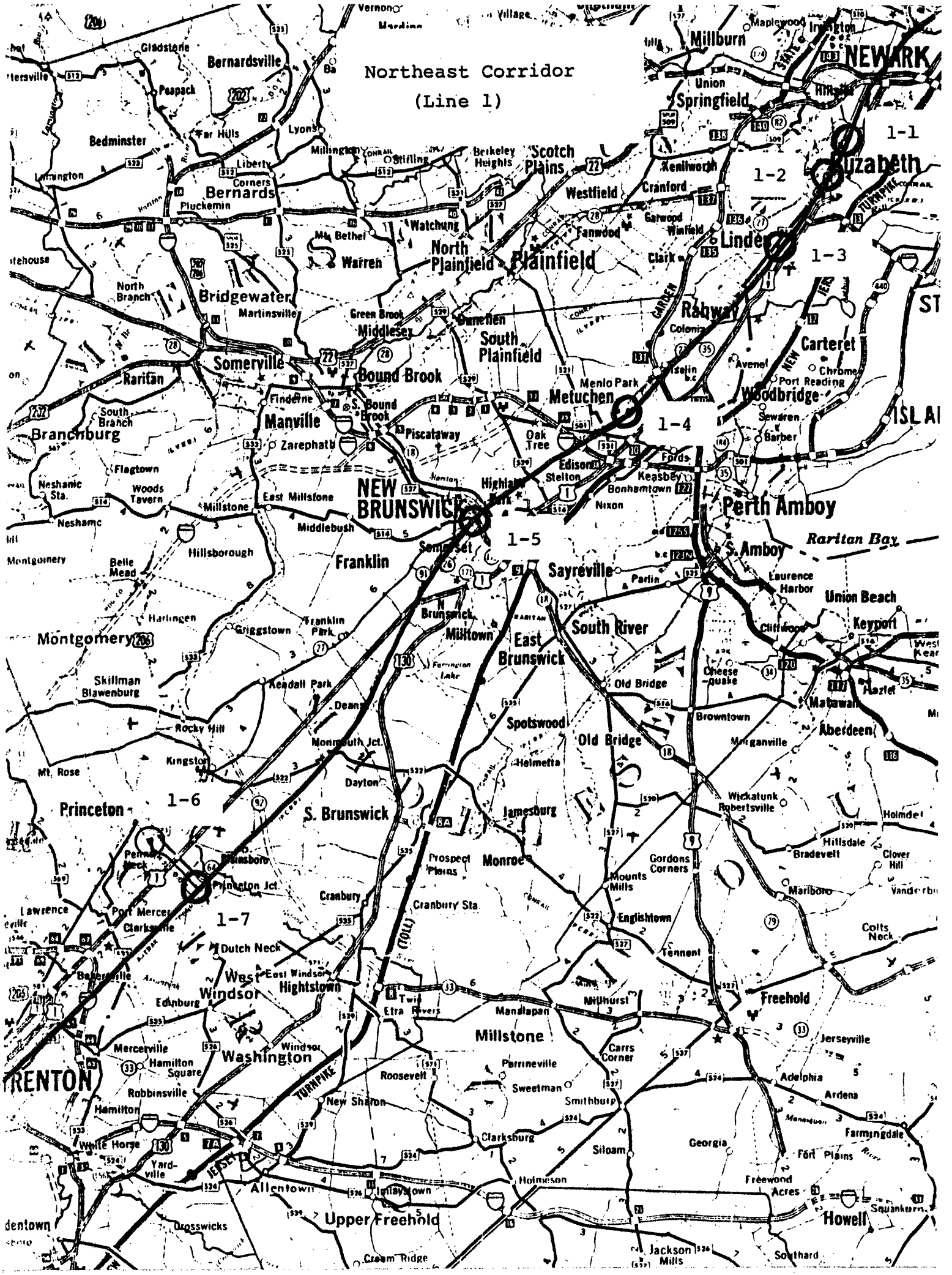
9-1 West Trenton
9-2 Hopewell
9-3 Belle Mead

North Jersey Coast Line (Line 10)

10-1 Avenel
10-2 Woodbridge
10-3 Perth Amboy
10-4 Matawan
10-5 Red Bank
10-6 Little Silver
10-7 Elberon
10-8 Allenhurst
10-9 Bradley Beach
10-10 Belmar
10-11 Spring Lake
10-12 Manasquan
10-13 Bay Head
10-14 Middletown

Seashore Line (Line 11)

11-1 Hammonton
11-2 Absecon
11-3 Tuckahoe
11-4 Cape May Court House
11-5 Wildwood
11-6 Cape May
11-7 Ocean City - 10th Street
11-8 Ocean City - 34th Street


Northeast Corridor
(Line 1)
1-1
1-2
1-3
1-4
1-5
1-6
1-7
NEWARK
Elizabeth
Linden
Rahway
Carteret
Woodbridge
Perth Amboy
S. Amboy
Raritan Bay
Sayreville
South River
East Brunswick
NEW BRUNSWICK
Metuchen
Plainfield
North Plainfield
South Plainfield
Scotch Plains
Fanwood
Westfield
Cranford
Garwood
Winfield
Kenilworth
Springfield
Union
Millburn
Maplewood
Irvington
Berkeley Heights
Watchung
Mt. Bethel
Warren
Bernards
Bernardsville
Gladstone
Peapack
Far Hills
Bedminster
Liberty Corners
Pluckemin
Lyons
Millington
Stirling
Bridgewater
North Branch
Martinsville
Somerville
Raritan
Bound Brook
Middlesex
Green Brook
Dunellen
Manville
Finderne
South Bound Brook
Piscataway
Zarephath
Oak Tree
Menlo Park
Edison
Stelton
Keasbey
Bonhamtown
Fords
Sewaren
Port Reading
Chrome
Avenel
Colonia
Iselin
Clark
Linden
Branchburg
South Branch
Flagtown
Neshanic Sta.
Woods Tavern
Millstone
East Millstone
Middlebush
Hillsborough
Belle Mead
Montgomery
Neshanic
Franklin
Somerset
Highland Park
Nixon
Parlin
Laurence Harbor
Union Beach
Keyport
Cliffwood
Old Bridge
Spotswood
Helmetta
Jamesburg
Monroe
Prospect Plains
Monmouth Jct.
Dayton
Kingston
Mt. Rose
Princeton
Princeton Jct.
Cranbury
Cranbury Sta.
Lawrence
Port Mercer
Clarksville
Dutch Neck
West Windsor
East Windsor
Hightstown
Twin Rivers
Edinburg
Mercerville
Hamilton Square
Washington
Windsor
Robbinsville
Hamilton
New Sharon
Roosevelt
Perrineville
Millstone
Mandalapan
Millhurst
Freehold
Jerseyville
Adelphia
Ardena
Farmingdale
Smithburg
Sweetman
Clarksburg
Siloam
Georgia
Fort Plains
Freewood Acres
Holmeson
Allentown
Imlaystown
Upper Freehold
Howell
Squankum
Jackson Mills
Southard
Cream Ridge
Crosswicks
White Horse
Yardville
Carrs Corner
Englishtown
Tennent
Colts Neck
Gordons Corners
Mounts Mills
Hillsdale
Bradevelt
Clover Hill
Marlboro
Wickatunk
Robertsville
Holmdel
Morganville
Aberdeen
Matawan
Hazlet
Browntown
Cheesequake
Deans
Rocky Hill
Skillman
Blawenburg
Kendall Park
Griggstown
Franklin Park
Harlingen
Milltown
Raritan
Route 1
Route 9
Route 18
Route 27
Route 130
Route 206
Route 287
Route 295
Route 78
Route 22
Route 202
Route 440
Garden State Parkway
New Jersey Turnpike
(TOLL)
TRENTON

B. Line Histories

1. Northeast Corridor

Prior to takeover by CONRAIL in 1976 and subsequent purchase by AMTRAK, this line was part of the New York Division of the Penn Central Transportation Company. Prior to the 1968 merger, this was known as the New York Division, Pennsylvania Railroad. Since large volumes have been and will be written about this once vast railroad empire, this line history will confine itself to the history of the line within New Jersey. This, then, is a partial history of a railroad that once called itself, with justifiable pride, The Standard Railroad of the World.

The first of the predecessor lines within the state was the Camden and Amboy Railrod. This line has the distinction of being the first railroad chartered in the United States: it was awarded on February 6, 1815 to Colonel John Stevens.[1] The line was to run from "...the River Delaware, near Trenton, to the River Raritan, near New Brunswick ..."[2] but nothing was done at that time.

With the opening of the Erie Canal and its transformation of New York City into America's leading port, and with Stevens' success with a steam locomotive, interest in a rail line again surfaced. There was a great division among the state legislators over the building of the railroad versus the proven method of transportation (the canal). This division was settled by a compromise on February 4, 1830 when charters were granted for the construction of both the Camden and Amboy Railroad and Transportation Company as well as the Delaware and Raritan Canal Company.[3] A supplement to this charter,

often called the "Marriage Act" by some writers, combined both companies on February 15, 1831.[4] From that point on a virtual monopoly on transportation in that part of the state was established by this "marriage" with both ventures taking on the famous name of the "Joint Companies."[5]

Construction of the Camden and Amboy was begun in 1831 with the portion from Bordentown to Hightstown completed in late September of 1832; South Amboy was reached in January of 1833.[6] Motive power was supplied by horses at first but with the arrival of the steam engine "John Bull" in August 1831 from England, the age of modern railroading had arrived in New Jersey.[7] The "first movement by steam on a railroad in the State of New Jersey, November 12, 1831"[8] began at Bordentown and went as far as Hightstown. Starting soon afterward, this famous engine operated over the 34 miles to South Amboy at the unheard-of running time of three hours. Camden was reached in January of 1834 and through service was operated to South Amboy shortly thereafter.[9]

The Camden and Amboy was an immediate success in the rapid movement of passengers and freight from Philadelphia to New York. The trip took a little over seven hours with steamboats providing transportation from Pennsylvania to New Jersey as well as from South Amboy to New York City.[10] Efficient transportation between these two cities was not to be realized for a while. In addition to the long trip over the C&A, large cities in northern New Jersey were not served, including Trenton, New Brunswick, Rahway, Elizabeth and Newark.

With the rapid spread of "railroad fever" in New Jersey, it is not surprising that a line serving the above communities would soon come into being. This was done on March 7, 1832 when the New Jersey Railroad was chartered.[11] The

line was built westward reaching Elizabeth in early 1835, Rahway in January 1836 and New Brunswick in November 1837. Like its central Jersey counterpart, the New Jersey Railroad was a great success. Because of its early engineering achievements in the Hudson County area it quickly became a funnel for many new lines to enter Jersey City, including the Morris and Essex, Paterson and Hudson River, and Elizabethtown and Somerville (see line histories following). Like the C&A, this line had a virtual monopoly in its part of the state.

Fierce rivalry developed between these two lines. The NJRR was trying to build south towards Philadelphia and the C&A wanted to reroute north to Jersey City. The C&A began buying up a number of short lines in the Trenton area as well as the Philadelphia and Trenton Railroad across the Delaware River in an effort to block the NJRR from entering what it considered to be its territory. The two lines did make an agreement to build a connection from the NJRR in New Brunswick to the C&A at Bordentown and so the first all-rail route from Camden to Jersey City began on January 1, 1839.[12] With this agreement, traffic on both lines increased steadily. The rivalry continued, however, with each line trying many clever ways to harass the other. This limited truce lasted until the Civil War.

Early in 1865, negotiations began that would bring about a dramatic change in the fortunes of both lines. With each threatening to invade the other's sovereign territory, with bondholders encouraging their boards to become the victors, and with the public outraged at the poor service provided by both, a compromise was the only plausible solution.[13] This came about in 1867 with the merger of the C&A and the NJRR into the United New Jersey Railways and Canal Company.[14]

Concurrent with these developments in New Jersey, railroad history was being

made from Philadelphia west by a company chartered on April 13, 1846: The Pennsylvania Railroad. As it first pushed westward to Pittsburgh it began the acquisition or leasing of many lines throughout the state and by the end of the Civil War had reached Chicago, St. Louis, Buffalo and Cleveland in the west and Baltimore and Washington in the south. One thing was still lacking, however: a direct entrance into New York. Shortly after the formation of the United New Jersey, negotiations were begun for a lease of the new line. The final terms of the 999 year lease were agreed upon and took effect on July 1, 1871. The transfer to the Pennsylvania Railroad of all the properties was accomplished on December 1, 1871.[15] What had begun as two pioneering railroads, developed into a bitter rivalry for supremacy and ended in a beneficial merger became the New York Division of the Pennsylvania Railroad Company.

After formally entering the state, the railroad continued its expansion through acquisition of many short lines in the central and southern parts of the state. Most notable in terms of this survey were the acquisition of the West Jersey and Seashore (see PRSL Line history) and the joint operation of the New York and Long Branch (see North Jersey Coast Line history). The main route of travel from Philadelphia to New York was changed from the C&A Camden route to the present NEC line north of Philadelphia to Morrisville, PA, across the Delaware to Trenton and northward through Princeton to New Brunswick.

During the 1880's the Pennsylvania began a move toward standardization throughout its vast system. This included motive power and rolling stock, finances, stations, and engineering. This concern for efficiency was not done without result for this philosophy produced handsome profits and continued growth and led the company to call itself The Standard Railroad of the World.[16]

The years 1890-1905 saw a number of engineering projects that were to benefit the New York Division. As traffic increased, mainline tracks were added and many grade crossings were eliminated. Most notable in New Jersey (producing new stations) were Trenton, New Brunswick, Rahway, Elizabeth, Newark, and Jersey City.[17] By 1902, the Pennsylvania had a magnificent multiple track (three or more mainline tracks), meticulously maintained, high speed railroad from Jersey City to Chicago. A vast fleet of trains carried passengers ranging from commuters to long-distance travelers to all points on this great system.

With all these accomplishments to its credit, the Pennsylvania still lacked direct access to New York. Plans to rectify this situation were made starting in the 1890's (in addition to the engineering obstacles, an electrification project had to be developed),[18] and the New Jersey (Weehawken) to Penn Station section was begun in 1906; it opened on August 1, 1910.[19] Employing thousands of workers and costing millions of dollars (all private funds), this was one of the Pennsylvania's finest moments.

The Pennsylvania Railroad's operations in the state from the opening of Penn Station until the mid 1920's can be characterized as a "fine tuning" of an already magnificent operation. With continued growth of all forms of traffic within New Jersey and elsewhere, another engineering crisis began to become apparent. The available mainline plant from New York to Washington and Harrisburg simply could not handle the volume in the way that had become the hallmark of the Pennsylvania. Because of the buildup of the north Jersey section of the New York Division, lateral expansion of mainline tracks was impossible. Based on its experience (since 1915) with alternating current

in the Philadelphia area, and the advantages of elictrification versus steam power, the decision was made to set in motion what was to become the most extensive and ambitious electrification project in the world at the time.

This massive electrification project had a profound effect on travel on the present NEC. Increased speed of trains, frequency of service, lack of pollution and increased safety and comfort were the immediate benefits to New Jersey. Electric suburban train service reached New Brunswick on December 9, 1932, Trenton and Philadelphia on January 16, 1933,[20] and South Amboy on August 8, 1935.[21] In addition to frequent suburban service within the state, the Pennsylvania established hourly "Clocker" service New York-Philadelphia, hourly trains New York-Washington, along with its vast fleet to the west. So many electrically propelled trains were running over the New York Division that railfans, beginning in the late 1930's, dubbed the Pennsy the "big red subway." Concurrent with this upgrading of the fixed plant, the railroad was improving most passenger equipment with the addition of air conditioning. Until the end of WW II, the Pennsylvania Railroad operated the largest fleet of air conditioned cars in the world.[22]

Since most of the New York Division had already benefitted from earlier grade separations and new stations, only two new stations appeared on the NEC: the large intermodal facility at Market Street, Newark (1935, combining rail, trolley, rapid transit, subway, and bus) and Woodbridge.

Following the War, the Pennsylvania looked forward to new growth and prosperity. They set about the rebuilding of their physical plant, replacement and/or rehabilitation of their vast passenger car fleet and a general "clean up" of all stations in the state. With the return to the highways and the increasing

government subsidies of competing forms of transportation, patronage began to decrease in the 1950's. By the 1960's rail managements throughout the country believed that mergers of competing companies were the only route to survival. This started in the east with the Erie and Delaware, Lackawanna and Western, then the Baltimore and Ohio and Chesapeake and Ohio, and culminated in the Penn Central. In the case of the Penn Central the theory was that two ailing giants could be made into one healthy giant. History has proven it wrong, however, since the largest bankruptcy in American history occurred in 1970. (See Wreck of the Penn Central for a complete history).

Today, the NEC is owned by AMTRAK who operates all long distance services, while commuter operations fall under the domain of New Jersey Transit which operates them under contract with CONRAIL.

Stations of the Pennsylvania Railroad

Along with its mania for "standardization" of rolling stock, the Pennsylvania Railroad relied heavily on "standard" plans for stations as well. The Engineering Department on Philadelphia developed plans for a variety of stations from the small country depot to medium-size city stations.

Beginning in the 1880's four plans were developed for frame structures (Plans A,B,C, and D). These increased in size depending on the needs of the community. Metuchen, for instance, is a "C" station: suburban use with ticket office, waiting room, baggage area, and rest rooms. Although not within the scope of this report, many of these plans were used on the branches in southern and central New Jersey.

During the massive reconstruction of the mainline from 1890 to 1910, plans were developed for a medium-size city station. Constructed of brick, this design was characterized by the use of three ornate dormers on the second floor. Examples of this type are New Brunswick (1904), Chester, PA (1902), and Elizabeth (1894, now gone). Chester and New Brunswick are identical while Elizabeth was somewhat smaller because of close clearances. Plans of all three stations are at CONRAIL in Philadelphia.

As stated earlier, the Pennsylvania was a wealthy railroad for almost all of its corporate history. It was frugal on station expenditures, however, unless they were at major cities. Where a major urban facility was required, outside architects were hired to work with the Engineering Department in Philadelphia. For example:

1. Jersey City (1887-1892): C. C. Scheider
2. Newark (1935): McKim, Mead, and White
3. Penn Station, New York (1906-1910): McKim, Mead, and White
4. Trenton (c. 1884, predecessor to present station): Furness
5. Philadelphia: all major stations by outside architects

During the 1930's a standard design appeared for suburban commuter stations. Many examples exist today in the Philadelphia suburban area and on the Long Island Railroad (then owned by the PRR). An example of this type in New Jersey is at Woodbridge.

Chronology of Stations

Metuchen 1888

North Elizabeth 1892-93

New Brunswick 1903-04

Linden 1911

Princeton 1918

Princeton Junction 1928

(Elizabeth-CNJ, included in this line, was built in 1893 by the Central Railroad of New Jersey.)

Footnotes

1. At Alexander Library, Rutgers University, New Brunswick, N.J. (N.J. Collection).

2. Ibid. pages 3-5.

3. At New Jersey Historical Society and also Newark Public Library, N.J. Room.

4. Supplement at N.J. Historical Society, Newark.

5. Ibid. Title appears both on cover and in wording of agreements.

6. Edwin P. Alexander, The Pennsylvania Railroad, (New York: Bonanza Books, reprint of W.W. Norton, 1957, p. 18.

7. John T. Cunningham, Railroading In New Jersey, (Associated Railroads of New Jersey, 1951), Compilation of scholarly articles published originally in Newark Evening News. page 18.

8. Taken from Commemorative Plaque erected at Bordentown, N.J. in 1891 by the Pennsylvania Railroad.

9. Copy of C&A Timetable, Library of Franklin Institute, Philadelphia.

10. Ibid.

11. copies Jersey City Public Library, Jersey City; original at New Jersey Historical Society in Newark.

12. Alexander op. cit., page 19.

13. Contemporary newspaper accounts throughout the state.

14. At New Jersey Historical Society in Newark.

15. Lease agreement on file,Rare Document Collection at Franklin Institute Library in Philadelphia.

16. The PRR never missed a dividend from 1846-1959.

17. Edwin P. Alexander, On the Mainline: The Pennsylvania Railroad In the Nineteenth Century, (New York: Bramhall House, 1952), pages 164-184.

18. The best book for the complete record is Fred Westling, Penn Station It's Tunnels and Side Rodders,(Seattle, 1978), Superior Publishing Company. Pages 1-117 consist of a complete reprint of the original book published by the PRR on this monumental project.

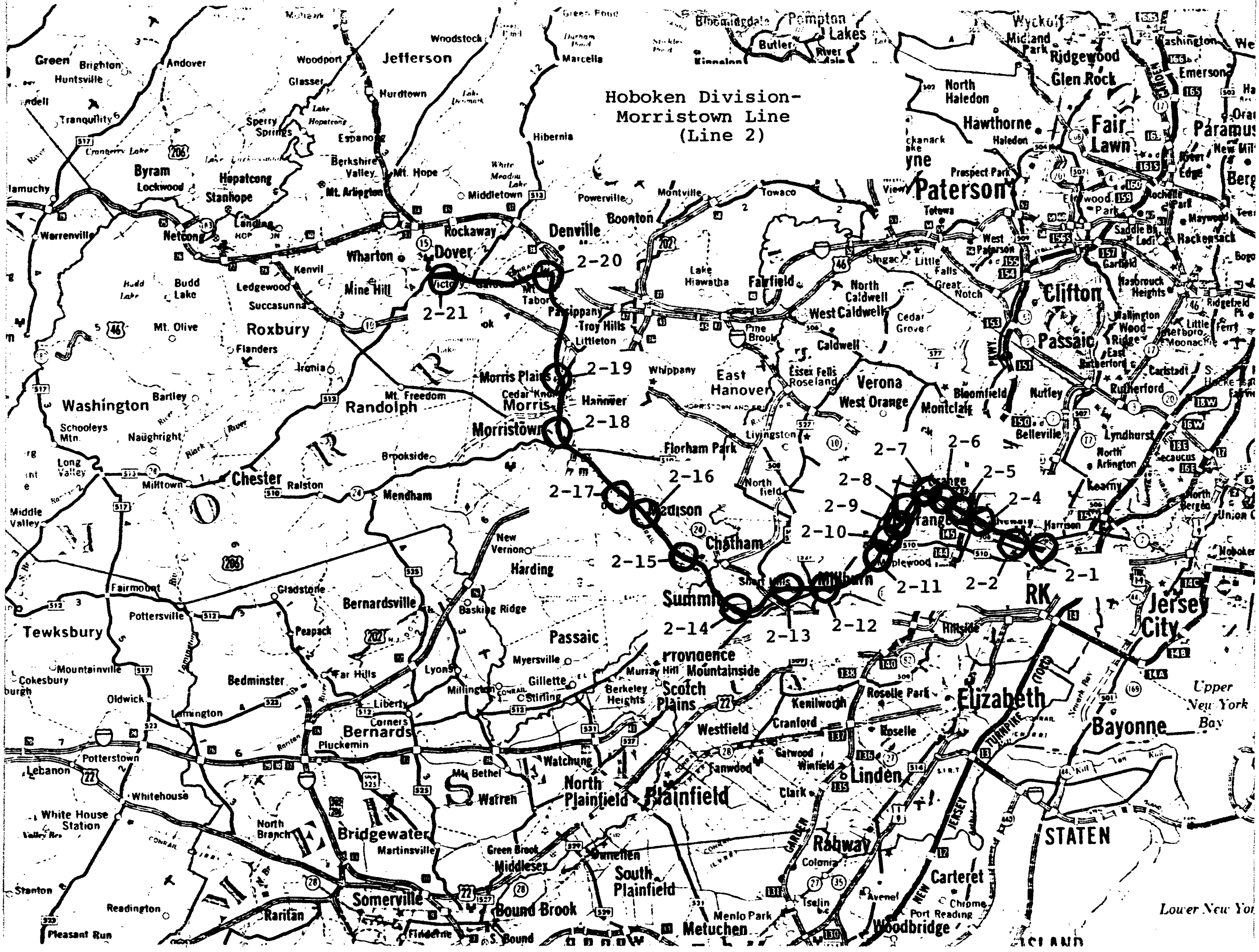
19. Opening day dedication. Published by PRR.

Footnotes continued:

20. Michael Bezilla, Electric Traction on the Pennsylvania Railroad 1895-1968, (University Park, PA: Pennsylvania State University Press, 1980), p. 133.

21. Detailed article with photos, Matawan Journal, Matawan, N.J. 8-9 -1935, page 1.

22. As advertised in their timetables.



Hoboken Division-
Morristown Line
(Line 2)
2-1
2-2
2-4
2-5
2-6
2-7
2-8
2-9
2-10
2-11
2-12
2-13
2-14
2-15
2-16
2-17
2-18
2-19
2-20
2-21
Jefferson
Woodstock
Woodport
Marcella
Hibernia
Green
Brighton
Andover
Huntsville
Tranquility
Hurdtown
Glasser
Sperry Springs
Berkshire Valley
Mt. Hope
Mt. Arlington
Middletown
Byram
Lockwood
Hopatcong
Stanhope
Landing
Netcong
Warrenville
Rockaway
Denville
Boonton
Powerville
Montville
Towaco
Wharton
Dover
Kenvil
Ledgewood
Succasunna
Mine Hill
Budd Lake
Roxbury
Mt. Olive
Flanders
Parsippany
Troy Hills
Littleton
Lake Hiawatha
Fairfield
Whippany
East Hanover
Morris Plains
Cedar Knolls
Hanover
Morristown
Mt. Freedom
Randolph
Washington
Schooleys Mtn.
Naughright
Bartley
Long Valley
Milltown
Chester
Ralston
Brookside
Mendham
Florham Park
Madison
Chatham
Livingston
North field
Summit
Short Hills
Millburn
Maplewood
Essex Fells
Roseland
Caldwell
West Caldwell
North Caldwell
Verona
West Orange
Montclair
Bloomfield
Nutley
Belleville
Cedar Grove
Paterson
Totowa
West Paterson
Little Falls
Great Notch
Clifton
Passaic
Hawthorne
North Haledon
Haledon
Prospect Park
Fair Lawn
Glen Rock
Ridgewood
Midland Park
Wyckoff
Pompton Lakes
Butler
Bloomingdale
Paramus
Emerson
Rochelle Park
Saddle Brook
Lodi
Garfield
Hackensack
Maywood
Wallington
Wood-Ridge
East Rutherford
Carlstadt
Rutherford
Lyndhurst
North Arlington
Kearny
Harrison
Secaucus
North Bergen
Union City
Hoboken
Jersey City
Middle Valley
Fairmount
Tewksbury
Pottersville
Gladstone
Bernardsville
Basking Ridge
New Vernon
Harding
Peapack
Passaic
Myersville
Gillette
Stirling
Millington
Lyons
Far Hills
Bedminster
Mountainville
Cokesbury
Oldwick
Lamington
Liberty Corners
Bernards
Pluckemin
Providence
Murray Hill
Mountainside
Berkeley Heights
Scotch Plains
Hillside
Kenilworth
Roselle Park
Elizabeth
Westfield
Cranford
Roselle
Garwood
Winfield
Fanwood
Linden
Watchung
Mt. Bethel
Warren
North Plainfield
Plainfield
Clark
Rahway
Colonia
Bayonne
Upper New York Bay
STATEN
Potterstown
Lebanon
Whitehouse
White House Station
North Branch
Bridgewater
Martinsville
Green Brook
Middlesex
Dunellen
South Plainfield
Somerville
Raritan
Bound Brook
Finderne
S. Bound
Stanton
Readington
Pleasant Run
Metuchen
Menlo Park
Iselin
Avenel
Woodbridge
Carteret
Chrome
Port Reading
Lower New York

2. Hoboken Division - Morristown Line

Until taken over by CONRAIL in 1976, this line and all its stations were the former Morris and Essex Division of the Erie-Lackawanna Railway (hereafter referred to as E-L) and prior to 1960, the Morris and Essex Division of the Delaware, Lackawanna and Western Railroad (DL&W).

