

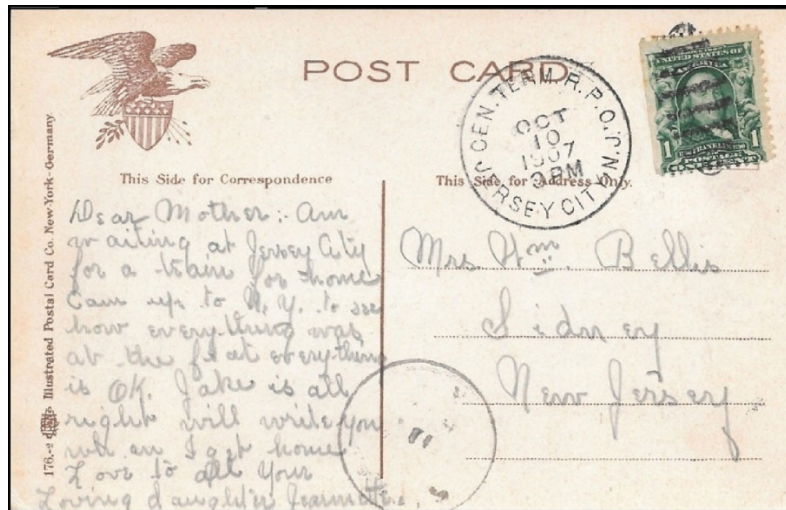


NJPH

The Journal of the
NEW JERSEY POSTAL HISTORY SOCIETY

CENTRAL RAILROAD OF NEW JERSEY: *The Big Little Railroad:* Some Postal History

By John B. Sharkey



Courtesy NJPHS Member John A. Trosky

A 1907 post card with duplex Central Railroad of New Jersey RPO cancel, CEN. TERM. R.P.O.

The Central Railroad of New Jersey (CNJ) was principally known for bringing anthracite coal from mines in the Wilkes-Barre/Scranton area of Pennsylvania, and bituminous coal from its western connections, to the New York metropolitan area. It soon had passenger trains running throughout New Jersey and Pennsylvania and made connections with the Baltimore & Ohio Railroad (B&O) and the Reading Railroad (RDG). Its branch lines developed throughout the state of New Jersey and were important in servicing the iron mines in the northern part of the state. As the population of the state increased, it became an important commuter line to New York and continues to serve this function today as part of New Jersey Transit. It is no wonder that the line acquired the nickname *Big Little Railroad*.