This line was chartered on January 29, 1835 as the Morris and Essex Railroad with capital stock valued at $300,000.[1] The line was constructed from a grade-level location slightly east of the present Broad Street station (Newark) and grew rapidly through the then-rural areas to the west of the city. It reached Morristown in 1838,[2] Rockaway and Dover in 1848,[3] and Hackettstown in 1864.[4] Until 1853, the Morris and Essex did not take passengers from Newark to Jersey City over their own rails, but transported their passenger cars down the middle of Broad Street, Newark, with the use of horse teams.[5] They were then taken over the tracks of the New Jersey Railroad (much later part of the PRR) for the trip to Jersey City.

The Morris and Essex' operations thrived with the hauling of all types of freight and a great number of passengers from Morristown eastward, and later from Montclair and Bernardsville as well. In 1868 the management of the M&E was approached by President Samuel Sloan of the DL&W (at that time a coal hauling line in eastern Pennsylvania) with the proposal of shipping its goods to the New York marketplace via the M&E.[6] A lease was signed on January 1, 1869 and the M&E became the Morris and Essex Division of the then-expanding DL&W.[7]

Although known for its first-rate service, the DL&W was primarily a hauler of

coal and as a result of the increased shipment of the "black diamonds" to tidewater, the M&E Division with its many curves and rather steep grades became clogged with loaded coal cars at many times during a year. A faster method of transporting this commodity was achieved with the construction of the Boonton Branch (see line history) which ran east from Denville through Boonton, around Garrett's Mountain to Paterson, through Passaic and Lyndhurst to a connection with the M&E Division in the Hackensack meadows. This line was opened on September 12, 1870[8] and proved to be more successful than the planners had hoped: it was a direct, shorter route with low ruling grades for the shipment of coal. The fortunes of the DL&W grew tremendously from this time on. While the Boonton Branch handled all of the heavy freight trains, the M&E concentrated on transportation of passengers from the ever-growing suburbs.

The continuing expansion of the DL&W suburbs can be credited to a sense of "service to the traveling public": a contemporary writer observed that, "This Lackawanna route leads to some of the most charming summer resorts in northern New Jersey...The Morris and Essex gives access to the most beautiful of all suburbs of New York...whose pure highland air and pleasant scenery are widely celebrated. The suburban traffic on this division has assumed great proportions, and is yearly increasing...The suburban train service is kept up to the highest point of efficiency and affords the best of facilities, whether one goes northward on the route by Passaic and Mountain View ('Boonton Branch') or westward by Newark and Orange, Summit and Madison..."[9] Such was the legacy of commuting on the DL&W left by Samuel Sloan when he retired as President on March 2, 1899.

William Haynes Truesdale succeeded Sloan as President. Although his primary concern was the efficient shipment of the "black diamonds" that came from the DL&W-owned mines, he eloquently stated in his first Annual Report (1899) that, "The large and increasing suburban traffic of the company on its Morris and Essex Division will require heavy expenditures during the next few years in the way of track elevation, additional main tracks, stations, and facilities for the safe and efficient handling thereof...Economies can thus be effected which will aggregate almost enough to pay the interest on the cost of the work."[10]

Chief Engineer Gorge J. Ray and the Engineering and Architects Departments were entrusted with the multi-million dollar construction projects of the Truesdale Administration. In the planning and construction of the stations in particular, Mr. Truesdale did not want a repetitive scheme used over and over, but wanted each structure to be distinctive and blend with its surroundings.

Shortly after President Truesdale began the massive rebuilding of his railroad, a man in the Publicity Department came up with a novel creation: Phoebe Snow. She was a mythical lady, dressed in white whose "dress stayed white from morn 'til night upon the Road of Anthracite." In those days most railroads burned bituminous coal which produced a great deal of smoke and cinders; the DL&W made a point of using anthracite to reduce this annoyance. There is in existence a famous letter from Mark Twain to President Sloan complimenting him on the cleanliness of his railroad.

The DL&W was very proud of its station improvements as well as its use of hard coal in passenger trains. In the May 1913 Timetable for long distance trains there is an illustration showing the Morristown station and Phoebe Snow saying:

"While some may wait
and hesitate
To bring their stations
up to date
They're new and bright
When you alight
From off The Road
of Anthracite"[11]

Chronology of Stations

Newark (Broad Street) 1901-03

Maplewood 1901-03

Grove Street 1902

Harrison 1903

Denville 1903

Summit 1905

Dover 1905

Highland Avenue 1905

Short Hills 1906-07

Millburn 1907-08

Convent 1913-14

Morristown 1914

Chatham 1914-15

Mountain 1915

Morris Plains 1915-16

South Orange 1916

Madison 1916

Orange 1918-20

Brick Church 1921-22

East Orange 1921-22

Footnotes:

1. John T. Cunningham, Railroading In New Jersey, Associated Railroads of New Jersey (reprint of 17 articles originally in Newark Evening News January-April, 1951, p. 17.

2. Ibid., p. 19.

3. Thomas T. Taber, The Delaware, Lacakwanna and Western Railroad In The Nineteenth Century, (Muncy, PA: privately published, 1977), pp. 44,45.

4. Ibid., p. 50

5. Lithograph on display, New Jersey Historical Society, Newark, N.J. c. 1842.

6. Taber, op. cit., p. 74.

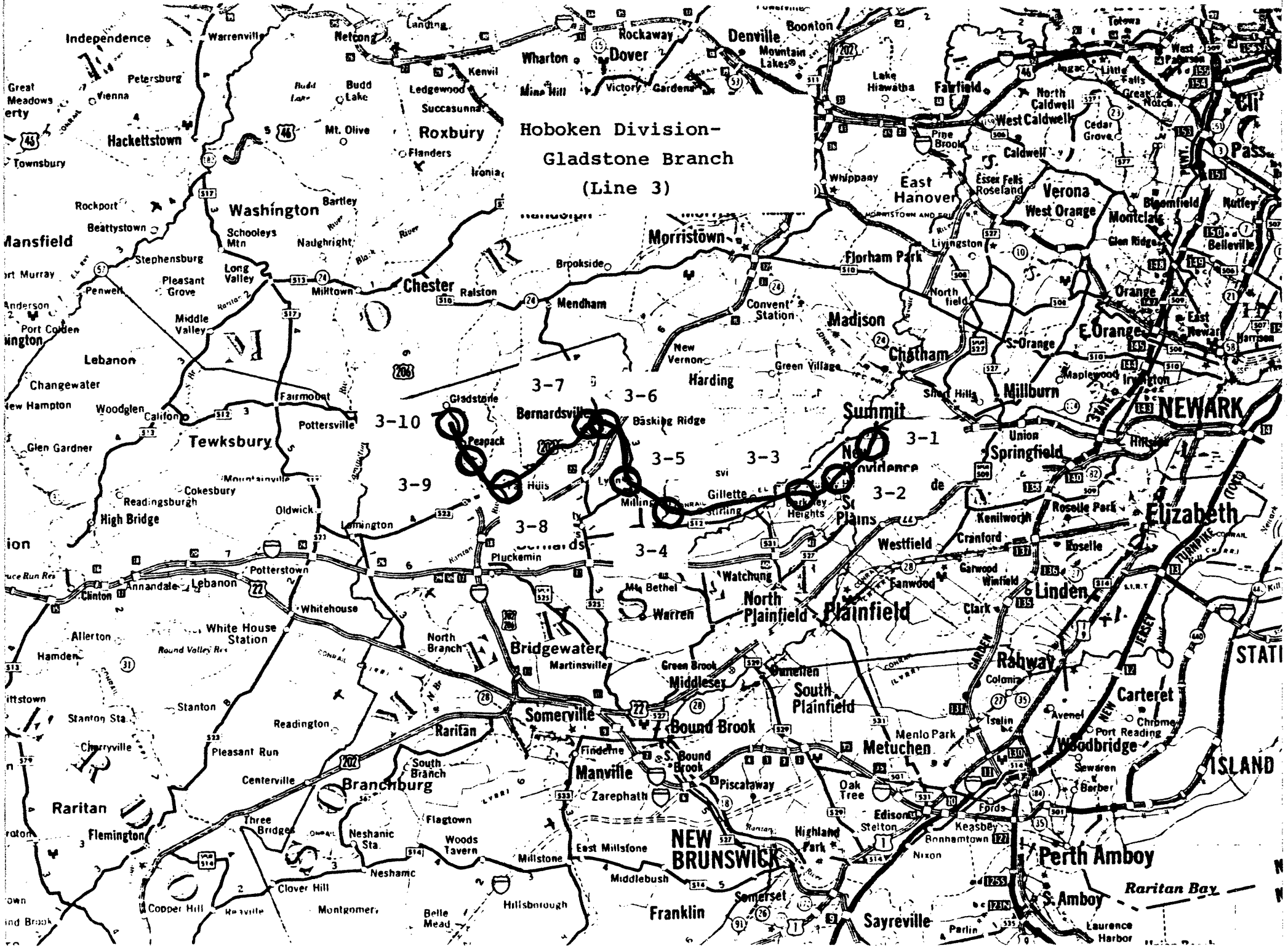
7. Ibid., p. 78.

8. Ibid., p. 80.

9. Moses King, King's Handbook of New York City, (Boston: 1893) p. 125-6.

10. Annual Report, DL&W, 1899.

11. May 1, 1913 Mainline and Branches Timetable, DL&W.


Hoboken Division-
Gladstone Branch
(Line 3)
3-1
3-2
3-3
3-4
3-5
3-6
3-7
3-8
3-9
3-10
Independence
Warrenville
Netcong
Landing
Rockaway
Dover
Denville
Boonton
Wharton
Mine Hill
Victory Gardens
Kenvil
Ledgewood
Succasunna
Roxbury
Budd Lake
Mt. Olive
Flanders
Hackettstown
Townsbury
Great Meadows
Petersburg
Vienna
Rockport
Beattystown
Mansfield
Washington
Bartley
Schooleys Mtn
Naughright
Stephensburg
Long Valley
Pleasant Grove
Penwell
Milltown
Middle Valley
Lebanon
Changewater
Woodglen
Califon
Fairmount
Pottersville
Tewksbury
Glen Gardner
Cokesbury
Readingsburgh
High Bridge
Oldwick
Lemington
Potterstown
Annandale
Clinton
Lebanon
Whitehouse
White House Station
Allerton
Hamden
Stanton
Stanton Sta.
Readington
Pleasant Run
Centerville
Branchburg
South Branch
Raritan
Flemington
Three Bridges
Neshanic Sta.
Flagtown
Woods Tavern
Neshamc
Clover Hill
Copper Hill
Montgomery
Belle Mead
Millstone
East Millstone
Middlebush
Hillsborough
Franklin
Somerset
Sayreville
Parlin
Laurence Harbor
Raritan Bay
S. Amboy
Perth Amboy
Nixon
Bonnamtown
Keasbey
Fords
Edison
Stelton
Oak Tree
Menlo Park
Metuchen
Woodbridge
Port Reading
Sewaren
Barber
Avenel
Iselin
Colonia
Carteret
Rahway
Clark
Linden
Roselle
Roselle Park
Elizabeth
Kenilworth
Cranford
Garwood
Winfield
Fanwood
Westfield
Watchung
North Plainfield
Plainfield
Mt. Bethel
Warren
Martinsville
Bridgewater
North Branch
Somerville
Raritan
Finderne
Manville
S. Bound Brook
Bound Brook
Piscataway
Zarephath
Dunellen
South Plainfield
Middlesex
Green Brook
Pluckemin
Bedminster
Lyons
Gillette
Stirling
Millington
Basking Ridge
Bernardsville
Peapack
Gladstone
Harding
New Vernon
Green Village
Morristown
Convent Station
Madison
Chatham
Florham Park
Brookside
Ralston
Chester
Mendham
Whippany
East Hanover
Pine Brook
Fairfield
Lake Hiawatha
Mountain Lakes
Caldwell
West Caldwell
North Caldwell
Cedar Grove
Verona
West Orange
Essex Fells
Roseland
Livingston
North Field
Orange
E. Orange
S. Orange
Short Hills
Millburn
Maplewood
Irvington
Summit
New Providence
Union
Springfield
Hillside
NEWARK
Belleville
Nutley
Bloomfield
Montclair
Glen Ridge
East Newark
Harrison
Lake
Totowa
Little Falls
Great Notch
West Paterson
Clifton
Passaic
Lake Hopatcong
Port Murray
Anderson
Port Colden
Washington
Lebanon
Hampton
Glen Gardner
Tewksbury
Califon
Woodglen
Fairmount
Pottersville
Chester
Milltown
Long Valley
Pleasant Grove
Penwell
Mansfield
Beattystown
Rockport
Stephensburg
Schooleys Mtn
Naughright
Bartley
Washington
Hackettstown
Townsbury
Great Meadows
Petersburg
Vienna
Independence
Warrenville
Netcong
Landing
Rockaway
Dover
Denville
Boonton
Wharton
Mine Hill
Victory Gardens
Kenvil
Ledgewood
Succasunna
Roxbury
Budd Lake
Mt. Olive
Flanders
Ironia
Morristown
Brookside
Ralston
Mendham
Whippany
East Hanover
Florham Park
Convent Station
Madison
Chatham
New Vernon
Green Village
Harding
Gladstone
Bernardsville
Basking Ridge
Peapack
Pottersville
Fairmount
Califon
Woodglen
Tewksbury
Glen Gardner
Cokesbury
Readingsburgh
High Bridge
Oldwick
Lemington
Potterstown
Annandale
Clinton
Lebanon
Whitehouse
White House Station
Allerton
Hamden
Stanton
Stanton Sta.
Readington
Pleasant Run
Centerville
Branchburg
South Branch
Raritan
Flemington
Three Bridges
Neshanic Sta.
Flagtown
Woods Tavern
Neshamc
Clover Hill
Copper Hill
Montgomery
Belle Mead
Millstone
East Millstone
Middlebush
Hillsborough
Franklin
Somerset
Sayreville
Parlin
Laurence Harbor
Raritan Bay
S. Amboy
Perth Amboy
Nixon
Bonnamtown
Keasbey
Fords
Edison
Stelton
Oak Tree
Menlo Park
Metuchen
Woodbridge
Port Reading
Sewaren
Barber
Avenel
Iselin
Colonia
Carteret
Rahway
Clark
Linden
Roselle
Roselle Park
Elizabeth
Kenilworth
Cranford
Garwood
Winfield
Fanwood
Westfield
Watchung
North Plainfield
Plainfield
Mt. Bethel
Warren
Martinsville
Bridgewater
North Branch
Somerville
Raritan
Finderne
Manville
S. Bound Brook
Bound Brook
Piscataway
Zarephath
Dunellen
South Plainfield
Middlesex
Green Brook
Pluckemin
Bedminster
Lyons
Gillette
Stirling
Millington
Basking Ridge
Bernardsville
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Gladstone
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Brookside
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Mendham
Whippany
East Hanover
Pine Brook
Fairfield
Lake Hiawatha
Mountain Lakes
Caldwell
West Caldwell
North Caldwell
Cedar Grove
Verona
West Orange
Essex Fells
Roseland
Livingston
North Field
Orange
E. Orange
S. Orange
Short Hills
Millburn
Maplewood
Irvington
Summit
New Providence
Union
Springfield
Hillside
NEWARK
Belleville
Nutley
Bloomfield
Montclair
Glen Ridge
East Newark
Harrison
Lake
Totowa
Little Falls
Great Notch
West Paterson
Clifton
Passaic
Lake Hopatcong
Port Murray
Anderson
Port Colden
Washington
Lebanon
Hampton
Glen Gardner
Tewksbury
Califon
Woodglen
Fairmount
Pottersville
Chester
Milltown
Long Valley
Pleasant Grove
Penwell
Mansfield
Beattystown
Rockport
Stephensburg
Schooleys Mtn
Naughright
Bartley
Washington
Hackettstown
Townsbury
Great Meadows
Petersburg
Vienna
Independence
Warrenville
Netcong
Landing
Rockaway
Dover
Denville
Boonton
Wharton
Mine Hill
Victory Gardens
Kenvil
Ledgewood
Succasunna
Roxbury
Budd Lake
Mt. Olive
Flanders
Ironia

3. Hoboken Division - Gladstone Branch

Chartered by the State Legislature on March 29, 1865 as the Passaic Valley and Peapack Railroad, what is now known as the Gladstone Branch was to run "from some point in the county of Union or the county of Essex, passing through the Township of Springfield into the Township of New Providence, near the village of New Providence, so up the Passaic Valley at or near Basking Ridge and so on to the Village of Peapack in the County of Somerset."[1] The first president of the line was a Mr. John H. Anderson, a resident of what is now Bernards Township. Capital stock was $1,200,000.[2]

From its start the line had rather grandiose visions. On February 7, 1867, the Legislature amended the original charter to extend the line into Hunterdon County.[3] On March 25, 1869 the Passaic Valley and Peapack Charter was again amended to allow it to bridge the Delaware River and connect with "any" railroad in Pennsylvania.[4] Nothing was ever to come of this plan, however.

Asa Packer, president of the Lehigh Valley Railroad, began to take an interest in this line as a possible connection for his railroad to reach New York. He began buying up the stock and was instrumental in again having the Legislature modify the charter and in changing the name to New Jersey West Line.[5] This occurred on February 15, 1870.

Construction began west from Summit in 1870, reaching Bernardsville in 1871.[6] The first timetable was published on Monday, January 29, 1872 and

showed one train in each direction.[7] Equipment was leased from the M&E, and passengers were required to change trains at Summit.[8]

It appeared that the Lehigh Valley lost interest in the line (they constructed their own tracks through central New Jersey 1872-1873), and without firm financial backing, was bankrupt by 1878.[9] The Delaware, Lackawanna and Western, meanwhile, had taken a rather keen interest in this line with its rather extensive charter, and Rosell G. Rolston (acting as the DL&W's agent) purchased the New Jersey West Line on October 19, 1878. It was reorganized as the Passaic and Delaware Railroad. It continued under Mr. Rolston's care until formally leased by the DL&W on November 1, 1882.[10]

The P&D Branch obviously was a worthwhile investment, for on April 17, 1890, the DL&W formed the Passaic and Delaware Extension Railroad to build the line west from Bernardsville to Gladstone. The line was finished on October 10, 1890.[11] Starting at this time, new stations were built all along the line, with the result that only one (Berkeley Heights) predates the improvement project.

The Gladstone Branch continued to flourish as more and more city people discovered the beauty of Somerset County. Traffic had grown so much that when the DL&W started its electrification plans in 1928, this branch was included. The first electric train ran to Gladstone on January 6, 1931.[12]

The Gladstone Branch has changed little in the past fifty years. It

is very similar in operation to midwest interurban lines that flourished years ago. Because of its branch-line use, this line never benefitted from the massive reconstruction by the DL&W early in this century. Many stations from the original DL&W upgrading of the line in the late 1880's still exist today alongside some of the more recent concrete and stone stations.

MINUTES

NEW JERSEY STATE REVIEW BOARD FOR HISTORIC SITES

A meeting of the State Review Board for Historic Sites was held on Thursday, January 13, 1983 in the Conference Room of the Commissioner's Office, Department of Environmental Protection, 8th. floor, Labor and Industry Building, Trenton, New Jersey. The meeting was called to order at 10:30 a.m. and adjourned at 3:15 p.m..

Members Present

David Abramson
Steven Jones
Lawrence Korinda
Albin Rothe, Chairman
William Short (12:30)
Donald Sinclair
Peter Wacker

Members Absent

Constance Greiff
Joel Grossman
Joseph Hammond
Robert Zion

Office of Historic Preservation

Susanne Hand, Chief
Terry Karschner
Sue Pringle

Visitors in Attendance

- Chuck Ashton, Heritage Studies
- Steve Hochman, Bureau of Environmental Analysis, NJDOT
- Vic Johnson, NJ Transit
- Jack Kanarek, NJ Transit
- John Shure, Bergen Record (until 12:00)

Opening Announcements

1. Susanne Hand reported that the 1983 federal appropriation of Historic Preservation funds had been signed giving $21.5 million to the States. New Jersey expects to receive about $350,000, although no definite amount had yet been announced.

2. Ms. Hand also reported that the National Park Service would publish for comment in the Federal Register new regulations that would allow Tax Act certification applicants to deal directly with National Park Service Regional Offices. SHPO review would be optional. This change in policy appears to be an attempt by the National Park Service to justify zero funding for the States.

3. Peter Wacker was elected chairman of the State Review Board (DA/SJ) with David Abramson as vice-chairman (DS/SJ). Albin Rothe in response to question from Peter Wacker, suggested that election results could be reevaluated if major changes ocurred in Board membership following upcoming appointment/reappointment of Board members.

Approval of Minutes

Motion to accept minutes of 10/28/82 meeting as presented was made/seconded. (PW/DS). Motion was carried.

Nomination - Thematic Nomination of Operating Railroad Stations in New Jersey

Comments:

Albin Rothe felt the title of the nomination was misleading and should more clearly reflect the fact that this is not a comprehensive survey.

Terry Karschner suggested that the nomination could be changed to Operating Passenger Railroad Stations.

In discussing the survey that was the basis of the Thematic nomination, Susanne Hand said that while a comprehensive statewide survey of all railroad stations would have been preferable, NJ Transit was not interested in surveying train stations that were not under its jurisdiction.

Peter Wacker questioned the use of a point system which is far more arguable than would be a general descriptive statement.

Terry Karschner and Susanne Hand explained the numerical ranking system devised to help determine which of the stations should be included in the Thematic nomination. The premise of the survey and Thematic nomination was that not every station over 50 years old that had retained its integrity was eligible, that the nomination should consist of representative examples of railroad stations, and that historic and architectural factors contributing to a station's overall significance could be developed, weighted and applied to each station. Using these factors in conjunction with descriptive analysis and significance statements, would be useful in determining eligibility.

Givin the historic importance of railroading in general and the nature of the survey (a statewide survey of one resource type which precluded detailed research on the local historic significance of each station), the ranking system gave more weight to architectural significance and integrity than to historical significance. Where there were several examples of basically the same architectural style, the better examples and those which had retained greatest integrity were chosen.

Peter Wacker disagreed with this premise of the survey and nomination. He felt that railroads were of such outstanding importance to New Jersey history that stations over 50 years old, which retained integrity were likely to be eligible.

Albin Rothe questioned why only those stations nominated were being presented.

Susanne Hand answered that this was in keeping with NJ's normal practice and was compatible with procedure used in several other states on Thematic nominations. The presentation of NJ's only other Thematic nomination of 204 Early Stone Houses of Bergen County (where all structures had been presented) had shown how difficult it was to see a large number of structures once, quickly, and make accurate decisions on eligibility. OHP decided to present those stations considered eligible by OHP staff and applicant (N.J. Transit and/or the professional consultant who prepared the nomination) plus stations on which the SHPO had previously given an opinion of eligibility. David Abramson concurred this was a reasonable procedure.

The following 58 railroad stations (as presented in the nomination) were PASSED. Each station was voted on individually unless already on the National Register (+). Normal procedure was altered to expedite voting The nominating and seconding of each individual property was suspended, and only opposing votes recorded.

Northeast Corridor (Line 1)

Elizabeth (CNJ)
New Brunswick
+ Princeton

Hoboken Division - Morristown Line (Line 2)

Newark (Broad Street)
East Orange
Brick Church
Orange
Mountain
South Orange
+ Madison
+ Morristown
Morris Plains
+ Dover

Hoboken Division - Gladstone Branch (Line 3)

Murray Hill
Millington
Lyons
Bernardsville

Far Hills
Gladstone

Hoboken Division - Montclair Branch (Line 4)

Ampere
Bloomfield
Glen Ridge
+ Montclair

Hoboken Division - Main/Bergen County Line (Line 5)

Rutherford
Radburn
Ridgewood
Ho-Ho-Kus
+ Waldwick

Hoboken Division - Pascack Valley Line (Line 6)

Anderson Street
Oradell
Hillsdale
Park Ridge

Hoboken Division - Boonton Line (Line 7)

+ Boonton
Mountain Lakes
Mountain Avenue
Upper Montclair
Watchung Avenue
Glen Ridge

Raritan Valley Line (Line 8)

Westfield
+ Fanwood
Netherwood
Plainfield
Bound Brook
Somerville
Raritan
Whitehouse

Reading Line (Line 9)

West Trenton
Hopewell

North Jersey Coast Line (Line 10)

Perth Amboy
Matawan
+ Red Bank
Little Silver
+ Elberon
+ Allenhurst (demolished)
Bradley Beach

Seashore Line (Line 11)

Tuckahoe
Ocean City - 10th Street
Ocean City - 34th Street

The following railroad stations (as presented in the nomination) were REJECTED. Each station was voted on individually.

Hoboken Division - Boontoon Line (7)----Lake Hopatcong

OHP staff recommended rejection on grounds that recent demolition of elevator towers and elevated walkways had destroyed the stations historical integrity.

New Jersey Coast Line (10)-----Belmar

OHP staff recommended rejection due to destruction of integrity through extensive alterations.

The following stations were presented to the SRB because they had received SHPO opinions of eligibility or because of a professional difference of opinion between OHP and applicant.

Northeast Corridor (1) - Metuchen (SHPO opinion 1977)

The Metuchen station was REJECTED due to extensive, unsympathetic alterations that destroyed its architectural integrity.

Hoboken Division (2) - Summit

OHP staff questioned the eligibility of the station because of relatively undistinguished design and insensitive alterations that have compromised integrity.

Lawrence Korinda felt that the structure should be considered eligible because of its local historical importance to the community.

Steven Jones was of the opinion that some structures of only average architectural merit should be preserved as well as those considered outstanding.

Albin Rothe stated that he considered Summit to be eligible and that failure to preserve the railroad station would be a loss of historical importance to the town.

Jack Kanarek explained negotiations on the Summit Station were with a developer. He asked that perhaps the question of Register listing could be considered at a later date after it could be better ascertained what effect listing would have in negotiations with the developer.

Albin Rothe felt that the financial aspects of a property should have no bearing on the decision of the SRB whose job it is to decide Register eligibility based on historic, architectural or archaeological significance.

A motion to nominate the Summit railroad station was made/seconded (DA/SJ) on the grounds that the station retains sufficient architectural integrity and is an integral part of the history of Summit. Motion was PASSED.

Hoboken Division (2) - Denville (SHPO opinion, 1978)

OHP was of the opinion that this structure is not eligible because there are better examples of the type and style in less deteriorated condition.

Albin Rothe felt that the criteria of eligibility for an historically, architecturally or archaeologically significant resource called primarily for some degree of integrity to be present. The degree of deterioration of a structure should not necessarily be a major factor in making a determination of eligibility.

Lawrence Korinda had not seen any structural damage to the building recently. Moreover, he stressed the structure should be considered significant because of its mountainous flavor similar to railroad stations located in the mountains of Pennsylvania. This is where the line is starting to hit the mountains. Denville represents a contrast of a specific Renaissance quality to other richer suburban stations on the line. You're now getting into the sticks. The style of the building is correlated to the social character of the Denville community and the topography. Peter Wacker requested that this be included in the statement of significance.

Susanne C. Hand presented the numerical ranking evaluation for Denville. With 70 points, it was in the bottom of the third category.

Peter Wacker stated that this is why the numerical rating system is suspect. The Denville station is significant because unlike some of the

other railroad stations on the line, it is related more to those stations found in like locations in Pennsylvania. Denville marks the spot where the Hoboken Division Line enters the New Jersey mining region, an area related to the mining areas of Pennsylvania. The numerical rating system, as used in the initial railroad survey, failed to take this aspect of significance into account.

Steven Jones argued in favor of the Denville stations eligibility saying its significance lay in representing a specific type of structure. Mr. Jones felt there exists a need to focus on less architecturally outstanding structures that represent types and more on different type of structures, even if only of average architectural merit.

Susanne Hand replied that Denville was the first example of this type and style to be presented at this meeting. There were other, better examples proposed for nomination which were in better condition, and retained greater integrity. She questioned whether the Board believed that unless a station lost integrity every station over 50 years old should be eligible.

Albin Rothe stated that was safer than going the exclusionary route.

Peter Wacker agreed stating the history of these places at this period in time is the history of the railroad.

Ms. Hand stated her opinion that in conducting a thematic survey of a particular type of resource (i.e. stone houses, railroad stations, schools, etc.), while the resource type as a whole is significant, not every structure representing that type was necessarily eligible. This nomination reflected an attempt to recognize the best examples and representative examples of the railroad stations.

Albin Rothe argued that while this philosophy is a sound one in most instances, it does not work well here. The existance of better examples of this type of building elsewhere does not detract from the importance of the Denville station. It is possible for a property to be of historical or social importance and yet be architecturally insignificant. The survey had generally overplayed architectural significance while minimizing the relationship of the stations to the communities they serve.

Motion to nominate the Denville Railroad Station was made/seconded (LK/SJ) on the grounds that the building retains sufficient architectural integrity and is of local historical importance to the community.
Motion was PASSED.

Raritan Valley (8) - Cranford

TABLED pending the presentation of more extensive information and photos.

The consensus of members present indicated that railroad stations were of such great importance to New Jersey that any station over 50 years old and with sufficient integrity should be considered eligible. Slides of individual structures were then shown at members request and the following votes taken on whether each station surveyed, but not included in the original nomination, should be presented to the SRB for their consideration at their next meeting. Motion was made/seconded (SJ/PW) that any station found to be less than 50 years old would be automatically eliminated and need not therefore, be presented. Motion was PASSED.

Northeast Corridor (1)

North Elizabeth - REJECTED (SJ/DS)

Linden - REJECTED (WS/DS)

Princeton Junction - PASSED (SJ/PW)

Hoboken Division - Morristown Line (2)

Harrison - PASSED (PW/SJ)

Grove Street - REJECTED (SJ/DS)

Highland Avenue - PASSED (SJ/DS)

Maplewood - PASSED (SJ/DS)

Millburn - PASSED (SJ/DS)

Short Hills - PASSED (SJ/DS)

Chatham - PASSED (SJ/LK)

Convent - PASSED (SJ/PW)

Hoboken Division - Gladstone Branch (3)

New Providence - PASSED (LK/SJ)

Berkeley Heights - PASSED (LK/SJ)

Basking Ridge - PASSED (AR/SJ)

Peapack - PASSED (AR/SJ)

Hoboken Division - Montclair Branch (4)

Glen Rock (Bergen) - REJECTED (AR/LK)

Watsessing Avenue - PASSED (AR/LK)

Kingsland - PASSED (SJ/PW)

Lyndhurst - PASSED (SJ/PW)

Passaic - PASSED (SJ/PW)

Clifton - PASSED (SJ/LK)

Glen Rock (Main) - PASSED (LK/SJ), AR,WS, & PW opposed

Allendale - PASSED (SJ/DS)

Ramsey - PASSED (SJ/PW)

Mahwah - PASSED (SJ/DS)

Hoboken Division - Pascack Valley Line (6)

Fairmount Avenue - PASSED (SJ/PW), WS opposed

River Edge - PASSED (SJ/LK)

Emerson - REJECTED (WS/SJ)

Westwood - PASSED (WS/SJ)

Hoboken Division - Boonton Line (7)

Netcong - PASSED (SJ/LK)

Lincoln Park - PASSED (SJ/PW), WS opposed

Little Falls - PASSED (SJ/DS)

Great Notch - PASSED (LK/PW)

Raritan Valley Line (8)

Lebanon - REJECTED (SJ/WS)

Annandale - REJECTED (DS/LK)

Reading Line (9)

Belle Mead - PASSED (unless substantially rebuilt after 1937) - (SJ/PW)

North Jersey Coast Line (10)

Spring Lake - REJECTED (WS/PW)

Manasquan - PASSED (PW/DS)

Bay Head - PASSED (SJ/PW)

Avenel - REJECTED (PW/WS)

Woodbridge - REJECTED (WS/PW)

Seashore Line (11)

Hammonton - PASSED (AR, SJ, PW, LK in favor, WS, DS opposed)

Absecon - PASSED (PW/SJ)

Cape May Court House - PASSED (LK, SJ)

Wildwood - REJECTED (WS/LK)

Cape May - REJECTED (WS/DS)

Albin Rothe, on behalf of the SRB, thanked New Jersey Transit for initiating the survey and offered congratulations for the high caliber of work done.

NEW BUSINESS

The next meeting of the SRB was scheduled for Thursday, February 17, 1983, at 10:00 a.m. in the Conference Room, 8th. floor, Labor and Industry Building, John Fitch Way, Trenton.

Respectfully submitted,

Sue Pringle

additional comments by Susanne C. Hand, Chief

Chronology of Stations

Berkeley Heights 1888

Murray Hill 1890-91

Peapack 1891

Gladstone 1891

New Providence 1900-03

Millington 1901

Bernardsville 1901-02

Basking Ridge 1912

Far Hills 1914

Lyons 1931

Footnotes:

1. Thomas T. Taber, The DL&W In The Nineteenth Century, (Muncy, Pa.: privately printed, 1977), pages 135 and 137.

2. Tom Nemeth and Homer Hill, History of the Gladstone Branch, 1978, reprint of article from Block Line, Official Newsmagazine of Tri-State Chapter, N.R.H.S., page 1.

3. Taber, op. cit. page 137.

4. Ibid.

5. "New Jersey West Line," Newark Evening News June 21, 1934.

6. Nemeth and Hill, p. 1.

7. Taber, page 139.

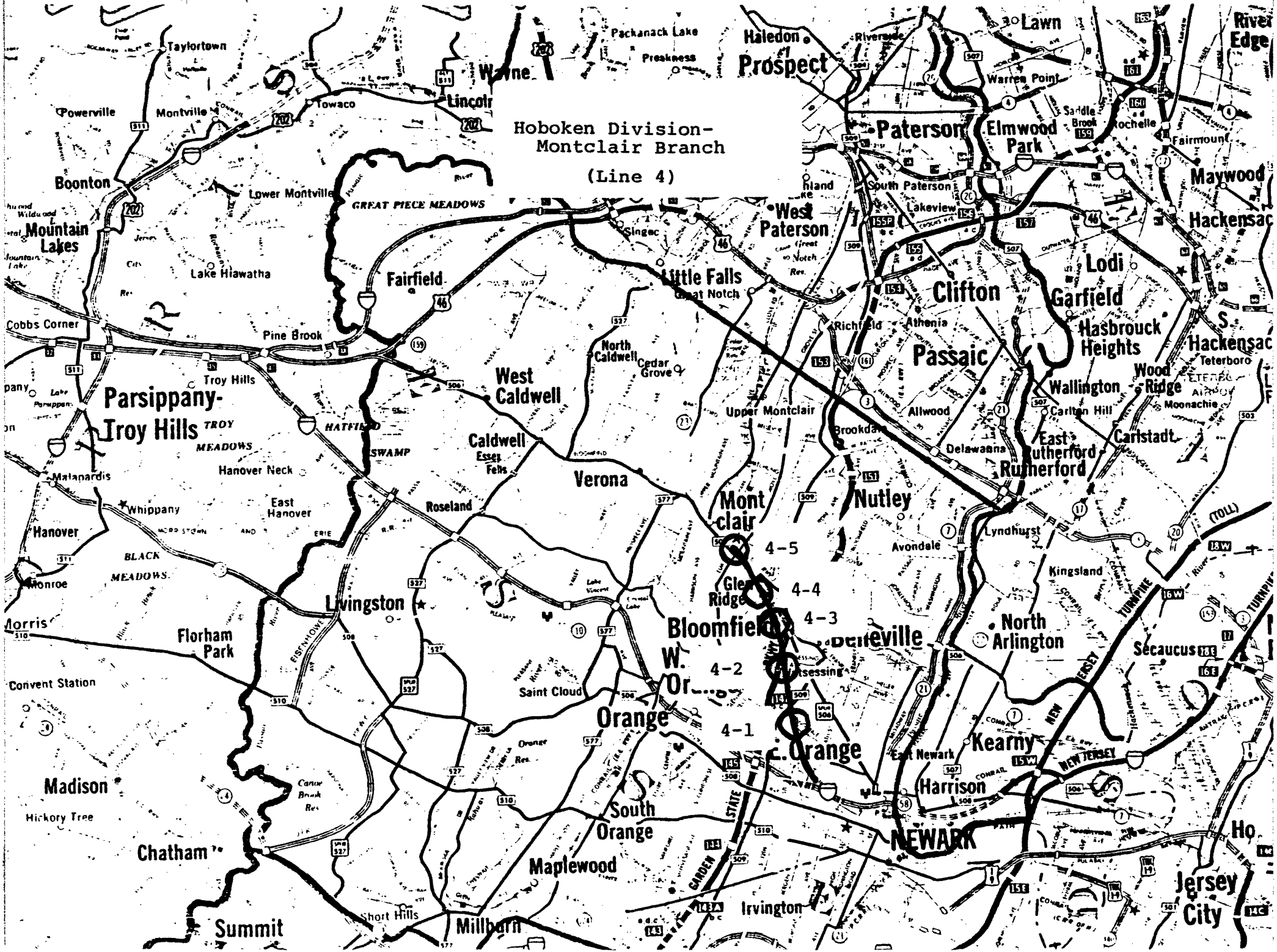
8. Mr. Homer Hill, Bernardsville, N.J., personal communication.

9. Taber, page 139.

10. Ibid.

11. Taber, page 140.

12. Souvenir Ticket of First Special Train on Gladstone Branch and detailed specification of electrification of DL&W.


Hoboken Division-
Montclair Branch
(Line 4)
Taylortown
Powerville
Montville
Towaco
Boonton
Lower Montville
Mountain Lakes
Lake Hiawatha
Cobbs Corner
Pine Brook
Troy Hills
Parsippany-Troy Hills
TROY MEADOWS
HATFIELD SWAMP
Hanover Neck
Whippany
East Hanover
Hanover
Morristown
BLACK MEADOWS
Monroe
Morris
Florham Park
Convent Station
Madison
Hickory Tree
Chatham
Summit
Short Hills
Millburn
Maplewood
South Orange
Orange
Saint Cloud
Livingston
Roseland
Caldwell
Essex Fells
Verona
West Caldwell
North Caldwell
Cedar Grove
Fairfield
GREAT PIECE MEADOWS
Singac
Little Falls
Great Notch
Packanack Lake
Preakness
Wayne
Lincoln
Haledon
Prospect Park
West Paterson
Paterson
Riverside
Lawn
Warren Point
Saddle Brook
Rochelle
Elmwood Park
South Paterson
Lakeview
Fairmount
Maywood
Hackensack
Lodi
Garfield
Clifton
Richfield
Athenia
Passaic
Hasbrouck Heights
Teterboro
Wood-Ridge
Wallington
Carlton Hill
Moonachie
Carlstadt
East Rutherford
Rutherford
Delawanna
Allwood
Brookdale
Upper Montclair
Montclair
Glen Ridge
Bloomfield
Belleville
Nutley
Lyndhurst
Avondale
Kingsland
North Arlington
Secaucus
Kearny
East Newark
Harrison
NEWARK
Irvington
Jersey City
4-5
4-4
4-3
4-2
4-1
TURNPIKE
NEW JERSEY
GARDEN STATE
(TOLL)

4. Hoboken Division - Montclair Branch

Until taken over by CONRAIL in 1976, this branch and all its stations were the former Montclair Branch of the Erie-Lackawanna Railway (hereafter referred to as EL) and prior to May, 1960, the Montclair Branch of the Delaware, Lackawanna and Western Railroad (hereafter referred to as DL&W).

This line was originally chartered by the State Legislature on March 26, 1852 as the Newark & Bloomfield Railroad. It was to begin in the village of Bloomfield and connect with either the Morris and Essex Railroad (now the Morristown Line of this Division) at Roseville Ave. in Newark, or with the New Jersey Railroad downtown.[1] Construction began in 1854 where it connected with the M&E at Roseville Ave.; the tracks of the M&E were used from there to Newark. Operations began shortly thereafter. The line was then extended to West Bloomfield (Montclair) in 1856.[2] By the end of 1856, the railroad had posted a deficit of $330.[3] The line owned only one locomotive; any additional motive power needed was leased from the M&E. The close ties that were thus established brought about the eventual absorption of the Newark and Bloomfield into the M&E. This took place on April 1, 1868.[4] From this date on, the line was known as the Montclair Branch.

Along with the rest of the M&E Division, traffic increased on the branch with the hauling of commuters from this "prime" real estate area and due to a large freight business. (Coal was the major commodity).

For many years a long tunnel was planned which would have extended the line to Caldwell, but this was never taken further than the planning stages. The line was double-track as far as Bloomfield with a single track running up the steep grade through Glen Ridge to Montclair.

By the turn of the century, this branch had become a very busy line indeed.[5] It was only natural that the line would receive the same improvements as those which benefited the rest of the M&E Division. In 1910-13 many of the stations were replaced with new ones, the line was double tracked to Montclair and all grade crossings were eliminated except for two at the Ampere station in East Orange.[6]

The electrification of this branch in 1928-1929 shortened running times and increased service on this short (4.1 miles), but very busy commuter line. From 1928 until 1957, the line had the distinction of being the most heavily traveled commuter branch line in the country, if not the world.[7]

In addition to the commuter traffic, the line produced a large number of long-distance travelers to the west on the through trains of the DL&W, since a convenient connection could be made at Newark.

Three of the five stations on the line are distinctive: Glen Ridge, designed by Jesse Lockwood in 1887, is among the finest Queen Anne stations in the state; it was improved (but not replaced) by the DL&W in 1912-13. Montclair, the terminal station, was designed by William H.

Botsford; it was widely publicized in books and periodicals of the time. Bloomfield, dating from 1912, is a unique (in this study) all concrete station.

Chronology of Stations

Glen Ridge 1887

Ampere 1908/1922

Watsessing Avenue 1912

Bloomfield 1912

Montclair 1913

Footnotes:

1. Thomas T. Taber, The Delaware, Lackawanna and Western Railroad In The Nineteenth Century, (Muncy, PA: privately published, 1977), p. 128.

2. Ibid., p. 129.

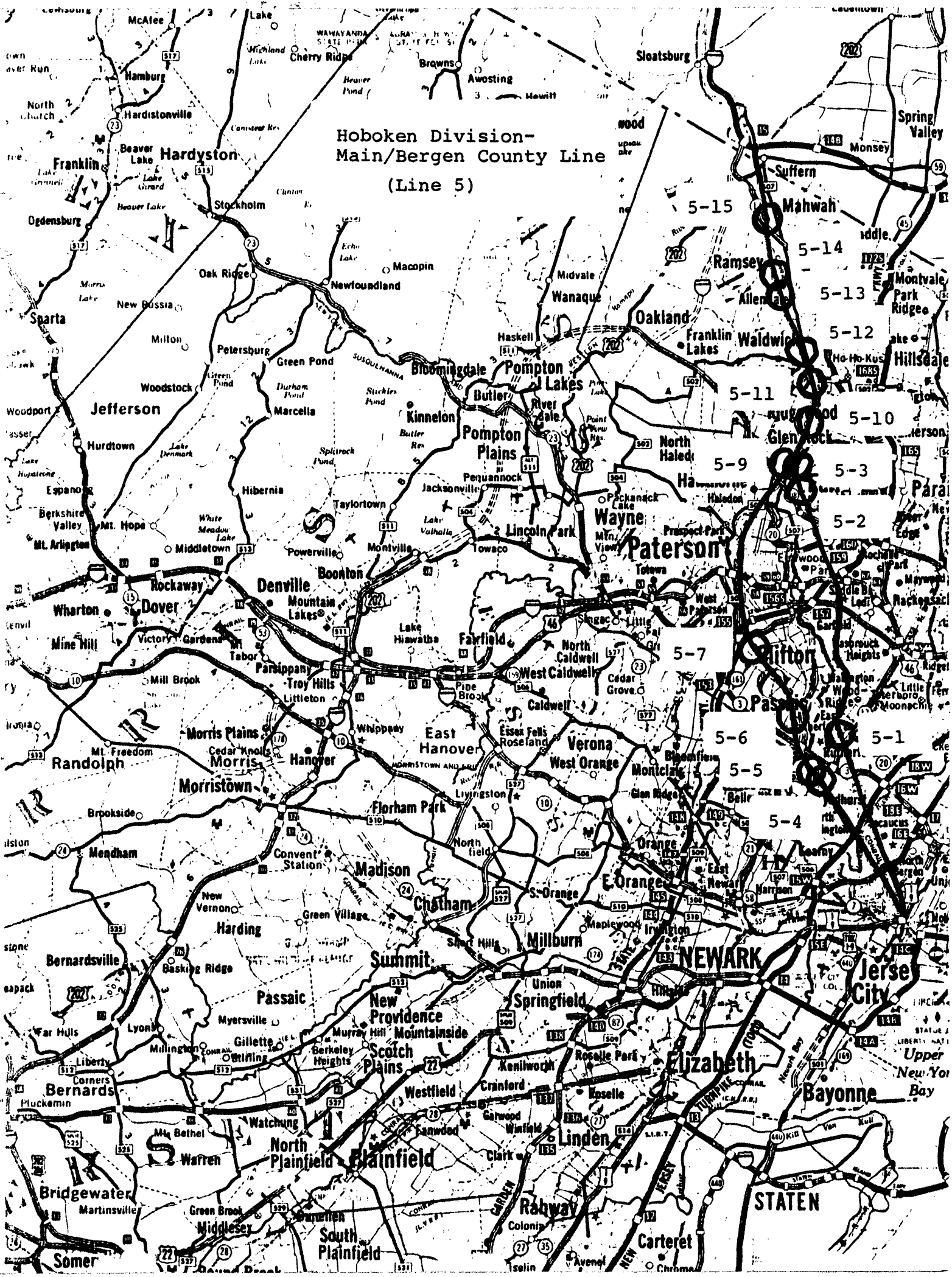
3. John T. Cunningham, Railroading in New Jersey, Associated Railroads of New Jersey, p. 49.

4. Taber, op. cit., page 134.

5. A perusal of timetables of this time shows 45 minute service midday and every 15 minute rush hour service with a number of expresses from Hoboken to Bloomfield, Glen Ridge and Montclair.

6. See individual stations.

7. According to the DL&W timetables, this line provided half-hourly service all day with very frequent rush-hour service (five minute headway) with many expresses to the last three stations, and until 1955,an express from Hoboken to Montclair carrying seating for 700 riders.


Hoboken Division-
Main/Bergen County Line
(Line 5)
5-15
5-14
5-13
5-12
5-11
5-10
5-9
5-7
5-6
5-5
5-4
5-3
5-2
5-1
McAfee
Hamburg
Cherry Ridge
Browns
Awosting
Hewitt
Sloatsburg
Spring Valley
Monsey
Suffern
Mahwah
Ramsey
Montvale
Park Ridge
Hillsdale
Hardistonville
Hardyston
Franklin
Beaver Lake
Stockholm
Ogdensburg
Macopin
Newfoundland
Midvale
Wanaque
Oakland
Franklin Lakes
Waldwick
Ho-Ho-Kus
Sparta
New Bussia
Milton
Petersburg
Green Pond
Bloomingdale
Pompton Lakes
Haskell
Oak Ridge
Woodstock
Woodport
Jefferson
Marcella
Kinnelon
Butler
Riverdale
Pompton Plains
North Haledon
Hurdtown
Pequannock
Jacksonville
Hibernia
Taylortown
Packanack Lake
Wayne
Espanong
Berkshire Valley
Mt. Hope
Mt. Arlington
Middletown
Powerville
Montville
Towaco
Lincoln Park
Prospect Park
Paterson
Totowa
Rockaway
Denville
Boonton
Mountain Lakes
Wharton
Dover
Mine Hill
Victory Gardens
Tabor
Lake Hiawatha
Fairfield
North Caldwell
West Caldwell
Clifton
Parsippany
Troy Hills
Littleton
Mill Brook
Pine Brook
Caldwell
Cedar Grove
Morris Plains
Whippany
East Hanover
Essex Fells
Roseland
Verona
West Orange
Montclair
Randolph
Mt. Freedom
Cedar Knolls
Morris
Hanover
Morristown
Florham Park
Livingston
Brookside
Mendham
Convent Station
Madison
Chatham
North field
Orange
East Orange
S. Orange
Maplewood
Irvington
New Vernon
Green Village
Harding
Short Hills
Millburn
NEWARK
Jersey City
Bernardsville
Basking Ridge
Summit
Union
Springfield
Passaic
New Providence
Mountainside
Myersville
Far Hills
Lyons
Gillette
Murray Hill
Scotch Plains
Berkeley Heights
Roselle Park
Kenilworth
Elizabeth
Liberty Corner
Bernards
Pluckemin
Westfield
Cranford
Roselle
Bayonne
Watchung
Mt. Bethel
Garwood
Winfield
Linden
North Plainfield
Plainfield
Warren
Clark
Bridgewater
Martinsville
Green Brook
Middlesex
Rahway
Colonia
STATEN
South Plainfield
Carteret
Somer
Iselin
Avenel
Upper New York Bay

5. Hoboken Division - Main/Bergen County Line

Until the coming of CONRAIL in 1976, these lines were part of the Erie-Lackawanna Railway, New York Division; prior to the merger in 1960 were part of the New York District, Erie Railroad Company. To differentiate it from other Erie lines, this was always known as the Mainline and Bergen County Railroad.

The history of this line goes back to the very beginning of railroad development in America, and it is bound up with the growth of Paterson as an industrial city. In the early days of manufacturing in Paterson it was necessary for goods to be shipped to Acquackanonk (Passaic) over the crude roads then in existence -- goods were then transferred to boats for the trip to markets by way of the river. Because of the high costs of this method, the delays encountered and the difficulty of river navigation in the winter months, local businessmen of Paterson secured a charter from the State of New Jersey on January 21, 1831.[1] The name of this historic line would become the Paterson & Hudson River Rail Road Company.

Service was begun on May 29, 1832 from Paterson to Passaic -- motive power included three stage-coach type cars and a team of horses.[2] Steam locomotives began operating in the middle of 1835 with the arrival of "McNeill", an engine built in England by Robert Stephenson.[3]

So successful was the line, that after tunneling through Bergen Hill in Jersey City, the Paterson & Hudson River reached the Hudson in early 1838. At that time the trains used the station of the New Jersey

Transportation Company which was later to become part of the Pennsylvania.[4]

At this time the Erie was constructing its line west from Piermont to Goshen, N.Y.. Some enterprising Patersonians, with an eye to eventually connecting their city with the new Erie, petitioned the State Legislature for a charter for what was to become the Paterson & Ramapo Railroad Company. This was granted on March 10, 1841.[5] Trains began running on October 19, 1848 and a month later the first through train from Suffern, N.Y. to Jersey City ran over the rails of these two Paterson based railroads.[6]

Because of the traffic diverted from its own lines, it did not take the Erie long to have these independent lines under its control. Through the creation of a "paper" line known as the Union Rail Road, the two Paterson lines were leased to the Erie in September 1852.[7] After installation of a "third rail" to accomodate equipment of different gauges, Erie trains began running directly to Jersey City without change on November 21, 1853.[8] Thus was formed the New York Division of the Erie Railroad.

By 1880, traffic had increased to such a degree (causing congestion and accidents in downtown Paterson and Passaic) that the Erie constructed the Bergen County Rail Road to bypass this area.[9] It operated from a point just west of Rutherford station to a point just south of the Ridgewood station.

Few changes took place in the arrangement of routes from 1880 until 1963. At that time, three years after the merger of the DL&W and the Erie into

the Erie-Lackawanna Railway, the line from the Passaic River to Clifton was abandoned, and Mainline trains began running on the former DL&W Boonton Branch from Secaucus to South Paterson;[10] Thus, the former DL&W stations at Kingsland, Lyndhurst, Passaic and Clifton are now part of this line. Bergen County Trains have run over the same route for more than 100 years. Of these pioneer railroads in the state, the following still remain:

1. The entire line of the Paterson & Ramapo is still used from Paterson to Suffern, N.Y..

2. Only the section from South Paterson to the Market St. (Paterson) station and the line from Secaucus to just west of Rutherford remain of the Paterson & Hudson River Rail Road.