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Introduction

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NEW YORK—EASTON—BETHLEHEM—ALLENTOWN—MAUCH CHUNK—WILKES-BARRE—SCRANTON										
STATIONS	WEEK-DAYS— WESTBOUND						SUNDAYS— WESTBOUND			
	301	101	193	107	199 327	327	301	193 143	199 327	327
Leave	PM	AM	AM	PM	PM	PM	PM	AM	PM	PM
New York:										
Liberty-Cortlandt St..... "	.....	3.00	8.52	1.10	5.00	.....	.....	8.52	5.00	.....
Jersey City..... "	.....	3.30	9.04	1.23	5.13	.....	.....	9.04	5.13	.....
Newark..... "	.....	.....	8.58	1k20	A5.13	.....	.....	8.58	5.10	.....
Elizabethport..... "	.....	4.00	.....	1@40	z5.29	.....	.....	.....	5.29	.....
Elizabeth..... "	.....	4.12	9.21	1^44	y5.32	.....	.....	9.21	5.32	.....
Roselle—Roselle Park..... "	.....	4.27	.....	e1.50	.....	.....	.....	.....	.....	.....
Cranford..... "	.....	4.36	.....	o1.55	.....	.....	.....	.....	.....	.....
Westfield..... "	.....	4.48	.....	2.00	.....	.....	.....	.....	.....	.....
Plainfield—North Plainfield..... "	.....	5.07	9.36	2.08	p5.47	.....	.....	9.36	5.47	.....
Bound Brook..... "	.....	5.32	9.46	2.20	R5.57	.....	.....	9.46	5.57	.....
Somerville..... "	.....	5.48	9.53	2.29	R6.04	.....	.....	9.53	6.04	.....
High Bridge..... "	.....	6.34	10.14	3.05	6.27	.....	.....	10.14	6.27	.....
Phillipsburg..... "	.....	7.12	10.40	3.44	6.55	.....	.....	10.40	6.55	.....
Easton..... "	.....	7.20	10.44	3.49	7.00	.....	.....	10.44	7.00	.....
Philadelphia (Reading Terminal)..... "	11.45	.....	.....	.....	.....	5.40	11.45	9C00	.....	5.40
Bethlehem (C. R. R. of N. J.)... Arrive	.....	7.41	11.03	4.10	7.20	.....	.....	11.03	7.20	.....
Bethlehem (Reading Station).... "	1.33	.....	.....	.....	.....	7.33	1.33	.....	.....	7.33
Allentown..... "	1.48	7.51	11.14	4.20	7.30	7.47	1.48	11.14	7.30	7.47
Walnutport (Slatington)..... "	.....	9.10	.....	5.07	.....	.....	.....	11.59	.....	.....
Palmerton..... "	.....	9.19	.....	5.16	8.16	8.16	.....	12.07	8.16	8.16
Lehighton..... "	.....	9.36	.....	5.35	8.26	8.26	.....	12.19	8.26	8.26
Mauch Chunk..... "	2.40	9.43	.....	5.42	8.33	8.33	2.40	12.25	8.33	8.33
White Haven..... "	.....	.....	.....	.....	9.13	9.13	.....	.....	9.13	9.13
Ashley..... "	.....	.....	.....	.....	10.01	10.01	.....	.....	10.01	10.01
Wilkes-Barre..... "	4.24	.....	.....	.....	10.11	10.11	4.24	.....	10.11	10.11
Scranton..... Arrive	5.28	AM	AM	AM	PM	PM	5.28	AM	PM	PM

Courtesy Stephen Lofthouse.

Fig. 1: CNJ passenger train schedule, effective June 24, 1945, showing the Main Line schedule between the New York ferry terminal at Liberty St. and Scranton PA.

History of the Main Line

This article will concentrate on the postal history of what was called the CNJ Mail Line of the Central Division, the route from the Liberty St. ferry station in Manhattan out to Phillipsburg, NJ, and the line from Easton to Scranton PA, which was part of the Pennsylvania Division.

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The Main Line route, incorporated in 1831, was originally called the Elizabethtown and Somerville Railroad (**E&S**). It opened between Elizabethport and Elizabeth in 1836 with a horse drawn coach called the “Town Car.” Horses were replaced by steam in 1839, and the railroad extended west, reaching Plainfield in 1839 and Bound Brook a year later. Service reached Somerville on January 2, 1842, thus completing the objective indicated in the corporate title. The Somerville and Easton RR (**S&E**) was incorporated in 1847 and began building westward to Phillipsburg, which it reached in 1852. The S&E purchased the E&S on February 22, 1849. Since each of these railroads went far beyond their names, the S&E Board of Directors changed the name to the Central RR Co. of NJ in April 1849.²

CNJ’s lines in Pennsylvania were built by the Lehigh Coal and Navigation Company as the Lehigh & Susquehanna Railroad (**L&S**). The main line was completed between Phillipsburg, NJ and Wilkes-Barre in 1866. CNJ leased the L&S in 1871. The line was extended to Scranton in 1888 by a subsidiary of the L&S, the Wilkes-Barre & Scranton. Up to this point, the CNJ had made most of its money on anthracite coal. However, it relied 100% on other competing railroads to deliver these black diamonds. With its new trackage from Easton to the coal fields, the CNJ had eliminated this problem.