Chronology of Stations

Ramsey 1868

Allendale 1870

Waldwick 1887

Rutherford 1898

Passaic (DL&W) 1902

Glen Rock (Main) 1905

Mahway 1905

Ho-Ho-Kus 1908

Clifton (DL&W) c. 1915

Ridgewood 1916

Kingsland (DL&W) 1918

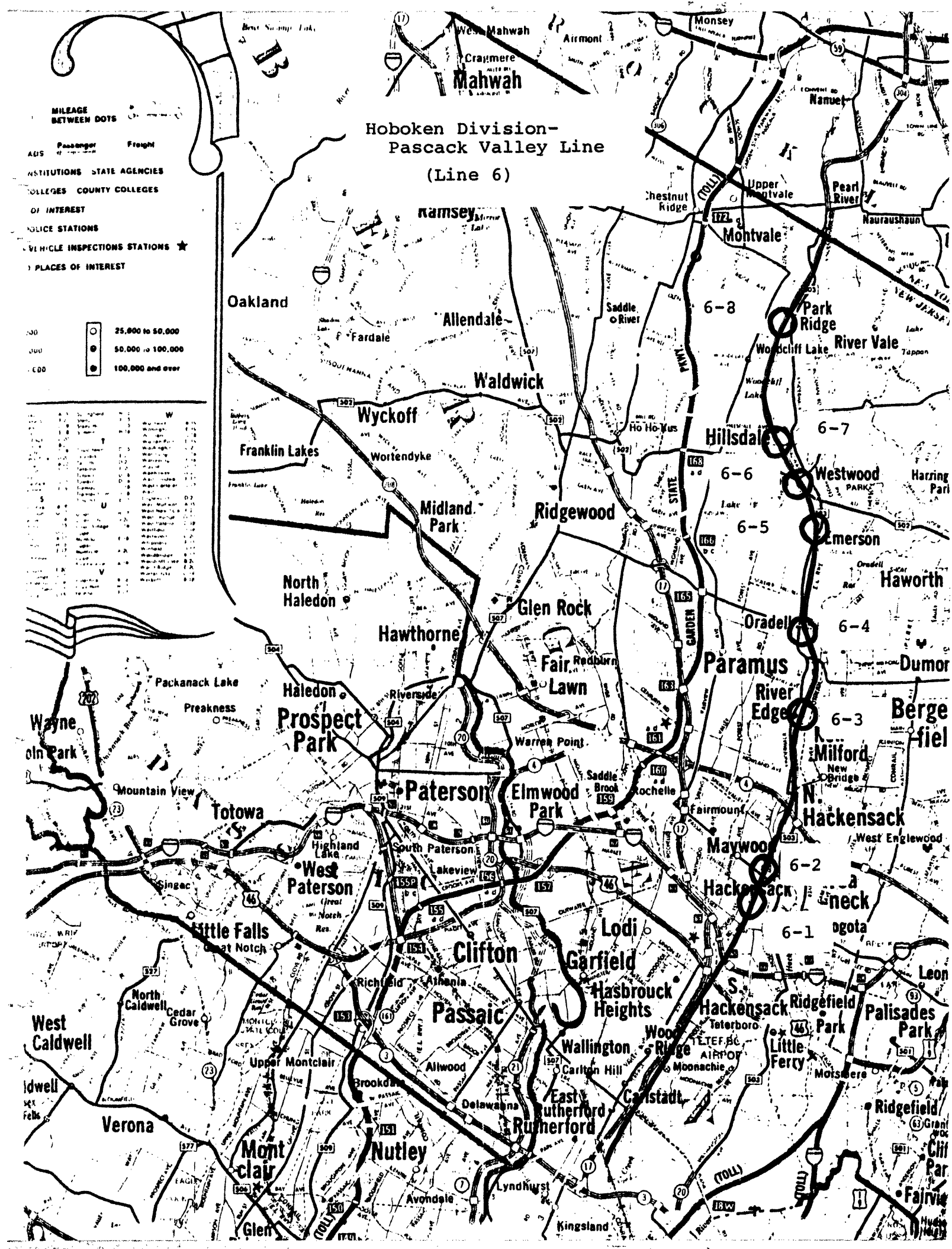
Lyndhurst (DL&W) 1928

Radburn 1930

Glen Rock (Bergen)1935

Footnotes:

1. Walter Arndt Lucas, From the Hills To The Hudson, (New York, 1944) p.46.
2. Ibid., p. 83.
3. Ibid., pages 287-290 with line drawing of engine on page 289.
4. Foreward, The Next Station Will Be ... Vol. VI., 1979, Railroadians of America.
5. Lucas, op. cit., p. 194.
6. Next Station, op. cit.
7. Lucas, op. cit., p. 243.
8. Ibid., p. 258.
9. Next Station, op. cit.
10. New timetables and notice of rerouting, private collection.


Hoboken Division-
Pascack Valley Line
(Line 6)
MILEAGE BETWEEN DOTS
Passenger
Freight
INSTITUTIONS STATE AGENCIES
COLLEGES COUNTY COLLEGES
OF INTEREST
POLICE STATIONS
VEHICLE INSPECTIONS STATIONS
PLACES OF INTEREST
25,000 to 50,000
50,000 to 100,000
100,000 and over
Mahwah
Airmont
Monsey
Nanuet
Ramsey
Chestnut Ridge
Upper Montvale
Pearl River
Montvale
Nauraushaun
Oakland
Allendale
Saddle River
Park Ridge
Woodcliff Lake
River Vale
Fardale
Waldwick
Wyckoff
Ho Ho Kus
Hillsdale
Franklin Lakes
Wortendyke
Westwood
Midland Park
Ridgewood
Emerson
North Haledon
Glen Rock
Haworth
Hawthorne
Oradell
Fair Lawn
Paramus
Dumor
Packanack Lake
Haledon
Riverside
River Edge
Preakness
Prospect Park
Wayne
Warren Point
Milford
Mountain View
Paterson
Elmwood Park
Saddle Brook
Rochelle
Totowa
Fairmount
N. Hackensack
Highland Lake
South Paterson
Maywood
West Englewood
West Paterson
Lakeview
Singac
Hackensack
Little Falls
Great Notch
Lodi
Clifton
Garfield
Richfield
Athenia
Hasbrouck Heights
North Caldwell
Cedar Grove
Passaic
Hackensack
Ridgefield Park
Palisades Park
West Caldwell
Teterboro
Wallington
Little Ferry
Upper Montclair
Allwood
Carlton Hill
Moonachie
Brookdale
East Rutherford
Carlstadt
Delawanna
Ridgefield
Verona
Rutherford
Montclair
Nutley
Lyndhurst
Avondale
Kingsland
Glen
6-8
6-7
6-6
6-5
6-4
6-3
6-2
6-1

6. Hoboken Division - Pascack Valley Line

Prior to being taken over by CONRAIL in 1976, this line was known as the New Jersey & New York Line of the Erie-Lackawanna. Before the 1960 merger of the Erie and DL&W, this was known as the New Jersey and New York Railroad, a subsidiary of the Erie Railroad.

Born during an era of "railroad fever", the Hackensack and New York Railroad was chartered by the State Legislature on March 14, 1856. The line was to run south from Hackensack, through Hasbrouck Heights, Woodbridge and Carls Place (later Carlstadt) to a junction with the Paterson & Hudson River Rail Road (part of the Erie) at a point midway between Boiling Spring (Rutherford) and the Hackensack River drawbridge.[1] Because of the contemplated junction with the Erie, the gauge was set at the wide six feet then in use by that railroad. Work began in 1859 and by January of 1861, the Hackensack & New York was in operation from Essex St., Hackensack to the Erie terminal in Jersey City.[2]

The line must have been prosperous, for on February 23, 1869, the Hackensack and New York Extension Railroad was formed. This charter authorized the road to build northward to a connection with the Piermont-Suffern spur of the Erie at Nanuet, N.Y., just across the New Jersey line.[3] Hillsdale was reached on December 23, 1869 where company offices and a yard were established. Park Ridge was reached in 1872, and the state line shortly thereafter.[4] Trackage rights over the Erie were given to the Hackensack & New York with the main terminus being Spring Valley, N.Y..[5] Although carried as a separate company until recent times, the Hackensack & New York and its extension came under Erie control at this time.

Due to one of many bankruptcies of the Erie, the line went into receivership in January of 1873. On February 27, 1873, the New Jersey and New York Railway was formed as the successor to the Hackensack & New York and the Extension.[6] Another bankruptcy in 1875 brought down the Erie once again, and the New Jersey & New York Railroad was formed. At this time the gauge was changed to the standard 4'8½", and the line extended to Haverstraw, N.Y. on the Hudson River and also to New City.[7]

From 1880 until 1938, the time of another Erie financial crisis, the New Jersey & New York led a profitable but uneventful life. Dependable and frequent commuter service was the hallmark of the branch, and accounted for two-thirds of its revenue.[8]

With the construction of improved highways and new tunnels and bridges to New York, the line took a rapid turn for the worse and in July, 1938 entered receivership. This continued until the New Jersey & New York was absorbed formally into the Erie-Lackawanna in 1961.[9]

It is interesting to note that before the Great Depression, a plan was developed for the construction of new stations along this heavily traveled line. Graham King was engaged by the towns of Westwood and Emerson to design new structures and there exist plans for a rather elaborate station at Anderson St., Hackensack.[10]

This railroad was the first to experiment with a non-wooden passenger

car. They had a number of the La Mothe Patent iron passenger cars in operation which were very striking with their orange exterior paint.[11] Because of their tendency to crack and their extreme weight on railroad bridges, they were withdrawn from service after the Civil War.[12]. This pre-dated the great surge of steel car building in this country by almost fifty years.

Chronology of Stations

Anderson Street 1869

Hillsdale 1869

Park Ridge 1872

Emerson 1872 (extensive alterations 1933)

Oradell 1890

Fairmount Avenue c. 1893-95

River Edge 1901

Westwood 1932

Footnotes

1. As stated in Hackensack & New York Charter, published Hackensack New Jersey in collection of Bergen County Historical Society Collection at Johnson Library, Hackensack, N.J.

2. Stalton and Jones, Railway Historical Monograph, Railroad Station Historical Society, January, 1973, page 5.

3. Amended charter at New Jersey Historical Society, Newark, N.J.

4. Stalton and Jones, p. 7.

5. Wilson Jones, Thomas T. Taber, and others, Foreword to The Next Station will Be ... Vol. II, Railroadians of America, 1974.

6. "Centennial of The Railroad," Relics, Pascack Valley Historical Society, Vol. 14 #80, pp. 2-3.

7. Next Station, Foreword.

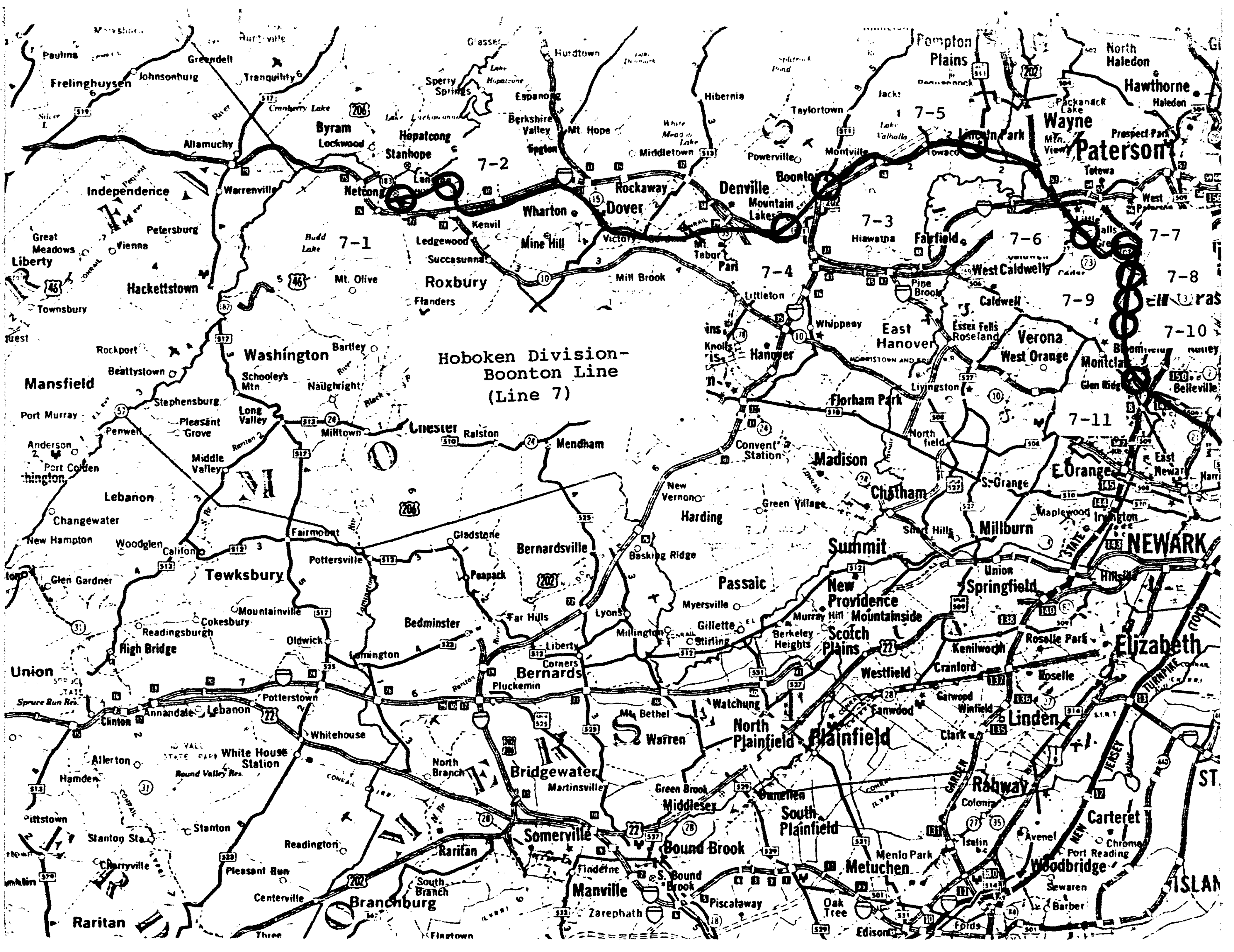
8. Next Station, Foreword.

9. Various receivers are named on public and employee timetables during this period.

10. At N.J. Transit, Newark.

11. Stalton and Jones, p. 5.

12. Mr. Wilson Jones, Hackensack, N.J., personal communication.


Hoboken Division-
Boonton Line
(Line 7)
7-1
7-2
7-3
7-4
7-5
7-6
7-7
7-8
7-9
7-10
7-11
Netcong
Stanhope
Hopatcong
Lake Hopatcong
Kenvil
Ledgewood
Succasunna
Wharton
Mine Hill
Dover
Rockaway
Denville
Mountain Lakes
Boonton
Montville
Towaco
Lincoln Park
Mt. Tabor
Parsippany-Troy Hills
Hiawatha
Fairfield
Pine Brook
Little Falls
Paterson
Wayne
Totowa
West Caldwell
Caldwell
Verona
Montclair
Glen Ridge
Bloomfield
Belleville
Newark
East Orange
Roxbury
Mt. Olive
Flanders
Hackettstown
Washington
Chester
Mendham
Morristown
Madison
Chatham
Summit
Millburn
Livingston
East Hanover
Hanover
Florham Park
Harding
Bernardsville
Basking Ridge
Passaic
New Providence
Springfield
Elizabeth
Plainfield
North Plainfield
Westfield
Cranford
Linden
Rahway
Woodbridge
Carteret
Metuchen
Bound Brook
Somerville
Raritan
Manville
Bridgewater
Branchburg
Bedminster
Tewksbury
Lebanon
Clinton
High Bridge
Mansfield
Independence
Liberty
Allamuchy
Byram
Frelinghuysen
Union

7. Hoboken Division - Boonton Line

This line is composed of fragments of two separate railroads. The eastern end (in this study, Glen Ridge to Little Falls) was part of the Montclair Railway (later the New York and Greenwood Lake Railroad), under control of the Erie by 1878. The western section (Lincoln Park to Netcong) was part of the Boonton Branch built by the DL&W in 1870.* The rearranging occurred after the merger on 1960 of the two parent companies into the Erie-Lackawanna.

Since the western section was built by the DL&W (rather than being a pre-existing company which was acquired), the history of that part of the line is inextricably bound up with that of the railroad as a whole. It is discussed above under the Morristown Line.

This line history deals only with the eastern section. A resident of Montclair, Mr. Julius H. Pratt, was the prime mover in starting a new railroad from the town of Montclair to the Hudson River. The idea was put forth in 1867 in order to improve the conditions under which the residents of Montclair traveled.[1] It must be remembered that at this time passengers from the area using the Newark and Bloomfield Railroad had to change trains at Newark to reach Hoboken. Mr. Pratt was particularly outraged by having to transfer trains on his way to New York, sometimes missing the connections due to delays on the Newark and Bloomfield.[2]

*The eastern portion of the DL&W Boonton Branch is now part of the Main/Bergen County Line, stations Kingsland to Clifton in this study. See Main/Bergen County Line history.

A charter was secured in 1868[3] and construction of the Montclair Railway began eastward from Montclair through the towns of Bloomfield, Belleville, North Newark, and the Arlington section of what was to become Kearny, its New York terminal being the large station of the Pennsylvania Railroad in Jersey City.[4] By 1875 the Montclair Railway had reached the New York state line on the east bank of Greenwood Lake.[5] This area is known to this day as Sterling Forest. Although built to low standards of construction, the line was an immediate success and helped with the development of the areas through which it ran.

At this time the Montclair Railway's bonds were guaranteed by the New York and Oswego Midland Railroad.[6] That line's builder, Dewitt C. Littlejohn, had planned to enter New Jersey through Mr. Pratt's railroad.[7] When the NY& OM failed during the Panic of 1873, the Montclair followed. During the foreclosure hearings, the fight between some of the bondholders and the town of Montclair over $350,000 in town-held securities went all the way to the Supreme Court, and the town lost.[8] Reorganized in 1876 as the Montclair and Greenwood Lake, it was bankrupt again in 1877. In October of 1878 it was again reorganized, this time as the New York and Greenwood Lake Railway Company. At this time its stock came under the control of the New York, Lake Erie and Western and the terminal was moved from the Pennsylvania's to the Erie's in Jersey City.[9] The line was upgraded steadily for the next decade. In 1896, the line was leased by the Erie for 999 years.[10]

Although not a resounding financial success, the Greenwood Lake handled growing numbers of commuters along its line, excursionists to Greenwood Lake in the summer,[11] local freight and express, large shipments of iron ore from

the Cooper and Hewitt Mines in Ringwood as well as a very large business in ice from Greenwood Lake.[12]

In 1880, the Watchung Railroad was built to serve the Oranges and to offer stiff competition to the DL&W. The Caldwell Railway (from Great Notch to Caldwell) was opened in 1891.[13] The Roseland Railway extended this branch to Essex Fells where connection was made with the Morristown and Erie.[14] By 1905 the Erie was running through trains over the Greenwood Lake, Caldwell Branch, Roseland Railway and the Morristown and Erie without change from Jersey City to Morristown, in another competitive move with its arch rival the Lackawanna.[15] This period can be described as the heyday of the New York and Greenwood Lake.

Before the onset of World War II, the Erie was in another receivership and had begun trimming unprofitable services. The last passengers to use the trains to Greenwood Lake and Ringwood were in 1939.[16] During the War, the tracks above Midvale were flooded with the enlargement of the Wanaque Reservoir. After the further declines in the fortunes of the Erie-Lackawanna, the Orange Branch (Watchung Railroad), Caldwell Branch and trains above Mountain View were discontinued. From 1964 on, only Boonton Line trains of the former DL&W have run on this line.

Chronology of Stations

Glen Ridge 1883 (Erie)

Upper Montclair 1892 (Erie)

Lincoln Park 1892 (DL&W)

Mountain Avenue 1893 (Erie)

Great Notch 1899 (Erie)

Little Falls c. 1900 (Erie)

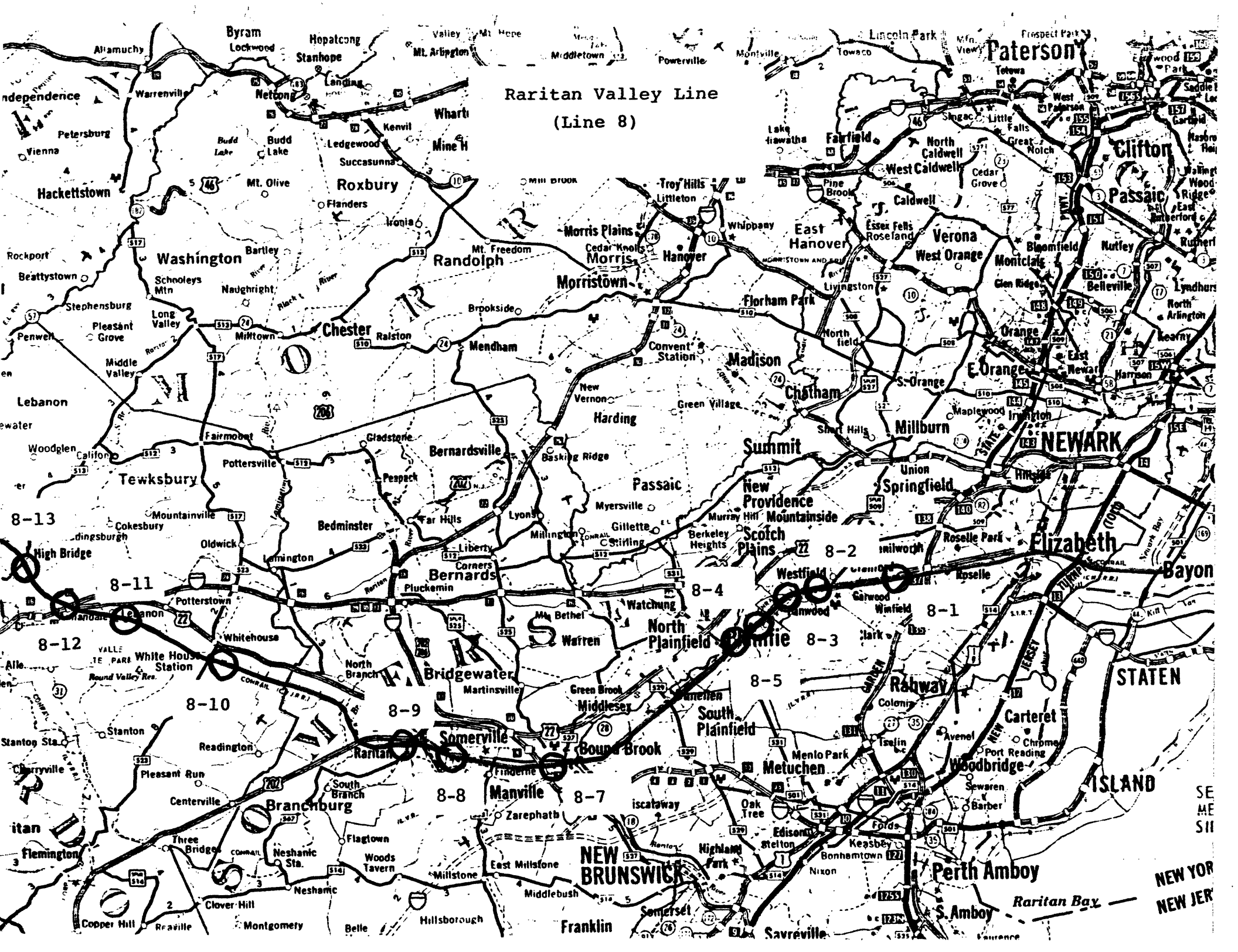
Watchung Avenue 1903-04 (Erie)

Netcong 1906 (DL&W)

Lake Hopatcong 1912 (DL&W)

Boonton 1912 (DL&W)

Mountain Lakes 1912 (DL&W)


Raritan Valley Line
(Line 8)
Byram
Lockwood
Hopatcong
Stanhope
Netcong
Landing
Allamuchy
Warrenville
Independence
Petersburg
Vienna
Budd Lake
Budd Lake
Kenvil
Ledgewood
Succasunna
Roxbury
Mt. Olive
Hackettstown
Flanders
Ironia
Mt. Freedom
Randolph
Rockport
Beattystown
Washington
Bartley
Schooleys Mtn
Naughright
Stephensburg
Long Valley
Pleasant Grove
Penwell
Middle Valley
Lebanon
Chester
Milltown
Ralston
Mendham
Brookside
Troy Hills
Littleton
Morris Plains
Cedar Knolls
Morris
Hanover
Whippany
Morristown
Mill Brook
Florham Park
Convent Station
Madison
New Vernon
Green Village
Harding
Chatham
Summit
Basking Ridge
Bernardsville
Gladstone
Fairmount
Pottersville
Peapack
Far Hills
Bedminster
Tewksbury
Woodglen
Califon
Mountainville
Cokesbury
Oldwick
Lamington
High Bridge
Lyons
Millington
Myersville
Passaic
Gillette
Stirling
Berkeley Heights
New Providence
Mountainside
Scotch Plains
Liberty Corners
Bernards
Pluckemin
Potterstown
Lebanon
Whitehouse
White House Station
Round Valley Res.
Watchung
Mt. Bethel
Warren
North Plainfield
Bridgewater
North Branch
Martinsville
Green Brook
Middlesex
Somerville
Raritan
Bound Brook
Manville
Zarephath
South Plainfield
Metuchen
Menlo Park
Edison
Oak Tree
Iselin
Avenel
Colonia
Rahway
Carteret
Port Reading
Woodbridge
Sewaren
Barber
Keasbey
Bonhamtown
Perth Amboy
S. Amboy
Raritan Bay
Nixon
Highland Park
New Brunswick
East Millstone
Millstone
Middlebush
Somerset
Franklin
Savreville
Hillsborough
Belle Mead
Montgomery
Clover Hill
Neshanic
Neshanic Sta.
Three Bridges
Flemington
Flagtown
Woods Tavern
Centerville
South Branch
Branchburg
Readington
Pleasant Run
Stanton
Stanton Sta.
Cherryville
Alle
Lincoln Park
Mtn. View
Prospect Park
Paterson
Totowa
Singac
Little Falls
Great Notch
West Paterson
Fairfield
Lake Hiawatha
North Caldwell
West Caldwell
Pine Brook
Caldwell
Cedar Grove
Essex Fells
Roseland
East Hanover
Verona
West Orange
Montclair
Bloomfield
Clifton
Passaic
Nutley
Belleville
Glen Ridge
Livingston
Orange
E. Orange
S. Orange
Maplewood
Irvington
Harrison
Kearny
Lyndhurst
North Arlington
East Rutherford
Rutherford
Short Hills
Millburn
Union
Springfield
Hillside
NEWARK
Roselle Park
Roselle
Elizabeth
Bayonne
Linden
Winfield
Garwood
Cranford
Westfield
Clark
Rahway
STATEN ISLAND
Raritan Bay
NEW YORK
NEW JERSEY
8-1
8-2
8-3
8-4
8-5
8-7
8-8
8-9
8-10
8-11
8-12
8-13

Footnotes:

1. Julius H. Pratt, Reminiscences,(Montclair: privately published, 1910), p. 125.

2. Ibid., page 126.

3. Charter gives proposed routing.

4. Railroadians of America. The Next Station Will Be ... Vol. III, (1975), Foreword.

5. Announcement in Newark Sentinel of December 8, 1875, front page.

6. Henry Whittemore, History of Montclair Township, (New York, Suburban Publishing Co. 1890), p. 47. Rare book collection, Montclair Public Library.

7. William F. Helmer, O&W: The Long Life and Slow Death of The New York, Ontario and Western Railway, (Berkeley, Ca. Howell-North, 1959), pp. 8, 34.

8. Newark Sunday News 5-16-65, "Recipe For An Ailing Railroad", by J. Volz.

9. Next Station, op. cit.

10. Notice in timetable of May 1, 1896 mentions this.

11. 1899 flyer advertises the Lake Excursions and rates.

12. Ice was cut from the lake in winter and stored in large underground holding vaults. These can still be seen today about one mile south of the Sterling Mountain Hotel on the east shore of Greenwood Lake.

13. Next Station, op. cit.

14. Thomas Townsend Taber, III, Morristown and Erie Railroad: People, Paper, and Profits (Morristown, N.J.: Railroadians of America, 1967), p. 7.

15. Ibid., page 26.

16. Timetables show this clearly.

8. Raritan Valley Line *

Until inclusion in CONRAIL in 1976, this was the Mainline of the Central Railroad of New Jersey (hereafter CNJ), which once called itself with justifiable pride the BIG Little Railroad.

The oldest corporation that was to become part of the CNJ "family" of lines was the Elizabethtown and Somerville Railroad Company. A very early railroad in the state, it was incorporated on February 9, 1831[1] and by 1836 was running the 2¼ miles from Elizabethport to Elizabeth.[2] As on the Paterson and Hudson River, horses pulling a single coach were the first motive power. By 1842 Somerville had been reached, but by 1844 the infant company was bankrupt.[3] A rival company, the Somerville and Easton Railroad Company, was incorporated in 1847 and allowed to build and operate the line originally granted the Elizabethtown and Somerville.[4] It reached Whitehouse in 1848.[5]

The actual birth of the CNJ occurred when the Somerville and Easton was granted a supplement to its original charter that allowed it to purchase the Elizabethtown and Somerville and to change its name to the Central Railroad of New Jersey. This took place effective April 23, 1849.[6] The Phillipsburg-Easton area was reached by 1852.[7] Connections with the New Jersey Railroad (later part of the Pennsylvania) were made in downtown Elizabeth and through trains were operated from the Delaware to Hudson Rivers without change.[8]

Until the mid-1850's the CNJ existed as an independent short line. This changed when connections were made with the Lehigh Valley at Easton in 1855 and with the Delaware, Lackawanna and Western at Hampton in 1857.[9] The two

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*Includes station at Elizabeth

commodities that would transform the CNJ into a success were added: coal and passengers. It had a virtual monopoly on both and was calling itself "The Allentown Route to the West."[10]

The last remaining gap in the CNJ Mainline was closed with its entry into Jersey City over its own rails in 1864.[11] This was accomplished after many years of negotiation with the other state monopoly, the Camden and Amboy. The agreement reached was that they were to divide the business between them.[12] A large parcel of land in New York City was purchased at this time, the area around Liberty Street in downtown Manhattan that served as its ferry terminal until 1967 and would later see the building of the line's corporate headquarters at 143 Liberty Street (designed by Bruce Price, now gone).

With increased revenues, the CNJ began a rapid expansion within the state limits. Either by leasing or building, the line soon added branches to Flemington (from Somerville); Jersey City to Broad Street, Newark; Perth Amboy to Elizabeth; and the New York and Long Branch (NY&LB) from Perth Amboy to Sea Girt.[13]

From 1849 to 1876, the guiding light behind the CNJ's expansion and profits was its most dynamic president, John Taylor Johnston. Although he was only 29 when the CNJ was formed, his wisdom, foresight and perseverance made the railroad a major mover of people and goods in the state.

After sustaining a bankruptcy in 1877 (largely brought on by the Panic of 1873), the CNJ continued to expand. By 1882 the NY&LB had been extended to Bay Head Junction and the CNJ had acquired the New Jersey Southern Railroad with its lucrative freight and passenger trade to South Jersey (Lakewood, Lakehurst, and Bridgeton) and Atlantic City (by connection with the Atlantic

City Railroad).[14] At this time, the CNJ became a lessee of the Philadelphia and Reading Railroad (later the Reading Railroad). Through a connection at Bound Brook, through trains began operating in 1876 to the Centennial in Philadelphia.[15] The Baltimore and Ohio Railroad, through its control of the Philadelphia and Reading, also used CNJ rails to reach New York.

After its liberation from Philadelphia and Reading control in 1887, the CNJ entered the period of its greatest prosperity. It was during this period that impressive stations of stone construction begin appearing at major towns along the line. In the passenger business, the CNJ had become a major "feeder" route for long distance trains: through trains operated to Washington, St. Louis, Cincinnati, and Chicago over the famous B&O "Royal Blue Line", to Philadelphia via the Reading, to Rochester and Buffalo via the Lehigh Valley and to Atlantic City via the Atlantic City Railroad.[16] King's Handbook of New York City 1893 contains the following citation:

> The Central Railroad of New Jersey provides transit to many charming residential places in New Jersey. The commodious depot at Communipaw (Jersey City) is reached by ferry...In conjunction with the Philadelphia and Reading Railroad this line forms a part of the famous Royal Blue Line from New York to Philadelphia, Baltimore, Washington and the South and West...Its suburban service every evening conducts a vast peaceful army of bussiness men from the rush and roar of the metropolis to the flourishing towns and villages of Central New Jersey.[17]

No history of the Jersey Central, however brief, could omit mention of the vast excursion business encouraged by the railroad. From 1891 until after World War I, the CNJ popularized and profited from the "day trip." Excursions over their lines to Mauch Chunk, PA (once called "The Switzerland of America"), Lake Hopatcong (by way of High Bridge), Philadelphia and the North Jersey shore were offered at unusually low rates. In 1898, one could travel from

New York to Lake Hopatcong and back, gain free admittance to the special Jersey Central beach and ride five amusement park rides for $1.25.[18]

Also at this time, the CNJ (with its partners the P&R and B&O) was in fierce competition for the lucrative New York, Philadelphia, Baltimore and Washington passenger business. Until the opening of Pennsylvania Station (NYC) in 1910, they gave the Pennsylvania a run for the money by offering equal if not superior accomodations, faster schedules on Limiteds and a more rural and scenic ride (an important consideration in pre-air conditioning days). Average running speeds of over 75 mph over the CNJ leg of the trip in 1900 were a matter of course.[19] Although it is not a well-known fact outside railroad circles, the CNJ was the first to have a passenger train break the 100 mph mark; this occurred in 1893 just west of Fanwood when a Philadelphia Express reached 105 mph.[20]

Local passenger traffic was encouraged through the offering of fast, frequent and punctual commuter trains at all hours of the day. The CNJ through its publication Within the Suburban Limits encouraged the purchase of homes along its many lines. The arrangement of trains during the rush hour periods is given special praise by John Droege in his 1916 book Passenger Terminals and Trains.

The early 20th century saw the CNJ continue to improve its already immaculate plant with additional stations, new equipment, many grade crossing eliminations and even faster running schedules. As long as coal and passengers held out the CNJ would continue to be a success.[21]

With the development of paved highways and early "superhighways", non-commuter

local traffic and excursion traffic slowly declined in the late 1920's.* By the late 1930's most of the local passenger, excursion, relatively short/long haul passenger and short distance freight had been lost to the highway competition. Added to this was the fact that the CNJ was paralleled by larger, stronger carriers in the state. The towns and industries in Union County and especially the Port of Elizabeth were the only areas in the metropolitan region that it could call its own. It is no surprise that the CNJ entered another bankruptcy in 1939.[22]

World War II boosted revenues but did not alleviate the CNJ's basic 19th century orientation to coal and passengers. Because of the post-war boom and a successful reorganization, the CNJ was solvent in time for its 100th anniversary in 1949.[23] This came to an end in 1958 largely because of the rapid switch from coal to other energy sources and the monumental losses from the commuter business.[24] From 1960 the CNJ operated and survived as as a terminal road in the New York area, its commuter and long distance freight business literally becoming a ward of the State of New Jersey.

The BIG Little Railroad came to its corporate end in 1976 when it was included in CONRAIL.

*For information on the CNJ's attempts to cope with these declines, see the Reading history which follows.

Chronology of Stations

Fanwood c. 1870

Raritan 1880's

Somerville 1890

Lebanon c. 1890

Westfield 1892

White House 1892

Netherwood 1894

Plainfield 1902

High Bridge 1910

Bound Boook 1913

Cranford 1929

Annandale 1936

Footnotes:

1. Charter on file, New Jersey Room, Alexander Library, Rutgers University, New Brunswick, N.J.

2. Guidebook of Central Railroad of New Jersey, Harper & Bros., N.Y., 1860.

3. Joseph Osgood, Jr., Historical Highlights: The Central Railroad of New Jersey (1949), p. 4. Osgood, the son of the CNJ's Chief Engineer (1901-1916), had access to material now lost or destroyed when he wrote this 100th anniversary pamphlet, and it remains one of the best sources.

4. Ibid.

5. Guidebook, p. A-3.

6. New Jersey Room, Jersey City Public Library, also N.J. Historical Society, Newark, N.J..

7. Historical Highlights, op. cit., p. 5.

8. Ibid.

9. Ibid.

10. Old timetables and posters, collection of the late Warren Crater, Roselle Park, generously made available by his family.

11. Agreement on file Jersey City Public Library.

12. Ibid.

13. Historical Highlights, op. cit., p. 9.

14. Ibid.

15. Philadelphia and Bound Brook opened 1876. Timetables refer to this.

16. Timetables of the period show this.

17. King's Handbook of New York City 1893, Moses King, 1893, Boston, p. 123.

18. Flyers show this.

19. Timetables show this.

20. Although the "Empire State Express" of the New York Central & Hudson River achieved 127.1 mph later in 1893, and held that record until after 1900, the CNJ was first to break the "Century Mark" as it was referred to in those days.

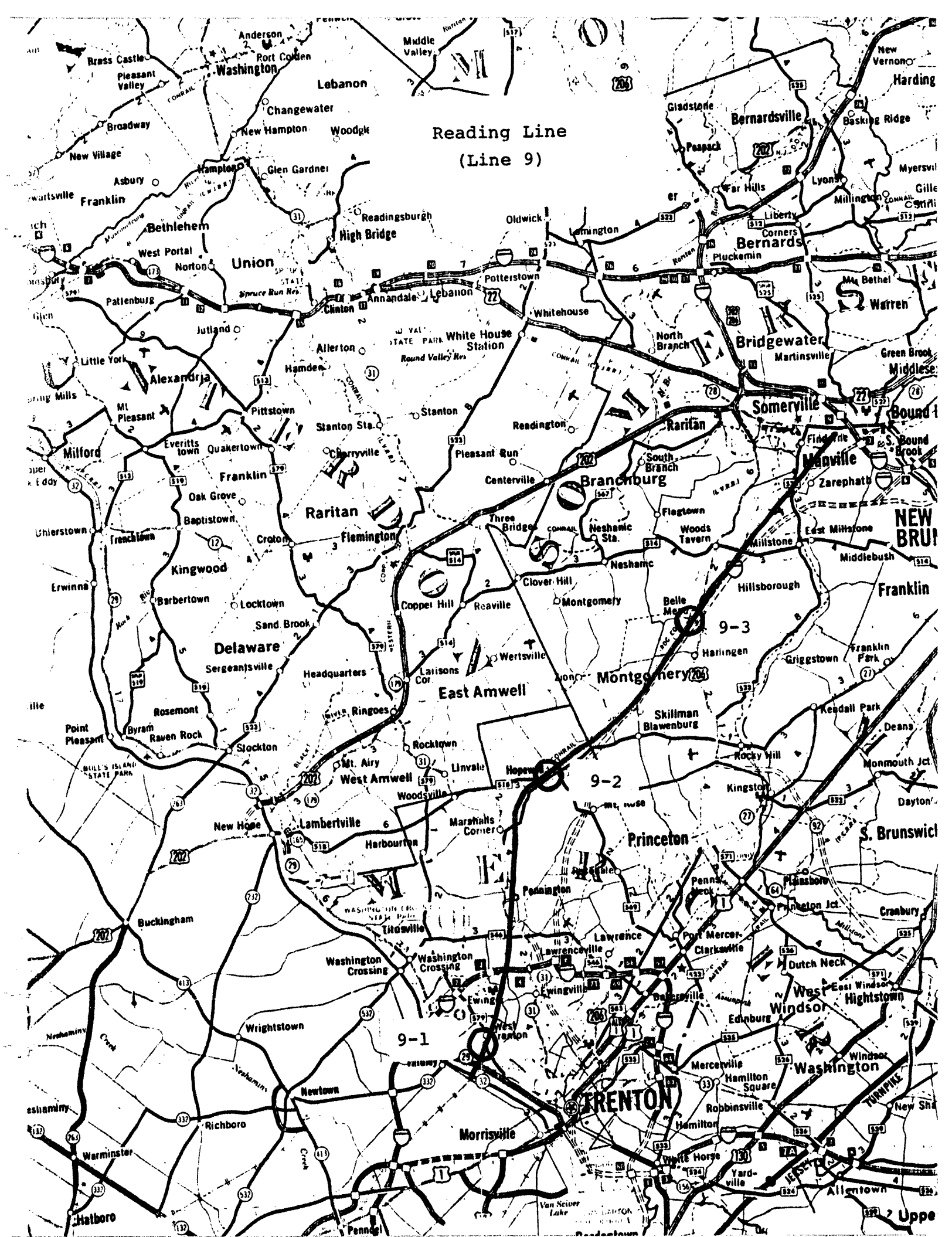
Footnotes continued:

21. A rather prophetic observation made by William G. Besler, President, in the 1915 Annual Report, page 12.

22. Historical Highlights, op. cit. p. 9.

23. Ibid., p. 9.

24. In addition to subsidies to other commuter railroads, the state had to subsidize CNJ freight as well.


Reading Line
(Line 9)
Brass Castle
Pleasant Valley
Anderson
Washington
Port Colden
Middle Valley
Lebanon
Changewater
Broadway
New Hampton
Woodglen
New Village
Hampton
Glen Gardner
Asbury
Franklin
Bethlehem
Readingsburgh
High Bridge
Oldwick
West Portal
Norton
Union
Lamington
Bernardsville
Gladstone
Peapack
Far Hills
Liberty Corners
Bernards
Pluckemin
Basking Ridge
New Vernon
Harding
Lyons
Millington
Mt. Bethel
Warren
Patlenburg
Clinton
Annandale
Lebanon
Potterstown
Whitehouse
Jutland
Allerton
White House Station
North Branch
Bridgewater
Martinsville
Somerville
Raritan
Readington
Little York
Alexandria
Hamden
Stanton
Stanton Sta.
Pittstown
Mt. Pleasant
Milford
Everittstown
Quakertown
Cherryville
Pleasant Run
Centerville
Branchburg
South Branch
Manville
Zarephath
Franklin
Oak Grove
Baptistown
Raritan
Three Bridges
Neshanic Sta.
Flagtown
Woods Tavern
Millstone
East Millstone
Middlebush
Frenchtown
Croton
Flemington
Neshanic
Clover Hill
Montgomery
Hillsborough
Franklin
Kingwood
Erwinna
Barbertown
Locktown
Copper Hill
Reaville
Belle Mead
9-3
Sand Brook
Delaware
Sergeantsville
Headquarters
Larisons Cor.
East Amwell
Wertsville
Harlingen
Griggstown
Franklin Park
Montgomery
Point Pleasant
Byram
Raven Rock
Rosemont
Ringoes
Stockton
Rocktown
Mt. Airy
West Amwell
Linvale
Woodsville
Hopewell
9-2
Skillman
Blawenburg
Kendall Park
Deans
Rocky Hill
Monmouth Jct.
Kingston
Dayton
New Hope
Lambertville
Harbourton
Marshalls Corner
Princeton
S. Brunswick
Pennington
Penns Neck
Plainsboro
Princeton Jct.
Cranbury
Buckingham
Titusville
Washington Crossing
Lawrence
Lawrenceville
Port Mercer-Clarksville
Dutch Neck
West Windsor
East Windsor
Hightstown
Ewing
Ewingville
Edinburg
Wrightstown
9-1
West Trenton
Mercerville
Hamilton Square
Washington
Newtown
TRENTON
Robbinsville
Hamilton
Richboro
Morrisville
Warminster
Hatboro
White Horse
Yardville
Allentown
Van Sciver Lake
Penndel

9. Reading Line

Until being taken over by CONRAIL in 1976, this line was part of the New York Division of the Reading Railroad. Although primarily a carrier within the boundaries of the state of Pennsylvania, the Reading operated a rather extensive network of branches in New Jersey. Others, all operated now by CONRAIL, include: the heavily trafficked branch from Bound Brook to Perth Amboy, Carteret and other cities on the "oil coast" and the remainder of a once extensive service to the southern New Jersey resorts.

The line within New Jersey was chartered as the Delaware & Bound Brook on July 3, 1872.[1] It was built from a connection with the Central Railroad of New Jersey at Bound Brook to a connection with the North Pennsylvania Railroad at West Trenton (originally called Trenton Junction).[2] The line was completed on May 1, 1876,[3] in time for the Centennial in Philadelphia. The Traveler's Official Guide of August, 1876 shows a rather substantial number of trains going direct to the Philadelphia & Reading (later Reading) depot at the Exposition.[4] The Delaware & Bound Brook, as well as the North Pennsylvania Railroad,were built largely with P&R funds and it is not surprising that both were formally acquired by the Reading on May 1, 1870.[5]

The incursion of the Philadelphia & Reading into New Jersey was not a casual affair, for during the decade of the 1880's, the Reading had rather grandiose plans of expansion. By acquisition or lease the line owned or controlled many lines as well as the Delaware & Bound Brook, Atlantic City Railroad, Lehigh Valley, Central Railroad of New Jersey and had

reached all the way to Hartford, Conn. through lease of the Central of New England Railway. Made wealthy by the mining and shipping of coal, the Reading planned to not only compete with the Pennsylvania Railroad, but also with the New York Central and the New Haven. This rapid expansion during unsure financial times brought on a bankruptcy in 1883 that saw many of the leased lines returned to their former bondholders.[6] It wasn't until the late 1890's that the Reading was again on a secure financial footing.

This line from Bound Brook to Trenton Junction (West Trenton) became an integral part of the Reading System. In addition to entry into the freight market in the state, it also formed an important link for the "Royal Blue Line" that saw fast express trains of both the Reading and Baltimore & Ohio (starting in 1888) from the south and west enter New York City. Because of the flat terrain and rural nature of this line, high running speeds were possible (65 mph in 1893 was very fast), and until the building of Pennsylvania Station in New York in 1910, this line offered accomodations and speed equal to those of the mighty Pennsylvania. Beginning in 1891, the CNJ-Reading service was particularly popular; although a ferry crossing was necessary at New York, the Philadelphia terminal at 8th and Market made this line more convenient to most travelers. Advertisements of the time noted the revolutionary scheduling ideas of these roads - "Your watch is your timetable -- a train every hour on the hour from New York and Philadelphia".[7]

The entry in King's Handbook of New York, 1893 gives a good idea of the

importance of this line:

> The reading Railroad system is one of the great lines of travel in America, and well entitled to the appellation, "The Scenic Route". ...A feature which strikes him most favorably (the traveler), and which he will observe wherever he may journey upon the lines of the Reading System, is the complete absence of the smoke, soot and cinders which are attendant upon the use of soft coal, all locomotives being fueled exclusively with clean, hard Pennsylvania anthracite. ... Westward from New York the line traverses the most attractive portion of New Jersey .... The Reading's main passenger-station is at Market and 12th Streets, in the very centre of the city, ...[8]

The two important words in the above are scenic and anthracite, for in the days before air-conditioning, it was a great selling point to be able to travel through the usually cooler rural areas with the additional benefit of clean burning engines. This was a service the Pennsylvania Railroad could not offer.

After 1910 and the opening of Pennsylvania Station, patronage from the New York business district began to lessen although this was offset by growing numbers of New Jersey travelers from Jersey City, Newark, Elizabeth, Plainfield, etc.. By the 1920's, however, with the gradual "uptown" shift of businesses in New York City, the CNJ, Reading and Baltimore & Ohio began to feel the effects of not directly entering the city. Through the typical innovative ways of these lines, they were able to make a brief comeback in the following ways:

1. Dramatic Increase in Speed . With the switch to more comfortable steel cars and the switch from Atlantic to Pacific-type locomotives, they were able to offer faster trains that more than made up for the change from ferry to train at Jersey City. Speeds in excess of 80 mph were common.[9]

2. Encouragement of New Jersey patrons. This was done with not only the stopping of trains at larger suburban towns, but also with the "setting out" of sleeping cars in the early evening for night trains. Patrons with early morning business in Baltimore, Washington, Richmond etc., were able to board sleeping cars at Newark, Elizabeth, Jersey City and Plainfield in the early evening and go to sleep. The cars were added to trains later in the evening, thus insuring a full night's sleep and early arrival in the center of town.

3. Early use of motor coaches (buses). In the early 1920's, the B&O established seven bus routes in New York, an innovation involving the then new "enemy". Buses would meet the trains at the station in Jersey City, cross by ferry, and then leave passengers at selected stops in Manhattan and Brooklyn. This was offered at no additional cost and was a travel sensation in 1924.[10] Many passengers preferred this to being "dropped off" at Pennsylvania Station.

In spite of the above innovations, and because of the upgrading of PRR service with its massive electrification of the 1930's, train frequencies began to decrease in the 1930's to mainly B&O through trains from the south and west and the more heavily trafficked CNJ-RDG "Bankers" commuter trains. Although the bulk of the rail passengers used the PRR, the CNJ-RDG tried a few more innovations. The most notable was the train "The Crusader". This was the "wonder train" of 1939 (much like the Blue Comet was in 1929). Some of the more notable features included:

1. Entirely stainless steel equipment. Taking the lead of western rail roads, and taking a calculated risk on a new Philadelphia builder, the

Budd Co., the equipment included reclining seat coaches, a diner-lounge, and observation-cocktail lounge, all air conditioned.

2. Two recent Reading locomotives were completely streamlined with stainless steel trim in the art-deco style of the time.

3. Very fast schedules. Convenient departure times to reach terminals for business.

4. No extra fare for the deluxe equipment and service.

This train ran until the early 1960's with great success. Because of bad times financially, the equipment was sold to the Canadian National Railways where it is still in service today.

Fron 1958 and on, service deteriorated on this line. In that year, the B&O cut back all through-trains to Washington and Baltimore. The CNJ-RDG began a systematic withdrawal from this market until the late 1960's when "The Royal Blue Line' had but two trains a day each way from Philadelphia to Newark.

Chronology of Stations

Hopewell 1876

West Trenton 1930

Belle Mead 1937

Footnotes:

1. Charter, N.J. Room Jersey City Public Library.

2. Ibid. page 7.

3. New Jersey Industries, Part 7, Historical Publishing Co. 1883, p. 64.

4. Shown in reprint of the cited guide, 1976, National Railway Publication Co., New York, N.Y..

5. Herbert H. Harwood, Jr., "Philadelphia's Victorian Stations", in The Railway History Monograph (Crete, Neb.: The Railway Station Historical Society, July 1975). p. 37.

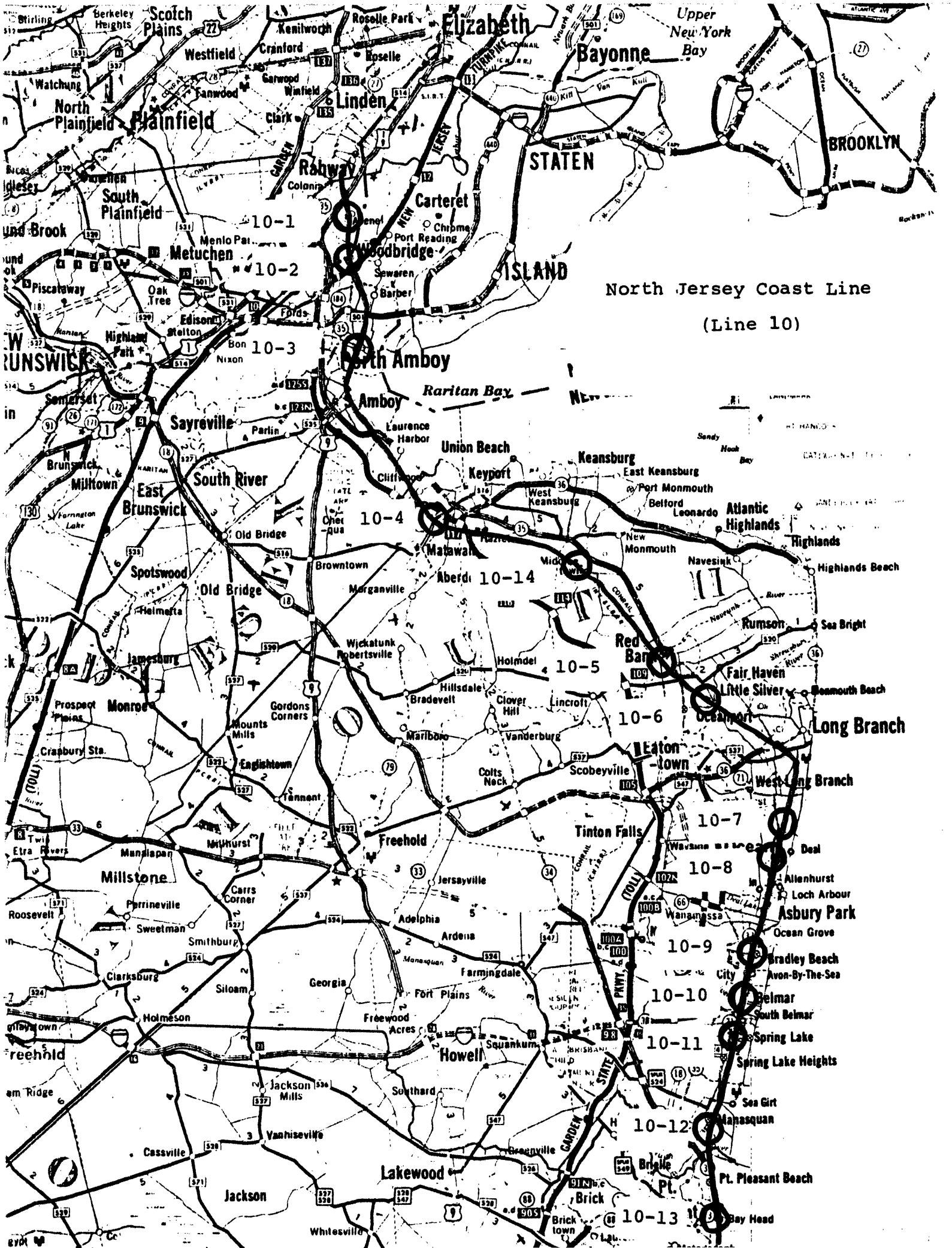
6. Joseph Osgood, Jr., Historical Highlights: Central Railroad of New Jersey,(New York: 1949), p. 14.