The eastern terminus of the CNJ in Elizabethport proved too distant from points in the New York Harbor area. Consequently, a waterfront location in Jersey City was chartered in 1860 and a terminal completed in 1864. Heavier transportation demands soon rendered the original terminal inadequate and in 1889 a new terminal was designed and built by Peabody and Stearns in the Richardson Romanesque style. The three-story head house joined twelve tracks with six platforms to the ferry slips at the water’s edge. During the early 1860’s the CNJ began construction of its first bridge across the Newark Bay, as well as a new rail line from Bayonne to Jersey City. It opened on August 1, 1864, completing the main line of the CNJ from Phillipsburg to Jersey City.³ The CNJ main line gradually acquired branches to Flemington, Newark, Perth Amboy, Chester and Wharton.



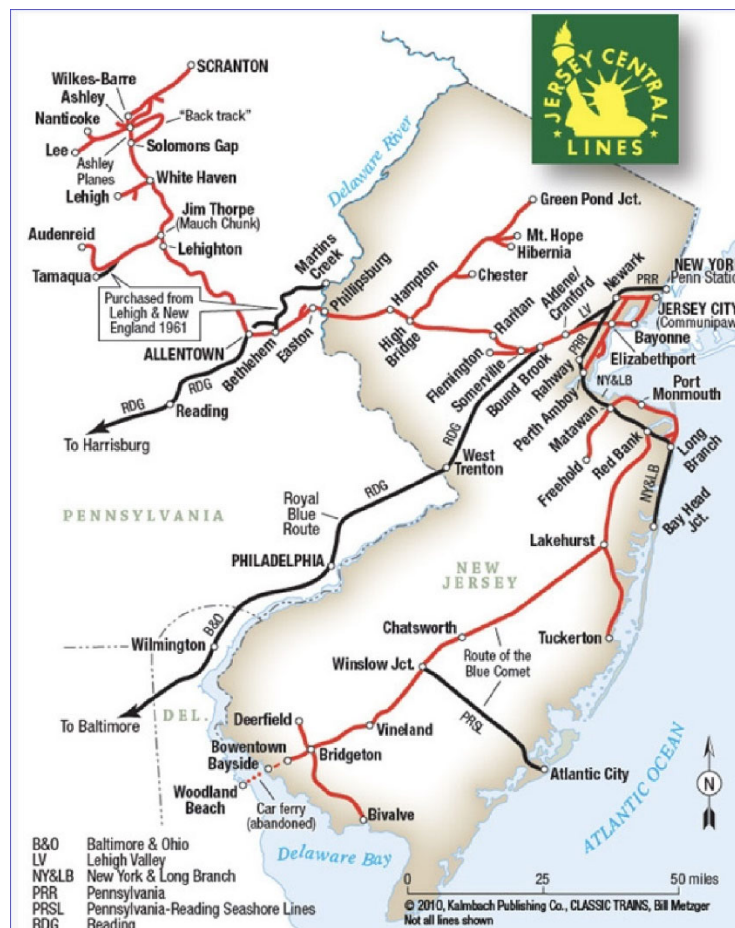
Photo by the author

Fig. 2: CNJ Railroad terminal, Liberty State Park, February 2020.

Expansion of the CNJ

From 1883 to 1887 the CNJ was leased to and operated by the Philadelphia & Reading Railroad (P&R), which formed a New York-Philadelphia route. In 1901, the RDG, successor to the P&R, acquired control of the CNJ and at about the same time the B&O railroad acquired control of the RDG, gaining access to New York over the RDG and CNJ rails. Over the next several years, the CNJ would add to its trackage primarily by buying smaller railroads:⁴

- Longwood Valley RR (Flanders-Mt.Hope)
- Highbridge RR (Highbridge -Flanders)
- Dover & Rockaway RR (Wharton-Rockaway)
- Lake Hopatcong RR (Lake Hopatcong-Hopatcong Jct.)
- South Branch RR (Flemington-Somerville)
- Ogden Mine RR (Ogden Mines-Lake Hopatcong)
- Hibernia Mine RR (Hibernia Mines-Lake Hopatcong)
- Newark & New York (Jersey City-Newark)
- Wharton & Northern
- Mt. Hope Mineral RR
- Wilkes Barre & Scranton (Wilkes Barre, PA - Scranton, PA)



Courtesy Kalmbach Publishing Co., CLASSIC TRAINS, Bill Metzger.⁵
 Fig. 3: Map of the Jersey Central Lines in New Jersey and Pennsylvania.