7. Quote front cover timetable August 1, 1893.

8. Moses King, King's Handbook of New York City 1893, Boston, pp. 123-124.

9. Source - Collection of timetables.

10. Advertised in timetables and newspaper ads of the time.


North Jersey Coast Line
(Line 10)
10-1
10-2
10-3
10-4
10-5
10-6
10-7
10-8
10-9
10-10
10-11
10-12
10-13
10-14
Elizabeth
Bayonne
Upper New York Bay
Linden
Rahway
Carteret
Woodbridge
STATEN ISLAND
BROOKLYN
Plainfield
North Plainfield
Scotch Plains
Westfield
Metuchen
South Plainfield
Piscataway
Edison
Highland Park
New Brunswick
Perth Amboy
Amboy
Raritan Bay
Sayreville
South River
East Brunswick
Milltown
Old Bridge
Spotswood
Matawan
Aberdeen
Keyport
Union Beach
Keansburg
East Keansburg
Port Monmouth
Belford
Leonardo
Atlantic Highlands
Highlands
Highlands Beach
Navesink
Rumson
Sea Bright
Red Bank
Fair Haven
Little Silver
Monmouth Beach
Oceanport
Long Branch
Eatontown
West Long Branch
Tinton Falls
Deal
Allenhurst
Loch Arbour
Asbury Park
Ocean Grove
Bradley Beach
Avon-By-The-Sea
Belmar
South Belmar
Spring Lake
Spring Lake Heights
Sea Girt
Manasquan
Pt. Pleasant Beach
Bay Head
Brick
Freehold
Howell
Lakewood
Jackson
Toms River
Millstone
Englishtown
Monroe
Jamesburg
Helmetta
Cranbury Sta.
Prospect Plains
Mounts Mills
Gordons Corners
Wickatunk
Robertsville
Browntown
Morganville
Holmdel
Hillsdale
Bradevelt
Clover Hill
Lincroft
Marlboro
Vanderburg
Colts Neck
Scobeyville
Wanamassa
Farmingdale
Adelphia
Ardena
Jersayville
Freewood Acres
Fort Plains
Georgia
Siloam
Clarksburg
Smithburg
Sweetman
Perrineville
Roosevelt
Carrs Corner
Manalapan
Millhurst
Tennent
Holmeson
Jackson Mills
Southard
Vanhiseville
Cassville
Whitesville
Brielle
Pt.
Brick town
Greenville
Garwood
Fanwood
Cranford
Kenilworth
Roselle Park
Roselle
Berkeley Heights
Watchung
Stirling
Clark
Winfield
Colonia
Port Reading
Sewaren
Barber
Oak Tree
Menlo Park
Chrome
Laurence Harbor
Cliffwood
Parlin
Chiequa
Navesink
Sandy Hook Bay
Sandy Hook
Twin Etra Rivers
Mantua
Runnemede
Haddonfield
Camden
Delaware River
Atlantic City
Philadelphia
Trenton
Newark
Jersey City
Hoboken
Secaucus
Kearny
Harrison
Bayonne
Staten Island
Brooklyn
Long Island
Raritan Bay
Sandy Hook Bay
Manasquan River
Shrewsbury River
Navesink River
Metedeconk River
Toms River
Barnegat Bay
Barnegat Inlet
Barnegat Light
Long Beach Island
Garden State Parkway
New Jersey Turnpike
Conrail
PRR
CNJ
Central RR of NJ
Penn Central
Lehigh Valley
Reading
Erie Lackawanna
Jersey Central
Pennsylvania RR
Lackawanna
Delaware River
Delaware Bay
Cape May
Wildwood
Ocean City
Atlantic City
Absecon Inlet
Great Egg Harbor Bay
Great Egg Harbor River
Tuckahoe River
Mullica River
Wading River
Batsto River
Bass River
Oyster Creek
Forked River
Cedar Creek
Toms River
Barnegat Bay
Barnegat Inlet
Barnegat Light
Long Beach Island
Garden State Parkway
New Jersey Turnpike
Conrail
PRR
CNJ
Central RR of NJ
Penn Central
Lehigh Valley
Reading
Erie Lackawanna
Jersey Central
Pennsylvania RR
Lackawanna

10. North Jersey Coast Line

Until becoming part of CONRAIL in 1976, Avenel and Woodbridge were part of the Perth Amboy Branch of the Penn Central Railroad, before which they were part of the Perth Amboy Branch of the Pennsylvania Railroad. Prior to becoming part of CONRAIL, the stations from Perth Amboy to Bay Head Junction were part of the New York and Long Branch Railroad Company.

Perth Amboy, Woodbridge and Rahway Railroad (Avenel and Woodbridge stations)

This line was chartered on March 15, 1850 to build from Perth Amboy on the Raritan Bay to a connection with the New Jersey Railroad at Rahway.[1] With the subsequent lease of that railroad by the Pennsylvania, it became known as the Perth Amboy Branch of the Pennsylvania Railroad. As part of that great system, this branch benefitted from many improvements in the early 20th century, most notably electrification in 1935, and a grade separation project in 1939-1939 (see Woodbridge Station). In terms of transporting passengers, this line functioned as the Pennsylvania's "feeder" to the New York & Long Branch Railroad.

New York and Long Branch Railroad Company (stations Perth Amboy-Bay Head Junction)

When looking at a map today, it will be noted that the NY&LB Railroad and the Garden State Parkway run parallel from Perth Amboy to Bay Head Junction (they are never more than five miles apart). Since this is the only rail line in Monmouth County that still carries passengers, one may assume that this is most likely the remnant of the earliest line in this part of the state. Such is not the case; the NY&LB is the youngest line in Monmouth County.

Two important factors caused the line to be built:

1. The unreliability of travel by steamboat to New York City. Until the coming of this line, travelers from Monmouth County had to reach New York by steamboat from Port Monmouth (in the case of the Raritan and Delaware Bay Railroad), South Amboy (in the case of the Camden and Amboy Railroad), or Sandy Hook (in the case of the Long Branch and Sea Shore Railroad). Travel by steamboat was most unreliable, and dangerous, during the fall hurricane season, and during the coldest winter months.

2. The development of Long Branch as a prime resort on the Jersey Coast following the Civil War. People of importance from all over the east coast had "cottages" there, and during the Civil War Mrs. Lincoln and her children summered here, as did President Grant later.[3] Jim Fisk and Jay Gould also had summer residences here.[4]

The NY&LB was chartered on April 8, 1868 to run "... from any point near the village of South Amboy to any point on the line of the Raritan and Delaware Bay Railroad north of Eatontown, with the privilege to extend the same to Long Branch."[5] Authorization to build northward to Perth Amboy was given in 1869.[6] Although originally to be financed by local businessmen, capital was not available to conquer the terrain, i.e. bridging the Raritan Bay and crossing the swamplands near Matawan.[7] By 1872 very little of the construction had taken place.

At this time both the Central Railroad of New Jersey and the Pennsylvania were building branches from their respective mainlines (Elizabethport and Rahway, respectively) to Perth Amboy. Both were aware of the im-

portance of tapping the Long Branch market along with the revenue to be made hauling freight. The CNJ got there first, for on October 6, 1873, the NY&LB was leased to the CNJ for ten years.[8] The original charter was fulfilled when the line began operating on June 21, 1875, with the formal opening on June 25th. President U.S. Grant was present at the official dedication.[9] This gave the CNJ a virtual monopoly over the all-rail route to the North Jersey coast and provided valuable income from feeder lines at Matawan(branches to Freehold and Atlantic Highlands), Red Bank (with N.J. Southern Railroad to Vineland, Bridgeton and Atlantic City), and Long Branch (with a short line to Sandy Hook).

The NY&LB was extended to Ocean Beach (now Belmar) and Sea Girt in 1876, Point Pleasant in 1880 and Bay Head Junction in 1882.[10] Additional connections with other lines were made at Sea Girt (Freehold and Jamesburg Agricultural Railroad) and Bay Head Junction (Philadelphia and Long Branch Railroad). These later lines were under the control of the Pennsylvania. In 1882 the CNJ, through its control of the NY&LB, was the only route to the ever-growing Monmouth County resorts from New York and Newark, Trenton and Philadelphia, and all points south. As of January 3, 1883, all former separate railroads connecting with the CNJ at Matawan, Red Bank and Long Branch became part of the Central Railroad of New Jersey.[11]

It would come as no surprise that the Pennsylvania Railroad, rapidly expanding throughout its already vast territory, did not view the state of rail travel in Monmouth County favorably. The best it did was to connect with the NY&LB at South Amboy, Sea Girt and Bay Head Junction.

During the period 1883-1885, the PRR threatened to build a parallel line the entire length of the NY&LB, but due to some iron-clad clauses in the latter's charter and the resistance of many of the shore towns to have two railroad rights-of-way, side by side, it was unsuccessful.[12]

Negotiations towards joint operation of the NY&LB by the CNJ and the PRR began in 1885 and culminated in an agreement that took effect January 2, 1888, and was to last 99 years.[13] Some of the provisions included:

1. The NY&LB would double track its line.
2. Employees (ticket agents, freight agents, towermen, etc.) would treat the business of both lines impartially. NY&LB was now a corporation separate from the two parent lines.
3. The superintendent and auditor would be independent.
4. The fixed plant would be maintained by the NY&LB, but each parent line could make improvements by guaranteeing the funds. This played a significant role with some passenger stations.
5. All rates were to be averaged so as to give neither parent company a disadvantage due to difference in mileages.
6. The parent companies would be responsible for the proper operation and maintenance of their own trains.
7. Changes in rates, etc., were to be decided by a board composed of resprsentatives of each parent company.
8. Neither road could bring traffic to the shore that originated off its own rails to the injury of the other.[14] The CNJ, for instance, could not develop traffic from Philadelphia over the Reading since that part of the business was handled by the PRR, and the PRR could not have an excursion from Allentown, Pa. over the Lehigh Valley, since that city

was served already by the CNJ.

This "marriage of convenience", most unusual in railroad history, served both railroads well and was even more beneficial to the towns along the line. In addition to the double tracking mentioned above, new bridges were installed over the many waterways and many new stations were constructed 1889-1912. Through service to the area was operated from Trenton, Camden and Philadelphia as well as northern New Jersey all year around. The rapid growth of this part of the county at this time was due to the railroad. For the well-heeled occasional traveler as well as the commuter, Pullman Parlor Car service was offered.[15] Because of the frequent service at all times, a large local business developed that withstood the competition of the developing streetcar lines in the major towns.

During the summer months, however, this 37-mile railroad was called upon to handle tremendous numbers of less affluent passengers coming to the Shore to escape the heat of the city. In contrast to the paltry number of trains that have ambled along this line for the last twenty years, the summer service of 1923 (for example) offered the traveler a veritable lexicon of different routes:

I. Via CNJ: Service from New York (by ferry at Liberty and 23rd Streets), Jersey City, Newark and Elizabeth to Bay Head Junction, Freehold, Atlantic Highlands and Lakewood and Atlantic City via the N.J. Southern Division from Red Bank (all rail).

Service to Sandy Hook and all points to Bay Head from 42nd Street, Cedar Street by way of the elegant steamboats of the CNJ's "Sandy Hook Route" (a 50-minute trip through lower New York Harbor to Sandy Hook Pier, then train south).

Service from CNJ Mainline stations Elizabeth to Allentown and Scranton, by the train called "The Mermaid", to Bay Head Junction.

II. Via PRR: Service from New York (Penn Station), Jersey City (with connecting ferries from two Manhattan and one Brooklyn location), Newark and Elizabeth to Bay Head Junction as well as further south to Seaside Park over a branch down the peninsula.

Service from Philadelphia, Trenton and Princeton via Jamesburg and Freehold to Sea Girt then north to Long Branch.

Service from Camden and Philadelphia (by ferry) via Toms River, Seaside Park and Lavallette to Bay Head and north to Long Branch.

The double track line was capable of handling this large number of trains because during the peak travel periods (weekends) New York bound trains all operated north and all Philadelphia-Trenton trains operated south producing full utilization of the plant without delays or additional mainline tracks. On Sunday evenings, with the cumulative effect of the various branches funneling northbound trains to the NY&LB, trains operated on 3-4 minute headways from Matawan to Perth Amboy.

With the building of direct auto routes to New York, the construction of the Pulaski Skyway (Routes 1 and 9) and the improvement of Route 35 in the late 1920's, some of the NY&LB patrons took to the highways. This was especially true of the one-day excursionists. The private atuomobile and buses were always deadly competition to relatively short-haul seasonal operations like the NY&LB, and the parent roads countered this competition in the following ways:

1. Introduction of bargain excursion fares, i.e., $1.00 round trip New York-Asbury Park.

2. Introduction of air conditioned equipment by the PRR (a novelty at the time).

3. The speeding-up of schedules with new motive power.

4. The introduction by the CNJ of The Blue Comet as an effort to remain viable in the New York-Atlantic City market.[16]

In addition to the above, many passengers returned to the rails after encountering the monumental traffic jams that occurred along the new highways.[17] Not until the completion of the Garden State Parkway two decades later did the patronage drop drastically.

Largely due to the changing times, the parent companies amended their 1888 operating agreement effective March 1, 1930. From that time until 1976, the CNJ handled all operating functions of the fixed plant while the Pennsylvania was responsible for all accounting functions.[18] Trains of both companies, however, continued to keep the rails shiny.

Service remained stable through the 1930's until the late 1940's. Largely due to rationing of gasoline during the War and also the growth of year-around residents in Monmouth County, non-rush hour service in winter actually increased. With the extension of the PRR electrification to South Amboy in 1935, many communities favored the extension of this improvement all the way

to Bay Head. Nothing came of the many plans, although this is finally beginning to take place.

The building of what were then called Governor Driscoll's Follies (the New Jersey Turnpike and the Garden State Parkway) spelled the beginning of the end for the NY&LB. One can trace the advances in construction of these superhighways by looking at the summer timetables. Beginning in 1952 each summer timetable had fewer summer-only trains. Many of the fast expresses simply made more stops to cover for the discontinued trains. This steady increase in the running times drove more people away. Summer-only trains ended on the CNJ in 1957 while by the same time the PRR had reduced its seasonal trains from about 40 (1951) to 10 (1958). History has a way of repeating itself on the NY&LB; just as the motorists in 1930 encountered long traffic jams returning from the Shore, users of the GSP did also. The parent roads reintroduced "bargain" round trips and ridership increased somewhat.[19] This was only a temporary situation for by 1962 summer-only PRR trains were down to two.

At the present time, the NY&LB is getting a new lease on life with the extension of the electrification to Red Bank and possibly beyond. With new equipment, faster schedules and the high cost of energy in the Northeast, the NY&LB may once again become a popular way to travel to the Shore.

Chronology of Stations

Matawan 1875

Red Bank 1876

Middletown 1876

Manasquan 1877

Little Silver 1890

Elberon 1890-91

Belmar c. 1895

Spring Lake 1897

Allenhurst 1898

Avenel 1908 (PRR)

Bay Head 1908-09

Bradley Beach 1912

Perth Amboy 1928

Woodbridge 1939-40 (PRR)

Footnotes:

1. Henry V. Poor, History of the Railroads and Canals of the United States of America (New York: John H. Schultz & Co., 1860), p. 401.

2. Ibid., 1876 edition, p. 529.

3. Timothy J. McMahon, The Golden Age of the Monmouth County Shore (Fair Haven: Privately published, 1964), p. 7.

4. Ibid.

5. New York & Long Branch Charter, 4-8-68, page 1. Collection Monmouth County Historical Association., Freehold, N.J.

6. Supplement to the above.

7. article Matawan Weekly contained in collection Matawan Journal March 17, 1875 describing these earlier difficulties.

8. Joseph Osgood, Jr., Historical Highlights: The Central Railroad of New Jersey (New York: CNJ, 1949), p. 7.

9. Helen C. Philips, Red Bank on the Navesink (pre-publication MS, 1978), p. 604. (Railroad text by Judge Theodor J. Labrecque), in N.J. Room, Red Bank Public Library.

10. Historical Highlights, op. cit., p. 9.

11. Ibid.

12. During these years The Asbury Park Press had many articles and/or editorials on this subject.

13. Library, Franklin Institute, Philadelphia, Pa., also at CONRAIL, Philadelphia.

14. These are contained pages 6-10 of the above. There are many more items.

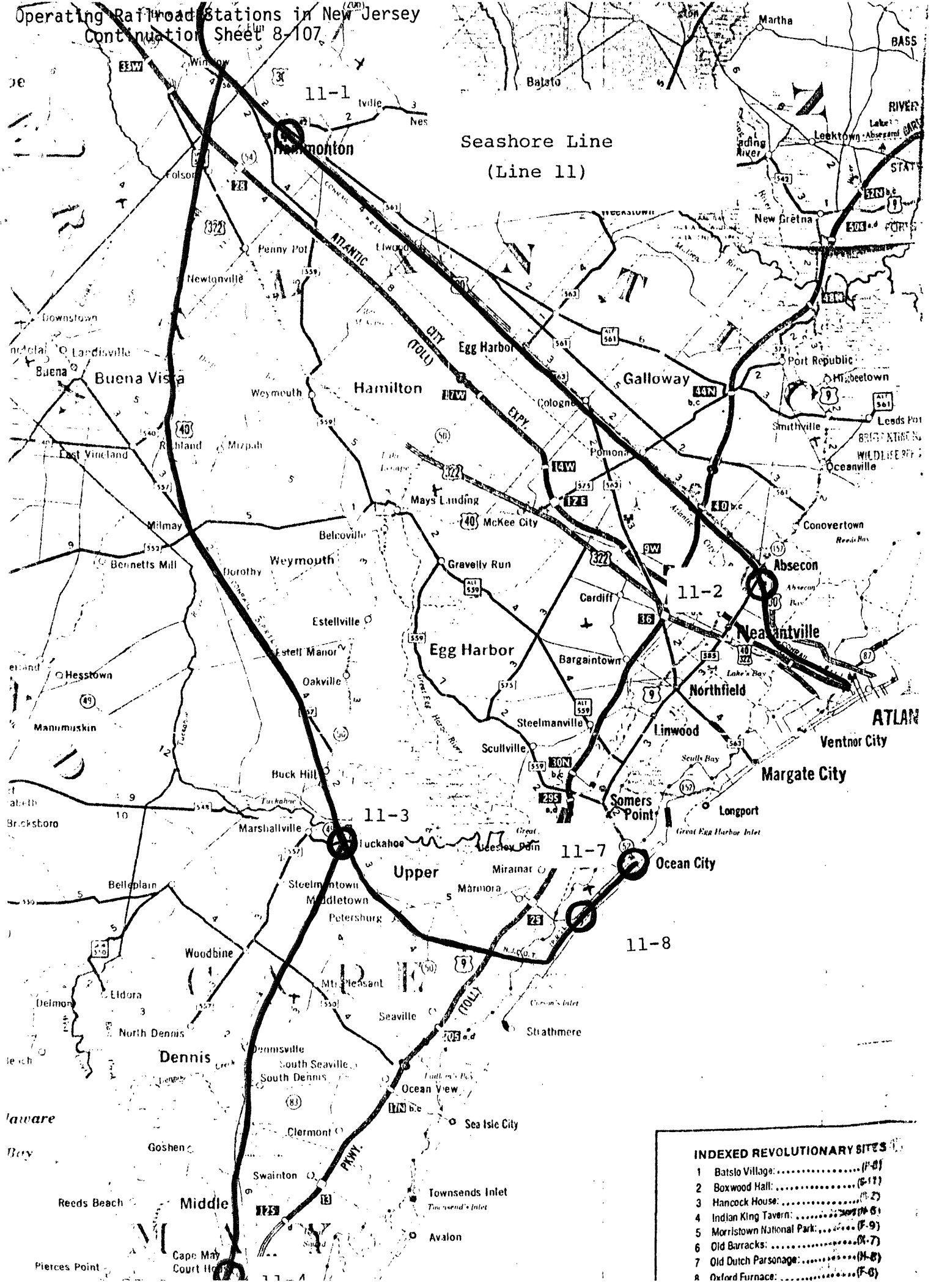
15. Timetables show this service.

16. See CNJ Line History (Raritan Valley).

17. It sometimes took upwards of three hours to drive from Asbury Park to the Newark area.

18. Historical Highlights, op. cit. p. 10.

19. Bargain round trips were available weekends and Wednesdays during the summers 1957-1962 as advertised in PRR and CNJ timetables.


Seashore Line
(Line 11)
11-1
11-2
11-3
11-4
11-7
11-8
Hammonton
Folsom
Penny Pot
Newtonville
Buena
Buena Vista
Landisville
Weymouth
Hamilton
Egg Harbor
Galloway
Port Republic
Hi beetown
Smithville
Oceanville
Leeds Point
Pomona
Cologne
Mays Landing
McKee City
Belcoville
Gravelly Run
Milmay
Bennetts Mill
Dorothy
Estellville
Estell Manor
Oakville
Hesstown
Manumuskin
Buck Hill
Marshallville
Tuckahoe
Upper
Belleplain
Steelmantown
Middletown
Petersburg
Woodbine
Eldora
North Dennis
Dennis
Dennisville
South Seaville
South Dennis
Mt. Pleasant
Seaville
Ocean View
Sea Isle City
Strathmere
Clermont
Goshen
Swainton
Townsends Inlet
Avalon
Reeds Beach
Middle
Cape May
Court House
Pierces Point
Cardiff
Absecon
Conovertown
Bargaintown
Northfield
Linwood
Ventnor City
Margate City
Somers Point
Longport
Ocean City
Miramar
Marmora
Scullville
Steelmanville
Great Egg Harbor Inlet
Lake's Bay
Scull's Bay
Great Egg Harbor River
Tuckahoe
Ludlam's Bay
Corson's Inlet
Batsto
Martha
Leektown
New Gretna
Lake Absegami
Mullica River
Wading River
Atlantic City (Toll) Expy.
Garden State Parkway (Toll)
Atlantic City Expressway
Penn. R.R.
Central R.R. of N.J.
Pennsylvania-Reading Seashore Lines
Lake Lenape
Lake Nescochague
Wharton State Forest
Bass River State Forest
Brigantine Wildlife Refuge
Delaware Bay
INDEXED REVOLUTIONARY SITES
1 Batsto Village: (F-6)
2 Boxwood Hall: (G-11)
3 Hancock House: (N-2)
4 Indian King Tavern: (N-6)
5 Morristown National Park: (F-9)
6 Old Barracks: (N-7)
7 Old Dutch Parsonage: (N-8)
8 Oxford Furnace: (F-6)

11. Seashore Line

Until the coming of CONRAIL in 1976, this line was known as the Pennsylvania-Reading Seashore Lines (PRSL). It came into being on July 15, 1933 as a result of the merger of the Atlantic City Railroad (Reading) and the West Jersey and Seashore Railroad Company (Pennsylvania Railroad).[1]

The development of the railroads in South Jersey is bound up with the magnificent beaches on the Atlantic Ocean and two towns in particular: Cape May and Atlantic City. Cape May was already a premier resort in the 1830's, reached by steamboats from Philadelphia.[2] Atlantic City was envisioned as a health resort by Dr. Jonathan Pitney in 1845.[3] Because of the many miles of swamp and forest it was inaccessible for the average traveler. Thus began a most interesting development in New Jersey railroading history.

It is impossible in a brief history to mention all the short lines that eventually became the PRSL. The following will give the histories of the two major companies and a list of predecessor lines.

West Jersey and Seashore Railroad Company (WJ&S) was formed May 4, 1896[4] as a merger of the following companies:

1. West Jersey Railroad (1853)
2. Alloway and Quinton (unknown)
3. West Jersey and Atlantic (1868)
4. Camden and Atlantic (1852)
5. Chelsea Branch Railroad (unknown)
6. Philadelphia, Marlton and Medford Railroad (1877)
7. Delaware River Railroad (1873)
8. Delaware River Railroad and Bridge Company (March 17, 1896)

Although the Pennsylvania had control, through ownership of stocks and bonds, of a number of these companies, the creation of the WJ&S was a formal leasing and control of all of them. The reasons for this are as follows:

1. The Reading through its ownership of the Atlantic City Railroad (see below) had upgraded the lines to the Shore and was carrying almost all of the lucrative resort business. As large as the PRR had become, it must have been an injury to its pride that it did not carry the lion's share of the traffic.

2. In the early 1890's the PRR was developing through service from many points on the system (New York, Philadelphia, Pittsburgh, Washington and Buffalo) to New Jersey resort towns. The incorporation of the Delaware River Railroad and Bridge Company and the building of the Delair Bridge north of Philadelphia accomplished this goal.

3. The rapid growth of the southern New Jersey resorts (especially Atlantic City) as the resorts of preference for the residents of Philadelphia and cities to the south.

It is particularly interesting to note that although the PRR was in full control of this line, it did not own it outright. Until the 1933 merger all functions of operation and management went under the title of the WJ&S.[5]

This line, like all new PRR acquisitions, was to benefit from many improvements. New equipment, upgrading of the roadbed, reduction in running times and establishment of through service to outlying parts of the PRR system quickly made the WJ&S the equal of the rival Reading line. Because of its diversity and direct connection to Philadelphia via the Delair Bridge, this line achieved a competitive edge over the Reading and made it a very substantial money earner (profits for 1906 were $2.9 million).[6]

Following is a summary of services offered by the WJ&S that are relevant to this study:

1. Atlantic City-Philadelphia via the bridge and Haddonfield.
2. Atlantic City and Ocean City-Camden and Philadelphia (by ferry lines) via Newfield and Glassboro.
3. Cape May, Wildwood, Avalon-Camden and Philadelphia via Millville and Glassboro.

The most notable engineering achievement on the WJ&S was the electrification of the Camden-Millville, Newfield-Atlantic City line in 1906.[7] Comprising 75 route miles of direct-current third rail operation, it was the most extensive electrification in the world at that time. For both the WJ&S and the parent PRR this improvement served a number of important functions:

1. Efficiency of service in the rapidly developing Camden-Gloucester-Glassboro corridor and increased frequency of service to Camden.
2. Relief of traffic congestion from the Haddonfield branch to Philadelphia. Very frequent service (every half hour in the summer) and very low fares compared to the Delair Bridge Route attracted many people to Atlantic City and created what we now know as the day trip.[8]
3. Working test laboratory for the PRR Electrical Engineering Department. It will be remembered that at this time the PRR was building its monumental New York Terminal Project (including Penn Station). The first-class electrified branch of the WJ&S was the ideal place to test and revise the electric engines that would one day give the PRR direct entry into New York City.[9]

Atlantic City Railroad (ACRR) was formed on April 1, 1889[10] as a merger of the following companies:

1. Philadelphia and Atlantic City Railroad (1876)
2. Williamstown and Delaware River Railroad (1871)
3. Glassboro Railroad (1872)
4. Camden, Gloucester and Mount Ephraim Railroad (1873)
5. Kaighn's Point Terminal Railroad (1888)

Although the Philadelphia and Reading (Reading) had overseen the construction and operation of most of these lines, they combined the lines as one operation to take advantage of the lucrative resort business. This was part of the P&R's expansion plans at this time.