The CNJ Carries the Mail

The Post Office Department as early as 1832 recognized the value of rail to move mail. A railway post office (**RPO**), was a railroad car that was normally operated in passenger service as a means to sort mail en route, in order to speed delivery. The first RPO car was placed in operation when the Railway Mail Service (**RMS**) was established in 1869. As the post office standardized the handling of mail carried by train, postal markings indicating carriage by mail began appearing on letters. Train loving postal history collectors turn their attention to mail that shows evidence of having been carried by rail. Rail mail expanded rapidly after an act of July 7, 1838 designated all United States railroads as postal routes.⁶ By 1917 the Railway Mail Service handled 15 billion pieces of mail annually and encompassed 217,462 miles of railroad and more than 327 million miles of actual service.⁷



Fig. 4: First Day of issue of the Railroad mail Car 1920s; part of the 1988 Transportation Series.

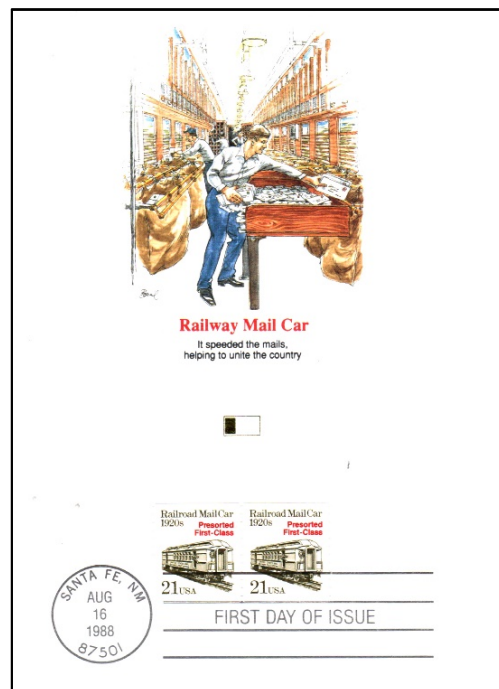


Fig. 5: Interior of a railway mail car. U.S.P.S. First day of issue Program, Santa Fe, New Mexico.

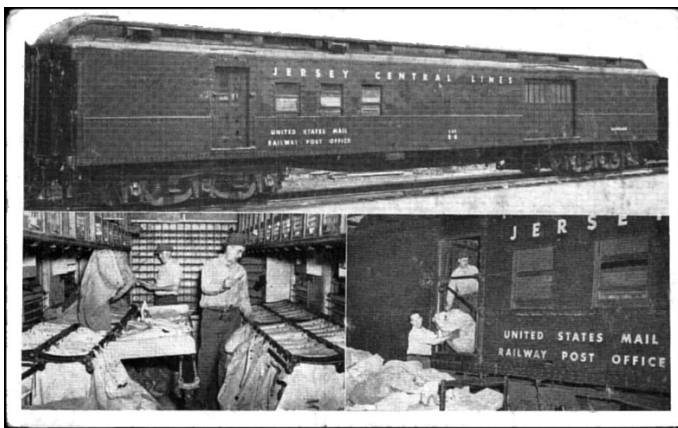


Fig. 6: Jersey Central Lines RPO - baggage car. Jersey Central Lines postcard, 1952.

Courtesy Frank Reilly
Fig. 7: CNJ registered mail stamp, 1910



*If no picture credit shown, the items are in the author's collection.