After the Reading takeover, a large scale upgrading of the property took place. Particularly fast running times were established between Camden and Atlantic City. The June 1893 timetable shows express trains making the 59.7 mile trip in 65 minutes.[11] Because of street running between the boardwalk and main station in Atlantic City and severe speed restrictions in the Camden area, speeds of over 70 mph were called for on the straightaway. Although not spectacular by today's standards, these high-speed trains of the 1890's established the Atlantic City Railroad as the fastest regularly scheduled railroad in the world.

By 1901, the Reading added additional trackage to their South Jersey operations. On May 25 of that year the Ocean City Railroad (1896) and the Seacoast Railroad (a combination of three separate lines 1889-1898) became part of the ACRR.[12] Service was now under the Reading banner to Ocean City, Sea Isle City and Winslow Junction-Tuckahoe, Woodbine, Cape May Court House-Cape May. Wildwood was also served by ACRR trains beginning on December 12, 1912[13] through a favorable trackage rights agreement with Wildwood and Delaware Bay Short Line Railroad (1910) that had recently been completed. Many other seashore towns were also served by this time; they are not included in this study and the lines are long since abandoned.

Speed, Service and Stations on the WJ&S and ACRR Railroads

From 1895-1926 these two railroads were characterized by speed. Until the advent of the high-speed streamliners of the early 1930's in the midwest, the WJ&S and ACRR maintained the fastest everyday running speeds in the entire world. Railroad men from around the world, along with the average passenger were treated to high speed travel as each railroad tried to outdo the other. Because of the close proximity of the lines and identical scheduling patterns, races occurred often. Allowing for areas of speed restrictions (large cities, bridges, etc.) sustained speeds of over 85 mph were called for by the timetables, and trains often arrived at terminals ahead of time.[14]

Along with the unprecedented speed records achieved in this period, each railroad tried to outdo the other in the services provided. Even though the runs to the shore were very short, Pullman Parlor and Buffet cars were regularly assigned to almost all trains the year round.[15] A summary of services in 1916 will illustrate:

1. ACRR -- Camden (Philadelphia by two ferry lines) - Atlantic City, Ocean City, Stone Harbor, Avalon, Sea Isle City, Wildwood, Cape May and Cold Spring Harbor and Cape May Harbor "Fishermens Specials" service half-hourly during peak times. Atlantic City (other points by connection at Winslow Jct.) - New York via Central Railroad of N.J. (by way of Lakewood, Lakehurst, Red Bank, Perth Amboy): a particularly fast service (three hours) with first class eqipment. An unusual feature for many years was the "Midnight Special": sleeping cars left Atlantic City at 12 midnight on a slow moving mail train arriving in Jersey City at 5 a.m.. Breakfast was served 6 a.m., and cars had to be vacated

by 8 a.m..[16] This Sunday summer-only service allowed the weekend traveler a full two days at the shore and returned him well rested for work on Monday.

2. WJ&S -- Camden (Philadelphia by two ferry lines) and Philadelphia (via Delair Bridge), all points mentioned above with identical frequency and service. Through cars (Pullmans, parlors, coaches) to many points on the PRR system including Washington, Pittsburgh, Buffalo, etc. A highly efficient service to Newark and New York was also developed. Running via Haddonfield, Bordentown (Camden & Amboy Line) and Trenton, the PRR operated a substantial service including the "Nellie Bly", an all-parlor car,extra fare train on a two hour 45 minute schedule, Atlantic City to New York City.[7]

Along with speed and service during the heyday of rail travel to the shore, both lines employed their favorite architects to build substantial stations. Although the most impressive are long since gone, the following are worth mentioning:

1. Tennessee Ave., Atlantic City, on the Camden, Newfield electric line of WJ&S: Frank Furness[18] (torn down 1947).

2. Kaighns Point, Camden, ACRR: Wilson Bros, [19] (also designed the Tuckahoe station).

Revenues continued to climb, service and speed continued to grow with these lines until 1926. However, the wave of the future had begun in 1920 with the passage of a bond issue providing for:

1. Construction of a vehicular tunnel under the North River (Holland Tunnel).

2. Development of an elevated highway over the "meadows" (Pulaski Skyway).

3. Development of fifteen major highway routes throughout the state; among these the White Horse and Black Horse Pikes that would run on each side of the railroads in South Jersey.

4. Construction of a suspension bridge for vehicular, trolley and rapid transit over the Delaware River from Philadelphia to Camden (now called Benjamin Franklin Bridge).[20]

The tide began to run out for the WJ&S and ACRR with the opening of the Delaware Memorial Bridge on July 1, 1926.[21] New forms of transportation began making deep inroads to these lines:

1. New Jersey, being the first state in the nation to pursue aggressively concrete highway building, provided the road system necessary to allow the motorist great mobility to the shore; the bridge, White Horse and Black Horse Pikes, Routes 9 and 47 were all in full operation by 1927.

2. Unregulated bus companies riding over a right-of-way built at the expense of the taxpayers. After these highway improvements, bus lines grew rapidly in this area offering convenient delivery of passengers to many partsof Philadelphia.

3. The transfer of all perishable freight to unregulated trucking companies. The Reading was hardest hit because it was necessary to transfer all freight cars across the Delaware River by car float.

Ridership and revenues plummeted as a result of these road improvements. The economic base of these railroads, built on a seasonal and relatively

short haul, could only make a profit by handling great volumes of business. The years of competition had produced two magnificent rights-of-way that were underutilized for nine months of the years. The ACRR was hardest hit because of the necessity of transferring all passengers to center city by ferryboat. Added to this was the fact that the Reading had just opened a new four million dollar terminal in Camden, and had upgraded its entire marine fleet (May 14, 1924).[22] From now on the ACRR would operate in the red. The WJ&S was still able to realize a profit in these difficult years due to its more diversified traffic and its direct entrance to Pennsylvania via the Delair Bridge.

The railroads fought the competition with continued low fares, maintained and even improved schedules and launched an all-out attack in the newspapers at what has always been the jugular of highway transportation - the traffic jam.[23] Although many passengers using cars and buses were "new" business to the ever growing shore, ridership increased significantly for both railroads by 1929. This was only a temporary reprieve, for with the onset of the Depression, hard times had come for good to the WJ&S and ACRR. In 1929 the WJ&S posted a profit of just under one million dollars, and the ACRR post a loss of the same amount.[24]

In classic fashion service began to slip, with discontinuance of locals and some non-summer expresses. Both railroads flooded the PUC with train abandonment proposals. The resort real estate interests, along with the rapidly developing residential towns east of Camden, demanded action. This came with the formation of the South Jersey Transit Commission on October 2, 1929.[25]

The Commission was charged with the coordination of all aspects of public transportation in South Jersey. Many plans were set forth including the construction of a rail tunnel under the Delaware, the extension of the Philadelphia transit system over the Delaware Bridge, and the consolidation of all rail facilities at one terminal in Camden (excluding WJ&S bridge route). During the hearings, President Dice of the Reading made the prophetic statement that none of the plans were viable unless "there is an actual consolidation of railroads in southern New Jersey."[26] It was decided that the railroads themselves were best able to come up with a viable solution to consolidation. In 1932 a Unification Agreement was worked out among the four railroads (Pennsylvania, West Jersey & Seashore, Reading, and Atlantic City Railroad). On October 31, 1932 the plan was submitted to the PUC and it was approved on April 11, 1933. The ICC gave its approval on June 10 of that year.[27] Thus was formed the Pennsylvania Reading Seashore Lines.

Combined operations began on June 25, 1933 and set in motion the following improvements and changes:

1. Ownership was in the following proportion -- PRR 2/3, Reading 1/3.
2. Abandonment of the former ACRR terminal in Camden and the consolidation of all river traffic at the WJ&S station on Federal Street.
3. Merger of all former lines (4) in Atlantic City, and the construction of a new terminal opened October 1934, which is now the Atlantic City Bus Terminal.
4. The elimination of duplicate track and stations, the more important being: a) abandonment of ACRR from Winslow Jct. to Atlantic City; b) abandonment of WJ&S from Woodbine to Cape May and Somers Point to Ocean City; and c) the physical connection of both former roads at Wildwood.

5. Substitution of connecting bus service on lightly traveled branch lines such as Stone Harbor, Avalon and Sea Isle City.
6. Full utilization of the Delair Bridge for more passenger and all freight service, thus allowing the Reading to downgrade its expensive naval operations.
7. The restructuring of passenger schedules to provide optimum service to communities served.
8. Construction of a new station at Broadway (Camden) to offer connections with the new subway line from Philadelphia.[28]

Real corporate magic must have taken place in the negotiations between the railroads, for the Pennsylvania came out the better. The Reading was content to have some of its rapidly increasing deficits decreased. If the CNJ/PRR joint NY&LB operation was a "marriage of convenience", this merger can only be characterized as a "shotgun marriage".

All concerned parties benefitted from the merger: the traveling public received a rather well-coordinated train service that was frequent, fast and convenient. The railroads realized immediate benefits from the elimination of many duplicate facilities and a reduction in land taxes. Unknown to the two railroads was that the PRSL as a corporate entity was doomed to be a deficit operation (1943 was the only profitable year) through an amazing rate structure that was worked out between the parent lines (PRSL kept only three quarters of what it took in). This allowed the companies,in time,to realize sizeable tax write-offs, successfully negotiate reduction in real estate taxes, and to set the stage for eventual state subsidies for continuation of service.

Following World War II, the PRSL embarked on a program to upgrade its passenger fleet. Except for short commuter runs, all cars were air-conditioned and refurbished.[29] In 1949 the railroad became interested in a new product offered by the Budd Company of Philadelphia. This non-traditional car builder, which had ushered in the age of the stainless steel streamliner in 1933, developed a new car that was ideally suited to PRSL operations. This was the Budd Rail Diesel Car (RDC), a self-propelled stainless steel, air-conditoned affair that was to help many railroads cope with diminishing patronage and high operating costs. The PRSL order of 1950 for twelve of these cars was the largest order at the time. History has a way of repeating itself, and so just as the railroad men studied the developments in speed in South Jersey in 1910, they now returned here to observe the new technology of the RDC. The immediate benefits to the PRSL were:

1. Trains to Cape May, Wildwood, Ocean City could be of any length.
2. Each RDC could be quickly coupled and uncoupled at junction points for runs on these various branches without the necessity of labor-intensive extra engines and crew.
3. Single car trains on branch lines did not require firemen. Each engineer was able to double as fireman and cars were joined at junction points.
4. Running times to the areas served were shortened by as much as fifteen to twenty minutes.
5. RDC cars were capable of fast and efficient high-speed running. Their one serious fault (slow acceleration in the twenty to forty mph range) was not a factor in this service, for PRSL running was either in excess of eighty mph or under thirty mph.

It has been said by many people in the business that PRSL helped make the RDC car a success.

Throughout the decade of the 1950's PRSL managed to hold its own for the most part. Through-service to Washington, Pittsburgh and New York was operated by the PRR (the CNJ "Blue Comet" was abandoned in 1941). By the middle 50's,however, New Jersey was adding to its already large inventory of highways with the building of the NJ Turnpike and the Garden State Parkway, and planning a superhighway that was to become the Atlantic City Expressway. The decline of the PRSL as a route for the vacationer can be shown by the following reductions in service:

1955: Atlantic City - Washington service ends.

1958: Atlantic City - Pittsburgh Sleeper ends

1961: Atlantic City - New York City "Nellie Bly" service ends.

1961-1970: reduction in train speed to compensate for deferred maintenance.

1963-1970: reduction in train service to all points, abandonment of parts of lines to Cape May, Wildwood, and Ocean City.

Since 1976 PRSL has been part of CONRAIL with remaining passenger trains under the auspices of New Jersey Transit. It is interesting to note that suggestions have been made to institute a new high-speed line from Philadelphia to Atlantic City. This would include elegant equipment, frequent service, and extremely fast running; in other words, a return to the service provided in 1910 by the predecessor companies of the Pennsylvania-Reading Seashore Lines.

Footnotes:

1. Final articles of consolidation effective that date jointly issued by the Pennsylvania Railroad Company and the Reading Railroad Company. Library Franklin Institute.

2. Flyer advertising summer sailing schedule for 1831. Philadelphia Public Library.

3. Frederick A. Kramer, Pennsylvania-Reading Seashore Lines (Ambler, Pa.: Crusader Press, 1980), p. 4.

4. Annual Report 1896 WJ&S - dates for former lines from Standard and Poors Railroad Manual for 1896. Both Franklin Institute.

5. All financial reporting, tracing of freight cars, office functions were carried on as a separate entitey. Leasing of equipment, engineering, etc., was under the control of PRR.

6. 1906 Annual Report, WJ&S, Collection West Jersey Chapter, NRHS, Oaklyn, N.J.

7. William D. Middleton, When the Steam Railroads Electrified (Milwaukee, Wis.: Kalmback Publishing Col, 1974), p. 275.

8. Advertisement issued by WJ&S (about 1910) uses the term "Day Trip".

9. Michael Bezilla, Electric Traction On The Pennsylvania Railroad 1895-1968 (Pennsylvania State University Press, 1980), p. 76.

10. W. George Cook and William J. Coxey, Atlantic City Railroad: The Royal Route to the Sea (Ambler, PA: Crusader Press, 1981, p. 39. This is the definitive work on the ACRR.

11. June 1893 timetable of ACRR.

12. Cook and Coxey, op. cit., p. 75.

13. Ibid., p. 93-94.

14. Although racing was strictly forbidden in employee timetables, it did occur.

15. Public timetables advertise this.

16. June 1920 timetable ACRR.

17. August 1917 timetable PRR.

18. Photo and citation in Atlantic City Souvenir Book, (Atlantic City Daily Press, 1896), p. 9.

19. Cook and Coxey, op. cit., p. 48; line drawing East Elevation, name in lower right hand corner.

20. Transportation Bond Issue 1920, Newark Public Library. Summary of

Footnotes continued:

proposals.

21. Dedication Booklet, Delaware River Port Authority, Camden, N.J. issued for opening ceremonies and containing many photos. Library, Franklin Institute, Philadelphia.

22. Cook and Coxey, op. cit., p. 161.

23. Flyers from years 1926-1930 collection West Jersey Chapter, NRHS, Oaklyn, N.J.. Some notable quotes: under photos of beach scene and traffic jam "Spend your time at the shore not coming and going"; picture of back of Model T and interior of Parlor Car: "Which do you prefer? Three hours back of this (referring to car) or less than 60 minutes of this"(referring to train); drawing of massive traffic jam with train speeding by; "No traffic jams on the Reading".

24. WJ&S Annual Report.

25. South Jersey Transit Commission charter, published Trenton, N.J. 1929. Philadelphia Public Library.

26. Kramer, op. cit., p. 28.

27. Ibid., p. 32.

28. Report of South Jersey Transit Commission (Trenton, N.J. 1933); summary of proposals pages 7-28.

29. Kramer, op. cit., p. 66.

30. Ibid.

IV. ARCHITECTURE OF AMERICAN RAILROAD STATIONS

Most of the literature on railroad stations falls into two categories: nostalgic remembrance of the "old depot" or scholarly architectural investigation of major urban terminals. Stations are usually only a peripheral concern of railroad histories, which deal more with corporate organization, development of lines, schedules, trains, and technology. Fortunately, however, such books are usually heavily illustrated, and since the railroad station is a relatively new type, its general history can be established through those illustrations and surviving examples.

The earliest American railroads date from the late 1820's. During the next several years trains often simply stopped anywhere a group of passengers gathered along the line.* The first buildings for the accommodation of passengers were based on three familiar prototypes. Most important of these was the inn, at which stagecoach passengers were accustomed to stop. The second was the open shelter. The third was the house.[1] All of these prototypes continued to influence the design and function of railroad stations.

Many of the earliest stations were indeed inns. Before the development of the Pullman car and the dining car, long-distance trains stopped so

* Early timetables cite trains leaving from "the vicinity of _____".

1. Frederick Platt, "Foreword," in Julian Cavalier, North American Railroad Stations, South Brunswick and New York (1979), 7-8.

passengers could eat, and sometimes lay over. Probably the best-known of the station hotels were those operated by Fred Harvey of "Harvey Girl" fame for the Santa Fe. The tradition of the inn continued into the twentieth century, with the inclusion of restaurants, saloons, bootblack and valet service in station design.

The provision of open shelters, either as an adjunct to an enclosed station, or as a substitute for a more substantial structure at minor stops remained a feature of smaller passenger stations into the twentieth century. The domestic quality of the station continued to be expressed in the provision of parlors, often with fireplaces. Sometimes the station was actually a residence, with the stationmaster and his family living on the second floor. Especially in suburban areas stations throughout their history were purposefully designed to harmonize with the surrounding neighborhood.

Stylistically the early stations were simple vernacular expressions of the popular building modes of their day.[2] For small stations this approach continued to the end of the station-building era. However, stations rapidly developed a few distinguishing characteristics. One was extended overhanging eaves to provide shelter for the platform.[3] Another was a projection or bay, from which the agent could not only dispense tickets, but also watch for and signal to the trains. With some notable

2. Carroll L.V. Meeks, The Railroad Station, New Haven (1956), 50.
3. Ibid., 48-49.

exceptions, most of the early stations were wood.

By the late 1840's stations, at least in larger cities, were becoming major structures. No longer domestic in scale or reference, stations began to acquire elaborate "gateway" entrances and towers. Sometimes the gateways were so prominent because they were entrances for the trains as well as the passengers. The station beyond the gateway was basically a trainshed.

The favored styles for stations remained those that were generally popular. By mid-century these were various forms of the picturesque romantic revivals. Italianate and Gothic predominated, with an occasional foray into the Egyptian.

The years between the end of the Civil War and World War I were the great era of station building. Most of the major railroad lines were well established, often through consolidation of smaller lines, and competed in offering passenger amenities. By the second half of the nineteenth century, stations could be classified by function and size. In fact, some railroads adopted standard designs, which they referred to as A, B, C and D stations.

The smallest, simplest type was the flag-depot, "stations of minor importance at which only a limited number of trains stop, -- usually on flag."[4] The flag-depot could be nothing more than an open or

4. Walter G. Berg, Buildings and Structures of American Railroads, New York (1911, Copyright 1892), 264.

covered platform, or, if slightly more developed, a shelter enclosed on three sides. If the climate was severe, or the stop somewhat busier, a one-room building might be provided. If the stop was busy enough to warrant an agent, a ticket office and waiting room were added. In isolated areas, the station was often the agent's residence, with most of the space in the building devoted to that purpose. Most were of wood, although masonry was used for the more elaborate stations.

A variant of the flag-depot was the combination station. These were "used on railroads at local stations of minor importance, where the amount of freight and passenger business does not warrant the construction of a separate freight house or a separate passenger depot."[5] Such stations might also include railroad offices and housing for an agent, or other employees.

At its lower end the flag-stop might not be more than a covered platform; at its upper end, it merged into the local passenger depot. This was a station devoted exclusively to passenger service. Such stations exhibited a wide range of sizes and complexity.

> The requirements for and the division of the interior of local passenger depots vary considerably, starting with a small building containing waiting rooms, a ticket-office and a baggage-room, and ending with large two-story structures with capacious waiting-rooms, toilet-rooms, smoking-room, mail-room, express-room, mail-room, telegraph-office, parcel-room, news-stand, supply-rooms, rooms for conductors and trainmen, and offices.[6]

5. Ibid., 246.

6. Ibid., 278.

Passenger stations were arranged in a number of ways, depending on the track layout. The most common type was the side station, with the station usually on the inbound side of the track. Often these had a shelter or covered platform on the outbound side. Where traffic was heavy in both directions there might be a twin-station, with buildings of almost equal size on each side. Island stations, as their name implies, were placed between the tracks. Overhead stations were sometimes used in congested areas where the tracks were in a cut. These might be side or island stations, or might straddle the tracks. Junction stations were usually placed between the two converging lines.

Just as, at the lower end of the spectrum, there was little differentiation between the passenger station and the flag-depot, so, at the upper end, there was little differentiation between the passenger station and the terminal. The terminal station, as its name suggests, was located at the end of a line. Although some terminals for commuter lines were small, the term was generally applied to stations in major cities. Often the terminal served one or more lines, one or more perhaps terminating,others passing through. Where lines met, the building was known as a union depot or station.

The facilities in a major terminal station could be enormously complex. Some contained reception rooms for visiting dignatories, several restaurants, general offices for the railroad, a hotel, special rooms for emigrants and a "room for dead bodies".[7]

7. Ibid., 340-342.

The most prominent architectural feature of large terminals was the central hall or concourse, which might rise to a height of several stories. Usually the richest ornament was applied to this space. Such functional items as ticket-windows, clocks, information kiosk, and the boards announcing arrivals and departures often received elaborate architectural treatment.

From the mid-nineteenth century onwards, some major stations were designed by well-known architects.[8] By the 1880's, many railroads were intent on providing attractive surroundings and other amenities for passengers. This was particularly true "at suburban points where the travel consists largely of wealthy patrons of the road."[9] Two first-rate architects' designs for small stations on suburban lines became especially influential. These were Frank Furness' designs for the Pennsylvania and the Reading, and Henry Hobson Richardson's for the Boston and Albany. Furness's designs, usually executed in wood, were delightfully quirky, with surprising intersections of spaces and daring cantilevering of eaves. His followers usually simplified his forms, but used much the same vocabulary. This consisted of a free intermingling of elements derived from the Stick and Queen Anne styles. The wood was expressed and glorified by a combination of vertical and horizontal matchboarding, framed by wood strips, shingles, and richly turned elements. Windows

8. Meeks, 52-54.

9. Berg, 284

were multi-paned. The prominent roofs, usually of slate, were topped by exuberant crestings.

Richardson's stations, on the other hand, usually of stone, derived their interest not from elaborate decoration, but from powerful forms and massing. In the last decades of the nineteenth century, elements of the two styles were combined to form what could be termed the "Railroad style". This retained Richardsonian simplicity of massing, although often carried out in brick rather than stone, and the prominent roofs favored by both architects, but combined it with turned posts and shaped brackets, which served an important function in supporting canopies. No matter what the style, in all but small stations, towers were often outstanding features. Sometimes they fulfilled a very practical function, housing a clock. Always they served the function of marking the railroad station as a landmark in the cityscape.

In addition to his suburban series, Furness also designed some major stations, including Broad Street, Philadelphia, and the Pennsylvania station in Wilmington, Delaware. Other prominent architects became well-known for their railroad stations, including Wilson Bros. of Philadelphia and Bradford Gilbert, who had offices in New York, Boston, Chicago and Atlanta. The latter even published a portfolio of his station designs.[10]

10. Bradford, L. Gilbert, Sketch Portfolio of Railroad Stations, New York (1895).

The last two decades of the nineteenth century were the heyday of railroad station design and construction. While some lines turned to outside architects for design, others supported in-house staffs, producing more or less standardized designs. Even the latter, however, sometimes retained outside architects for major terminals. In New Jersey, for example, the Central of New Jersey for a short time used outside architects extensively, while the Delaware, Lackawanna and Western and the Pennsylvania usually relied on staff designers.

By the turn of the century new trends were evident in the design of railroad stations. The picturesque irregularity preferred in the nineteenth century began to give way to classicism derived from Roman or Renaissance models. Gables, towers, and polygonal projections gave way to compact, regular masses. Colonnades and arcades, or at least substantial arched openings came into vogue. Sometimes these were carried out with full classical trappings, such as Corinthian columns carrying full entablatures, coffered ceilings, and imperial eagles. More frequently, the ornament was confined to such classical references as keyed lintels, quoins, rusticated basements, or round-arched windows. One common Renaissance reference was the use of pantiles.

Even these stations, however, aroused romantic associations with past eras, and classicism did not entirely displace the medieval styles preferred throughout the nineteenth century. A favorite of the earlier period, the Gothic Revival, continued, but in the form of Tudor or

Collegiate Gothic. Although this style could be thought of as medieval, it was based on the era when England began to feel the influence of the Renaissance, and was more restrained in form and massing than the earlier spikier, more vertical Gothic Revival mode. Another strain in the early twentieth century was the revival of the American past, and Georgian Revival and Mission Revival were both utilized for railroad work.

Although railroad stations were, almost from the first, a readily recognizable building type, largely because of their broad eaves and extended canopies, few were designed in innovative forms. Early in the twentieth century advances in railroading technology and operations combined with increasing vehicular travel on urban and suburban streets. The number and frequency of grade-crossing accidents resulted in a public outcry. A program of grade-crossing elimantion, either by raising or depressing the tracks, was undertaken. This meant that many of the older grade-level stations were rendered obsolete. Some of the replacement stations took advantage of a new material, reinforced concrete.

Reinforced concrete was being used in large quantities in the grade separation construction projects, for viaducts, bridges, retaining walls, subways and stairways. Therefore, the railroad architectural and engineering staffs were thoroughly familiar with the material. The Delaware, Lackawanna and Western, in particular, used it extensively, sometimes in fairly traditional designs, but at other times

in designs that emphasized its inherent qualities.

After the first World War, the number of stations built, and their design quality, declined precipitously. There were, of course, a few exceptions. Notable Art Deco stations were built in Cincinnati, Ohio and in Newark in the 1930's. The latter was designed by the successor firm to McKin, Mead and White. Splendid though it is, it does not compare in spatial organization or ornament to the firm's earlier Pennsylvania Station in New York City.

The development of other modes of transportation after World War II was the effective end of the design and construction of railroad stations. Except for some replacements, usually far less elegant than their predecessors, the railroad station returned to its earliest beginnings. The newest stations, like the oldest, are three-sided shelters, built along the tracks where a group of passengers gathers to meet the train.

V. ARCHITECTURE OF NEW JERSEY RAILROAD STATIONS

New Jersey's surviving operating railroad stations reflect the state's predominant pattern of rail traffic: commuting from suburban and exurban areas to the adjacent population centers of New York and Philadelphia. Since few major lines terminate in the state, important urban terminals are scarce. Most stations are flag-depot or small passenger facilities in scale. Furthermore, the architecture of New Jersey's stations cannot, with one major exception, be called trend-setting or overly inventive in stylistic terms. Most of the stations studied fit readily into accepted patterns of American and New Jersey architecture.

The earliest stations studied, built in the late 1860's, are Ramsey and Allendale (on the Main/Bergen line) and Park Ridge, Anderson Street and Hillsdale on the Pascack Valley line, the first two having been severely altered. Anderson Street in Hackensack is a relatively unaltered, typical example of the type. Its minimal facilities are contained within a rectangle, except for a semi-hexagonal bay, formerly housing the ticket office, and consisted of simple spaces for waiting rooms and baggage or freight. Stylistically, it is simple Carpenter Gothic, reflecting the desire for picturesqueness with historical allusion. Recognizable elements of the style include the vertical board siding, with battens covering the joints. As with earlier (and later) stations, Anderson Street is domestic in scale; although now in an urban area, where one would expect a station to be

more grand, it is of the type commonly built in a suburban or rural area. The scale and massing of this type of station persisted for many years; in different guises it can be seen at Berkeley Heights (1848), Murray Hill (1891), Peapack (1891), and River Edge (1901).

Several surviving stations from the 1870's show a trend toward larger, more elaborate buildings. The group includes Hopewell, Matawan, Red Bank, Fanwood and Manasquan. Most appear to have been built to attract excursionists. In the case of those along the shore, this purpose is obvious; the Hopewell station was erected to serve visitors to the Philadelphia Centennial Exposition. This type of station, two stories high, appears more solid and permanent than the Anderson Street group. This is especially true of Hopewell, which is built of brick, rather than wood. (Hopewell's companion station at Pennington, no longer in use, is stone.)

Hopewell also stands out because of its French Second Empire detailing, including a generous mansard roof and wall dormers, plus extensive wooden trim. However, French Second Empire was not the only style then current; it was rather the most recently fashionable. The Gothic Revival remained popular and the other stations in the group reflect this mode to a greater or lesser degree. None is decidedly Gothic in the sense of using such motifs as pointed arches, hood molds, or bundled columns. Inferences of the style are limited to the relatively vertical massing, cross gables, and jigsawn applied wooden trim.

The early railroads were usually built to connect existing towns and

cities. Their business concentrated on hauling freight; passenger service was secondary. By the last quarter of the nineteenth century, however, railroads frequently joined with real estate developers to develop a market for passenger service. The commuter suburbs (and many of New Jersey's seashore resorts) were, if not actually created, at least made possible by the railroads.

As a result, a large proportion of the stations in this study were constructed in the decade from 1885 to 1895. The patronage of the relatively affluent residents of these communities was lured by the railroads through amenities in station design. The railroads made efforts to provide stations that were similar in scale, style and material to the homes around them. An account published when the Elberon station opened (1891), ascribed to it "all the quaint home-like effects of a well kept country house" with "its open fireplace, hardwood floors with dainty rugs here and there, its easy chairs and rocking chairs, and many of the adornments which are becoming to a family sitting room."[1] Several of New Jersey's suburban stations share this residential quality. Mountain Avenue (1893), for example, is almost indistinguishable from a rural cottage, with its strongly emphasized exterior cobblestone chimney. Only the deep eave on the track side reveals the building's primary function.

Another result of the railroads' solicitude for its commuting patrons was the practice of retaining outside architects to design suburban

1. Quoted by Jonathan Fricker in "Elberon Railroad Station," National Register of Historic Places Nomination Form, June 1977.

stations. The architects selected were often the same ones patronized by the commuters for their residences. One of the earliest, and certainly the best-known, of such stations in New Jersey is Glen Ridge on the Montclair Branch (1887). Its reputation rests, in part, on its publication.[2] The architect, Jesse H. Lockwood of Montclair, essayed a thoroughgoing exercise in the Queen Anne Style, including a variety of roof masses, a plan which flows down its steeply embanked site, several siding materials, and irregular chimney placement (including one on the facade which splits a semi-circular window).

Although Glen Ridge is perhaps the best known, it is not the only Queen Anne style station in the state. To a greater or lesser extent Gladstone (1891), Oradell (1890), Mountain Avenue (1893), and even Tuckahoe (1894), embodied Queen Anne elements.

As has been noted, the designs of nationally prominent architects, particularly Frank Furness and H.H. Richardson, for small passenger stations, became influential in these years. Furness designed at least one New Jersey station, the Reading's complex at West Trenton. Unfortunately it was demolished when the existing building was constructed in 1930. Furness's rather eccentric style did not gain general acceptance in New Jersey. Only one station in the study group, Waldwick (1887), appears to reflect his influence.

2. Walter Gilman Berg, Buildings and Structures of American Railroads, New York (1911), 319. The building was originally published in The Railroad Gazette of April 29, 1887.

On the other hand, the impact of H.H. Richardson's small Boston and Albany stations was as strong as any place outside of New England. Suddenly in the early 1890's stations began appearing with monumental massing, heavy quarry-faced ashlar ground floors pierced by broad arches, and sweeping encompassing roofs. Although Richardson, along with other architects of the period, used wood shingles, turrets and swept dormers, it is the massing and monumentality, even in small buildings, that are the hallmarks of what came to be known as the Richardsonian style.*

Richardson's influence was expressed most noticeably in stations designed by outside architects, rather than those employed in the railroads' drafting rooms. Two of the companies, the Delaware, Lackawanna and Western and the Central of New Jersey, retained outside architects with some frequency in this period, often soliciting supplemental funds from the towns to pay for outstanding designs. Among the Richardsonian stations designed by outside architects are Bradford Gilbert's White House (CNJ - 1890) and Bernardsville (DL&W - 1902), and Bruce Prices's Elizabeth (CNJ - 1893). The Central also called on a New Jersey architect, Frank V. Bodine of Asbury Park for Somerville (1890) and Westfield (outbound, 1892). Further research into Bodine's practice

* It is perhaps an accident of history that one of the most influential and widely published station architects happened to be Richardson, with his own particular style. One may speculate how different station architecture would have been had this pivotal role been played by an architect who favored a vastly different style, such as Richard Morris Hunt.

would be rewarding. He may also have been responsible for other Central stations, including Raritan (c. 1890), Little Silver (1890), and Belmar (c. 1895).

Furness, Richardson and their followers were part of a general trend toward an increased interest in materials and textures (although this was not a strictly railroad phenomenon). Plain boards would no longer suffice, even when enriched with battens. Brick, stone, shingle, half-timbering, and clapboard were all employed for their own qualities and inherent colors, either alone or in combination. This added richness was sometimes reflected in the stations' setting. "The employment of a landscape architect in connection with the artistic design of rural stations has in a great many cases produced most picturesque and artistic depot surroundings. The planting of the ground around depot buildings and the maintenance of flower-beds and shrubberies at stations,together with the use of neat railings, gravelled walks and roads, have been introduced with good results by a large number of railroads in this country.[3] Montclair and Tuckahoe once had elaborate formal gardens, and the remnants of Morristown's landscaping are still visible.

By the turn of the century, New Jersey's stations had assumed a somewhat fixed form. Most locations called for a domestically-scaled side station (although where the volume of outbound long-distance passengers warranted,as at Plainfield and Westfield, the station and shelter became almost a twin station). While style was more important than it

3. Berg, 285.

had been thirty or forty years previously, amenities for passengers were primarily limited to those required by commuters.

At the same time the picturesqueness expressed in the Queen Anne and the Richardsonian Romanesque was giving way to a classicizing trend. In its most modest form, this produced what might be termed a "railroad vernacular" style. Turned out as standard designs by the railroads, these stations were characterized by simple box-like forms, broad hip roofs of shallow pitch, and canopies supported on bracketed posts. Examples include Harrison (1903), Summit (1905), Netcong (1906), and Millburn (1908).

More directly, late nineteenth and early twentieth century stations began to incorporate classical forms. One of the earliest examples of this trend is Upper Montclair (1892), where the ticket window is incorporated in a Palladian surround. At Rutherford (1898), although the general effect is of railroad vernacular, the detailing is classical, including such features as the form of the belvedere, the Tuscan columns, keyed lintels and Roman lettering.

The two great Roman stations of the era, Penn in New York and Union in Washington, caused tremors which were felt as far away as Montclair, where the 1913 terminal was designed by one of the DL&W's talented "inside" architects, William H. Botsford. Montclair is a miniature classical bath: the central two-story gabled space, its roundarch ceiling trusses and large semi-circular end windows suggesting a barrel vault, is flanked by a one-story element almost in basilica fashion. The entry at the

end of this "concourse" is through a colonnade. Perhaps surprisingly, unlike the prototypes in Washington and New York, this station is built of brick rather than stone, and is sited as a side station, albeit grand, rather than as a head station, the usual form for an urban terminal.

The Roman-derived forms of Montclair were something of an anomaly in New Jersey. What became far more common were stations with somewhat generalized Renaissance Revival references. Such stations are heavily represented among the number built in the course of the massive grade separation projects of the first two decades of the twentieth century. The largest and most impressive of these stations is Broad Street-Newark (1903), with its dominant campanile. For suburban stations the DL&W evolved a fairly standard design which was repeated with minor variations in scale, material and trim; it was a low rectangular hipped-roof structure, with an open loggia at one or both ends supported on piers. Examples include Highland Avenue (1905), Short Hills (1907), Convent (1914), Far Hills (1914, unusual for its execution in concrete), Mountain (1915), Chatham (1915), and Morris Plains (1916). Most of these stations were, however, fairly standard in plan, with baggage and waiting in two large end rooms, separated by the central projecting ticket office. A short hall connected the two major rooms and separated the ticket office from the rest rooms. This plan was even used at Mountain Lakes, where the steep site required that the baggage room be raised a story and a stair replaced the hall. At the major suburban station, Morristown (1914), the same style was applied in more ample form, with elaborate tapestry brick, and a two-story concourse illuminated by colossal round-arched windows.

Although the Renaissance Revival predominated, other styles were also represented. The medieval period, that constant source of inspiration for the 19th century, was not totally forgotten in the 20th, when a number of Gothic Revival stations were built. However the form of Gothic chosen was not intensely picturesque. Rather it was the Tudor or Collegiate Gothic, based on a period when English building was already feeling the influence of the Renaissance. This was reflected in simplified geometric forms, the use of flat headings or the Tudor arch rather than the pointed Gothic arch, and the prominence of open-bed pedimental gables. The earliest station with some Tudor references is Dover (1914). The most prominent and fully realized stylistically is the massive stone complex at Madison (1916). Its relative magnificence is due both to the benificence of a local donor and the design skills of the DL&W's chief architect, F.J. Nies. Nies also employed basically Tudor-derived forms for such stations as Lake Hopatcong (1912) and Mountain Lakes (also 1912). Perhaps the most appropriate use was at Princeton (1918), where the Tudor forms and choice of stone as a material blend with the college buildings. Tudor was also chosen for the DL&W's last station in New Jersey, at Lyons (1931).

The 20th century also witnessed some interest in the American past and in local vernacular. New Brunswick (1904) and West Trenton (1930) go to great lengths to reshape the station functions into rectilinear Georgian boxes. Ridgewood (1916) is Mission Revival. This style, although unusual in New Jersey, was widely employed by the Santa Fe and the Southern Pacific. It is not surprising that one of the designers of this station for the Erie was Frank A. Howard, who had previously been employed by the Southern Pacific.

Attempts to design stations compatible with the local setting had not been uncommon in the 19th century, but were sometimes carried further in the 20th. The case of Princeton has already been cited. At Ho-Ho-Kus (1908), the use of small boulders for the station and its landscaped terraces relates to the material of several large bungalows and retaining walls near the station site. The Dutch heritage of New Jersey is reflected in Clarence Stein's Radburn station (1930). Constructed of hewn stone blocks, its sweeping gambrel roof recalls, in a somewhat hyperbolic statement, the homes built two centuries earlier.

The grade separation projects of the early 20th century brought a new material--concrete--into the vocabulary of the railroads' builders. The material itself was not novel, having been used in various applications for centuries, and, with reinforcing, in Europe for several decades; but its employment in major non-military applications was relatively new. The problem of elevating tracks through urban areas called for large quantities of concrete, and architects and engineers capable of designing for it.

In two instances in New Jersey, the grade separations resulted in new stations which were significant departures from the traditional form, and required stylistic adaptations. At East Orange and Brick Church (both DL&W, 1922), the stations are incorporated into the track viaduct carried on rows of concrete columns. It is notable that the concrete was treated as more than a utilitarian material, and shaped into architectural forms; moreover, that the stations, clad in a somewhat eclectic Gothic Revival style are integrated with, rather than placed next to, the track supports. The ground level at Brick Church is a concrete arcade spanning the access drive, so that arriving and departing passengers can easily make the change from one mode to the

other. The brick station is visually separate from its vehicular base, and, in a fashion typical of the era, calls upon historical precedent.

Concrete was also used more extensively by the DL&W for elevator towers at Lake Hopatcong. The station, an attractive neo-Tudor cobblestone building with concrete trim, has architectural merit of its own, but is located atop a steep hill; the tracks are at water level at the bottom. Passengers would interchange from train to lake steamer which would then call at the various landings on the lake.

Wheeled traffic, however, went by road to the hilltop station, and the elevators and a bridge were required to serve these passengers and their baggage, as well as freight. Due to the difference in elevation from station to track, the elevators take on an almost medieval, spiky appearance, which is reinforced by the buttresses which support them. One on each side of the track, they are linked by a concrete pedestrian bridge leading to the station.

Concrete was thus coming into its own, but as an ancillary material. It was not until the construction of the Bloomfield station in 1912 that its potential was fully realized.

Bloomfield had an earlier grade-level station, which was at best unremarkable. The new station, elevated a full story above the street, was reached by two ramps, parallel to the tracks and supported by a concrete retaining wall, or by a stair within the full-height station building (marked by an iron canopy at the sidewalk where the pedestrian enters the embankment). Atop the em-

bankment is the waiting room, remarkably small considering the attention lavished on the site; its asymmetrical gabled roof covers an arched porte-cochere served by the two ramps. The profile of the upper portion of the station is very similar to that of the shelter at Madison. A shelter is across the tracks, and both sides contain long half-butterfly canopies. The parapets of the station contain the only ornament on the building, a bond of small square tiles set in the concrete.

At Bloomfield for the first time, concrete was utilized as a material distinct from any other. The complex is not a concrete version of a standard design, nor is it something which could be easily executed in brick, for example. The strength and other qualities of the concrete were exploited in their own right, producing forms of almost delicate thinness in the station, while the retaining wall has recessed panels between piers, revealing its thickness. No attempt is made to call on an existing style, with the possible exception of a reference to the Mission Revival through the use of green glazed pantiles. Proto-modern is a better descriptive term, as an early example of a building whose structure and material dictate its form.

Two years later at Far Hills the tenacity of the "old standby" DL&W format revealed itself, however. In an apparent retreat from the Bloomfield precedent, Far Hills repeated the familiar motifs and massing of the Convent-Chatham-Morris Plains group; but for the first (and only) time, it was constructed of concrete. As at Brick Church, though, the aggregate was exposed (probably by hosing is down while uncured) across most

of the surfaces, except at the edges and corners. The effect is similar to that of the concrete columns in the Oranges: the concrete is treated decoratively, if only marginally, rather than merely as a supporting substance. The application of a new material to an old design at Far Hills may strike some as awkward (and surprisingly, as evoking the Mission Style). The contrast between Bloomfield and Far Hills only reinforces the visual excitement that could be generated when the railroads produced designs suitable for concrete.*

By the 1920's, the wave of station construction had passed. There were occasional bursts of building, such as Newark (Penn Station) in 1935, but on the whole the lack of construction reflected the beginning of the general decline of rail travel in favor of highways. The much-quoted "love affair with the automobile" had begun.

Penn Station, although not part of this survey, illustrates the new attitude toward station construction: the railroads were still capable of turning out an important facility (even if it meant the use of outside architects), but smaller stations were generally not replaced; indeed, there was usually no reason to replace them. Furthermore, when new small stations were required, as at Belle Mead and Princeton Junction (in both instances because of fire), old designs were used. Belle Mead, although erected in 1937, was probably built from old plans drawn thirty or forty years earlier. When the shelter at Princeton Junction burned in the 1950's, the railroad simply pulled the 1928 plans out of the drawer and reused them.

* Many of the Lackawanna's boldest designs in concrete were not for stations, but for such structures as viaducts like the one through the Oranges.

By the time the Woodbridge station was built in 1939, more emphasis was placed on function and less on appearance. The station had become once again a place to keep dry and warm before or after a journey, a room to pass through between car and train. Efforts were made to remove the station and its utilitarian, work-a-day associations from the life (and view) of the downtown. This was the complete opposite of the "gateway" role that stations had played a half-century earlier.

As a result, Woodbridge is an island station, high on an embankment. While an arrangement such as that used at Bloomfield might have been adaptable to the site, it was not used, and all structure is atop the artifical ridge. High-level platforms with plain brick one-story boxes (little more than shelters) separate the tracks, and are so meager as to be almost ashamed of themselves. The difference in the image projected by Woodbridge and that of stations built only twenty-five years earlier is palpable.

VI. CONCLUSIONS AND RECOMMENDATIONS

A. Introduction

The 112 operating railroad stations that were the subject of this study vary widely in age, size, architectural style and location. As a group, they represent the rise (and in some cases the fall) of passenger commuter service in New Jersey in the late nineteenth and early twentieth centuries.

None of the stations is a survivor of the earliest days of railroading. The oldest are the grade-level stations on the Main/Bergen County and Pascack Valley lines. Built in the late 1860's, they are functional boxes, more or less enlivened with Carpenter Gothic or Stick Style ornament. They provided fairly minimal accommodations -- ticket office, waiting room, baggage room, and in cases where it was warranted, facilities for freight.

At least one of these early stations, Hillsdale, was somewhat more ambitious. It was two stories high and had a central mansarded tower. Hillsdale's greater elaboration was due to the fact that it was a terminal and housed the offices of the Hackensack and New York Railroad. By the mid-to late 1870's two-stories stations in the prevailing styles of the day were more common, especially to attract excursionists. Examples include the wooden Gothic/Stick Style stations at Red Bank, Fanwood, and Matawan, and the Second Empire station at Hopewell.

Although these early stations have special interest as survivors, the

great majority of New Jersey's operating railroad stations were built as suburban facilities, primarily to service commuters. They fall roughly into two major groups. The first, built between 1887 and 1895 on the Boonton and Raritan lines and the Gladstone Branch represent stations built as the burgeoning commuter suburbs extended west, and to a lesser extent south along the shore, from the state's metropolitan centers. The second, built between 1902 and 1916, reflect modernization projects undertaken as railroad and other forms of vehicular traffic increased.

Among the stations are several that are outstanding in terms of architectural style and attractiveness, such as Montclair, Bernardsville, Somerville, Broad Street-Newark, White House, and Park Ridge. Some combine stylistic quality, such as Madison and Bloomfield, with powerful functional statements. Others, such as Ho-Ho-Kus, Lake Hopatcong, and Mountain Lakes provide imaginative and handsome solutions to difficult sites. Among the stations are several, such as Bound Brook, Bernardsville, Upper Montclair, Westfield, and Ridgewood, that are centrally-located, key buildings in their communities. There are also stations, such as Denville, Raritan, and Lyons, which are relatively isolated.

B. Findings

The findings of the study in respect to individual stations are incorporated in the survey packet.

APPENDIX F

SOURCES CONSULTED (see also Bibliography)

Municipal Libraries

Larger Collections

Paterson, Passaic, Newark, Elizabeth, Plainfield, Montclair, New Brunswick, Trenton, Philadelphia, Atlantic City, Hackensack, Jersey City, Bayonne, New York (Main Branch).

Smaller Collections

Rutherford, Lyndhurst, Kearny, Harrison, Clifton, Glen Rock, Ridgewood, Mahwah, Ramsey, Fairlawn (Radburn), Waldwick, Park Ridge, Hillsdale, Glen Ridge, Little Falls, Bloomfield, East Orange, Orange, Summit, Chatham, Madison, Morristown, Dover, New Providence, Berkeley Heights, Passaic Twp., Basking Ridge, Bernardsville, Bernards Twp., Cranford, Westfield, Fanwood, Scotch Plains, Dunellen, Bound Brook, Raritan, White House, High Bridge, Phillipsburg, Belle Mead, Hopewell, Princeton, Linden, Metuchen, Woodbridge, Perth Amboy, Matawan, Middletown Twp., Red Bank, Little Silver, Oceanport, Long Branch, Ocean Twp., Allenhurst, Asbury Park, Bradley Beach, Belmar, Spring Lake, Manasquan, Point Pleasant, Neptune City and Twp., Pleasantville, Hammonton, Tuckahoe, Vineland, Millville, Cape May, Wildwood, Ocean City, Haddonfield, Somerville.

County Libraries

Bergen, Morris, Somerset, Monmouth, Mercer, Atlantic, Ocean.

Historical Societies

Pascack Valley, Bergen County, Passaic County, Paterson Museum, Mahwah, Rutherford (Meadowlands), New Jersey (Newark), New Providence, Berkeley Heights, Union Cultural, Cranford, Westfield, Scotch Plains-Fanwood, Somerset County, Bernardsville, White House,Monmouth County, Ocean County, Atlantic County, Cape May County, Spring Lake, Manasquan, Long Branch.

Special Collections

Railroadians of America; West Jersey Chapter, National Railroad Historical Society; Tri-State Chapter NRHS; Asbury Park Press Library; Alexander Library, Rutgers (New Brunswick); Camden Library of Science; Franklin Inst., Phil.

Railroad Company Records:

CONRAIL at Philadelphia (32nd St.); New Jersey Transit, Newark.

Individuals who were particularly helpful:

Mr. Leighton B. Carlson, New Haven,Conn.
Mr. Wilson Jones, Hackensack, N.J.
Mrs. Warren Crater, Roselle, N.J.
Mr. Peter Koelsch, Matawan, N.J.

SOURCES CONSULTED CONT'D:

Mr. Timothy J. McMahon, Fair Haven, N.J.
Judge Theodore J. LeBreque, Red Bank, N.J.
Mrs. John Hastings, Librarian and Mr. Lefebre, Editor, Asbury Park Press, Asbury Park, N.J.
Dr. Robert D. Patterson, Spring Lake, N.J.
Mr. Thomas Townsend Taber. III, Muncy, Pa.
Mr. W. George Cook, Haddonfield, N.J.
Mr. Albert Chamberlin, Mr. William Wehner,CONRAIL, Philadelphia
Mr. Henry Orum, CONRAIL, Elizabeth, N.J.
Mr. Rudy Guerds, New Jersey Transit, Newark, N.J.

APPENDIX G

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Multiple Resource Area
Thematic Group

dnr-11

Conn 9/29/84

Name Operating Passenger Railroad Stations Thematic Resources
State NEW JERSEY (Bergen, Cape May, Essex, Hunterdon, Mercer, Middlesex, Monmouth, Morris, Somerset, Union Counties

Nomination/Type of Review			Date/Signature
1. Ampere Station	Entered in the National Register	for Keeper	Deloris Byers 6/22/84
		Attest	
2. Anderson Street Station	Entered in the National Register	for Keeper	Deloris Byers 6/22/84
		Attest	
3. Bernardsville Station	Entered in the National Register	for Keeper	Deloris Byers 6/22/84
		Attest	
4. Bloomfield Station	Entered in the National Register	for Keeper	Deloris Byers 6/22/84
		Attest	
5. Bound Brook Station	Entered in the National Register	for Keeper	Deloris Byers 6/22/84
		Attest	
6. Bradley Beach Station	Entered in the National Register	for Keeper	Deloris Byers 6/22/84
		Attest	
7. Brick Church Station	Entered in the National Register	for Keeper	Deloris Byers 6/22/84
		Attest	
8. East Orange Station	Entered in the National Register	for Keeper	Deloris Byers 6/22/84
		Attest	
9. Elizabeth Station	Substantive Review	Keeper	Barbara Boyd 9/25/84
		Attest	
10. Far Hills Station	Entered in the National Register	for Keeper	Deloris Byers 6/22/84
		Attest	

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Multiple Resource Area
Thematic Group

Name Operating Passenger Railroad Stations Thematic Resources
State New Jersey

Nomination/Type of Review		Date/Signature
11. Gladstone Station	Entered in the National Register	for Keeper Delores Byrn 6/22/84
		Attest
12. Hillsdale Station	Entered in the National Register	for Keeper Delores Byrn 6/22/84
		Attest
13. Hopewell Station	Entered in the National Register	for Keeper Delores Byrn 6/22/84
		Attest
14. Little Silver Station	Entered in the National Register	for Keeper Delores Byrn 6/22/84
		Attest
15. Lyons Station	Entered in the National Register	for Keeper Delores Byrn 6/22/84
		Attest
16. Madison Station	Entered in the National Register	for Keeper Delores Byrn 6/22/84
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17. Matawan Station	Entered in the National Register	for Keeper Delores Byrn 6/22/84
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18. Millington Station	Entered in the National Register	for Keeper Delores Byrn 6/22/84
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19. Morris Plains Station	Entered in the National Register	for Keeper Delores Byrn 6/22/84
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20. Mountain Avenue Station	Entered in the National Register	for Keeper Delores Byrn 6/22/84
		Attest

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Multiple Resource Area
Thematic Group

Name Operating Passenger Railroad Stations Thematic Resources
State NEW JERSEY

Nomination/Type of Review			Date/Signature
21. Mountain Station	Substantive Review	for Keeper	Bruce Sundquist 9/29/84
		Attest	
22. Murray Hill Station	Entered in the National Register	for Keeper	Deloris Byers 6/22/84
		Attest	
23. Netherwood Station	Entered in the National Register	for Keeper	Deloris Byers 6/22/84
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24. New Brunswick Station	Entered in the National Register	for Keeper	Deloris Byers 6/22/84
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25. Newark Broad Street Station	Entered in the National Register	for Keeper	Deloris Byers 6/22/84
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26. Ocean City 34th Street Station	Entered in the National Register	for Keeper	Deloris Byers 6/22/84
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27. Ocean City Tenth Street Station	Entered in the National Register	for Keeper	Deloris Byers 6/22/84
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28. Oradell Station	Entered in the National Register	for Keeper	Deloris Byers 6/22/84
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29. Orange Station	Entered in the National Register	for Keeper	Deloris Byers 6/22/84
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30. Park Ridge Station	Entered in the National Register	for Keeper	Deloris Byers 6/22/84
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Multiple Resource Area
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State New Jersey

Nomination/Type of Review			Date/Signature
31. Perth Amboy Station	Entered in the National Register	for Keeper	Deloris Byers 6/22/84
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32. Plainfield Station	Entered in the National Register	for Keeper	Deloris Byers 6/22/84
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33. Radburn-Fair Lawn Station	Entered in the National Register	for Keeper	Deloris Byers 6/22/84
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34. Raritan Station	Entered in the National Register	for Keeper	Deloris Byers 6/22/84
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35. Ridgewood Station	Entered in the National Register	for Keeper	Deloris Byers 6/22/84
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36. Rutherford Station	Entered in the National Register	for Keeper	Deloris Byers 6/22/84
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37. South Orange Station	Entered in the National Register	for Keeper	Deloris Byers 6/22/84
		Attest	
38. Tuckahoe Station	Entered in the National Register	for Keeper	Deloris Byers 6/22/84
		Attest	
39. Upper Montclair Station	Entered in the National Register	for Keeper	Deloris Byers 6/22/84
		Attest	
40. Watchung Avenue Station	Entered in the National Register	for Keeper	Deloris Byers 6/22/84
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Thematic Group

Name Operating Passenger Railroad Stations Thematic Resources
State New Jersey

Nomination/Type of Review			Date/Signature
41. West Trenton Station	Entered in the National Register	for Keeper	Delores Byers 6/22/84
		Attest	
42. White House Station	Entered in the National Register	for Keeper	Delores Byers 6/22/84
		Attest	
43.		Keeper	
		Attest	
44.		Keeper	
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50.		Keeper	
		Attest	