Courtesy Frank Reilly

Fig. 8: CNJ mail-baggage car, U.S. mail crew, Charlie Luffbery standing in door on left.

Route Records and Route Markings of the CNJ

Around 38 years ago, this Society published the study of long time Society member, the late Fred Mac Donald. His work, *Catalog of New Jersey Railway Postal Markings*⁸, detailed the New Jersey postal routes on which mail was carried, sorted, and postmarked with the RMS route, date and train number, in railroad cars specially equipped as railway post offices.

Route 254 - This route includes route markings from 1851 (Central R.R. NJ) to 1965 (NY & Allentown) with a total of eighteen different markings. It covers the Main Line from Jersey City to Easton and the High Bridge Branch.⁹

Route 255 - The route markings on this line, which ran from Bound Brook to Philadelphia are 255-A-1 to 255-D-1 and date from the 1890s to 1946.¹⁰ The Delaware and Bound Brook Railroad was chartered on May 11, 1874. In 1879, the railroad was leased to the Philadelphia and Reading Railroad, which, on August 1, 1883, transferred the lease to the CNJ.

For many years, all of the CNJ long-distance trains carried RPO cars or mail-baggage cars (called combines). During the period of the 1950s and 1960s, the following trains were major mail carriers:

- *Bullet*: Jersey City NJ - Wilkes Barre, PA via Allentown PA.
- *Harrisburger*: Harrisburg - Jersey City, trains 194 and 2194.
- *Interstate Express*: Philadelphia PA - Syracuse NY via Scranton PA (with DL&W and RDG), trains 301 and 306. By 1962 this had become mainly a mail train. When the US mail was discontinued on the RDG in July 1963, that freed up the CNJ RPOs on trains 301 and 306.

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- *New York Clocker*: Allentown - Jersey City, trains 104, 1104, 192, and 119. Harrisburg - Jersey City, trains 194 and 1194.
- *Raritan Clocker*: Allentown - Jersey City, trains 1107 and 107.
- *Queen of the Valley*: Jersey City - Harrisburg, PA (with RDG), trains 199, 1199 and 2199. Operating from 1911 to 1967, it was the longest continuing operating train of the CNJ, and its route was the longest in the system, 179.5 miles.
- *Williamsporter*: Jersey City - Williamsport, PA (with RDG). This train ran from 1930 to 1945.



Postcard by Bob Fremming, Dallas, Wisconsin

Fig. 9: Post card of the *Queen of the Valley* which operated between Jersey City and Harrisburg. The RPO car is the first car after the tender.

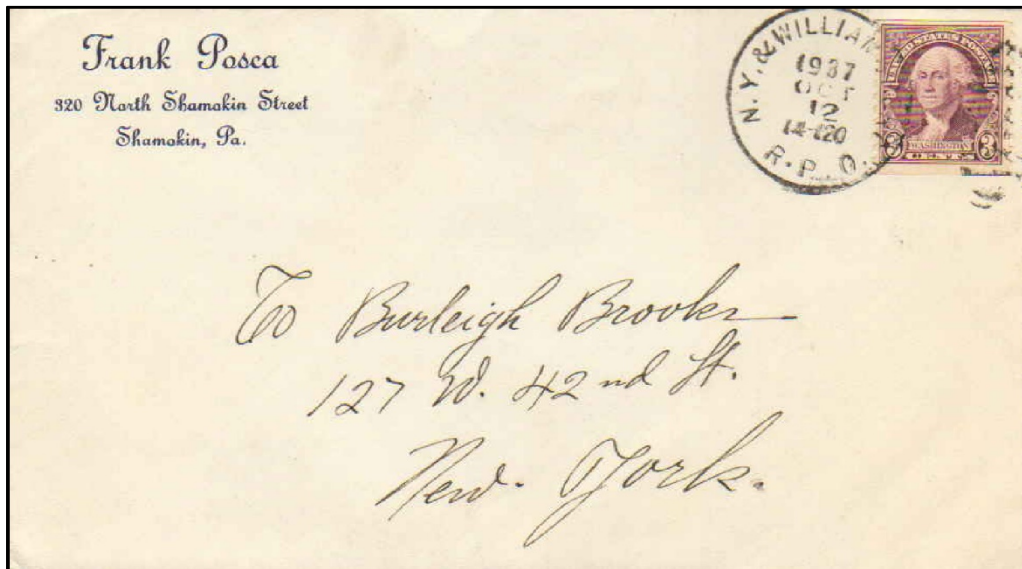


Fig. 10: Cover with the N.Y. & Williamsport R.P.O. dated October 12, 1937, Train 14-120. Route marking 254-M-1.

A Ride on the CNJ

Let us take a ride now on the former CNJ Main Line from the Jersey City Terminal to Scranton, and see some of the postal history, trains, and beautiful stations along this route.

Jersey City Terminal

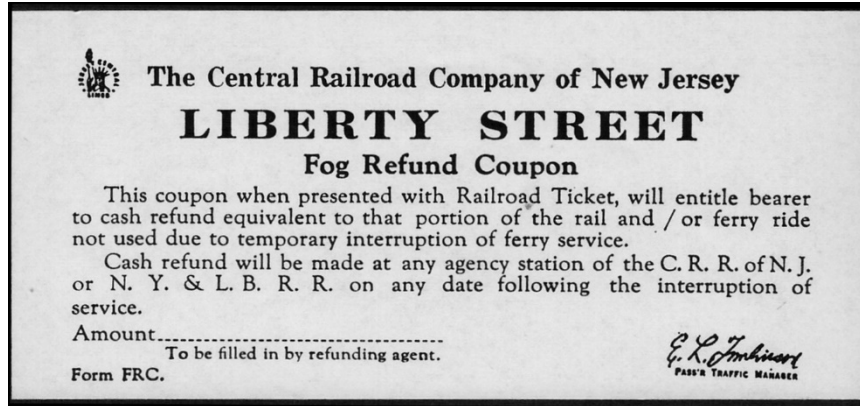
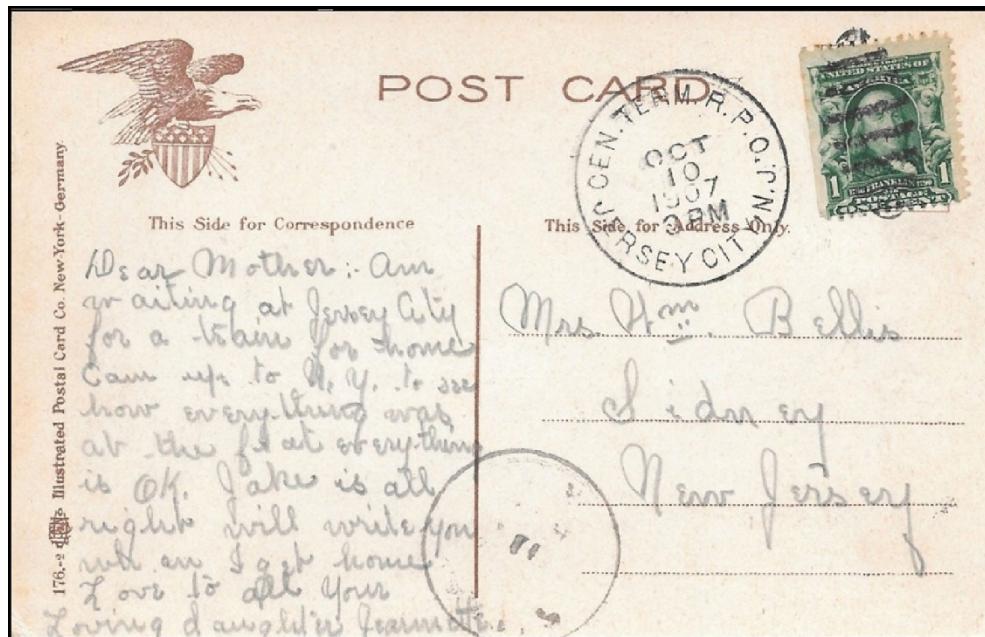


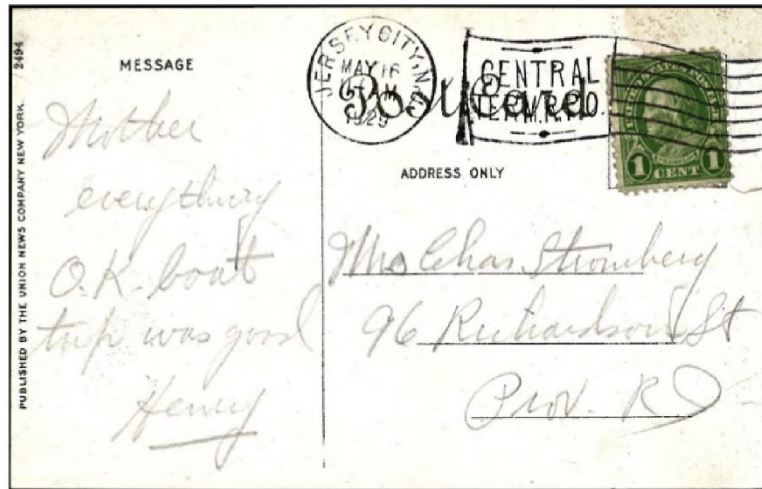
Fig. 11: A CNJ fog refund coupon.

As many as 50,000 people per day used ferries and trains served by the terminal. Shown below are two post cards postmarked at the CNJ Terminal. For most passengers, the trip began at the CNJ ferry terminal at Liberty St. in lower Manhattan. The trip could be annulled due to fog, and passengers had to find an alternate route to and from Jersey City.



Courtesy NJPHS Member John A. Trosky

Fig. 12: A 1907 post card with duplex Central Railroad of New Jersey RPO cancel, CEN. TERM. R.P.O.



Courtesy NJPHS Member John A. Trosky

Fig. 13: A 1929 machine flag cancel for the Jersey Central RR in Jersey City, with CENTRAL TERM. R.P.O. in flag.

West 8th St. Bayonne. This was the main station in Bayonne and is now the terminus of the New Jersey Transit's Hudson-Bergen Light Rail. From Bayonne, trains passed over the Newark Bay Draw Bridge. The bridge was opened on November 28, 1926, and replaced the original bridge built in 1864. At the time, it was the longest four track railroad bridge in the country. On September 15, 1958, one of the worst accidents in the history of the CNJ occurred on the Draw Bridge, when train #3314 went through the open draw bridge killing 42 passengers and 4 crewmen. The engineer apparently had a heart attack.

Elizabethport. Commonly known as "E'port," this station served the CNJ main line, Newark Branch and Perth Amboy Branch. Just north of the westbound station, the Elizabethport shops, built in 1901, made all types of repairs here and at one time even built steam locomotives for the CNJ.

Elizabeth (Broad Street). This magnificent station (see *Figure 14*), still standing, was built in 1893, was one of the most important stations on the CNJ. The station was a point of transfer between the CNJ and the Pennsylvania Railroad (**PRR**).

On October 11, 1975, the commemorative envelope shown in *Figure 15* was carried aboard a CNJ train as it made a special mail run through Union County. The covers were available through the Union County Cultural & Heritage Commission. The train shown in the cachet pulled the first train to Plainfield January 1, 1839.¹¹

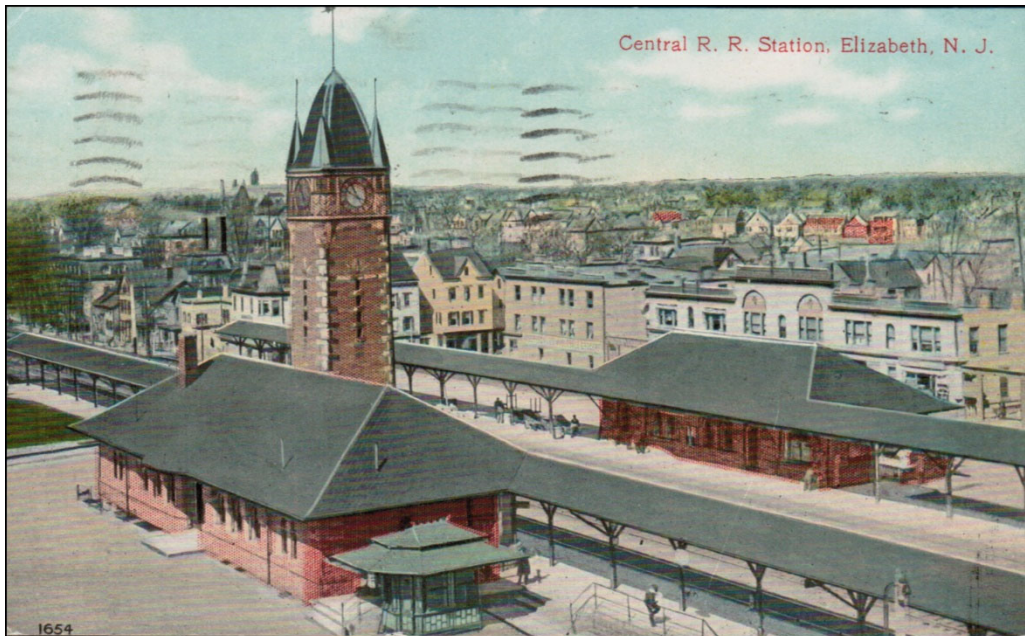


Fig. 14: Postcard dated Feb. 1, 1912 and postmarked Elizabeth N.J. showing the Central R.R. stations in Elizabeth NJ. The eastbound station in the foreground is still standing.



Fig. 15: Cover produced as part of Union County's Bicentennial Festival, dated October 11, 1975, and showing Jersey Central's first train, consisting of a locomotive, a wood car and one coach. The locomotive, named the Eagle, was built by Baldwin in 1838 for the CNJ.

Cranford. Cranford had the first high level platform built on the CNJ, eliminating street level grade crossings. Just east of the station, two different railroads connected with the CNJ – the Staten Island Railroad, owned by the Baltimore and Ohio RR, and the Rahway Valley RR, which connected with the Erie Lackawanna RR at Summit, NJ.

Westfield. Here there are two attractive stations as well as a kiosk (for newspapers and morning coffee), dating to the 19th century, which was recently nominated for historical designation. At one time the Main Line was six tracks wide here; today there are only two.



Fig. 16: Former CNJ station (now NJT), eastbound platform, and historic news kiosk. The station was built in 1912 and the photo was taken in 1997.

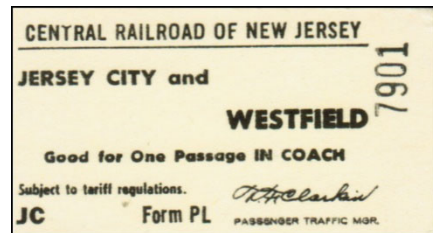


Fig. 17: Passenger rail ticket between Westfield and Jersey City, circa 1960s.

Fanwood. The old wooden station here has been restored by a local group and is now the home of the Fanwood Historical Society, which maintains a small museum at the station.

Bound Brook Junction. It was here that the RDG line diverted from the CNJ to Reading Terminal in Philadelphia. This railroad was opened on May 1, 1876 in conjunction with the Centennial International Exposition which celebrated the 100th birthday of the signing of the

Declaration of Independence in Philadelphia. The RDG controlled the stock of the Philadelphia and Reading Railroad and on August 1, 1883 transferred the lease agreement to the CNJ.

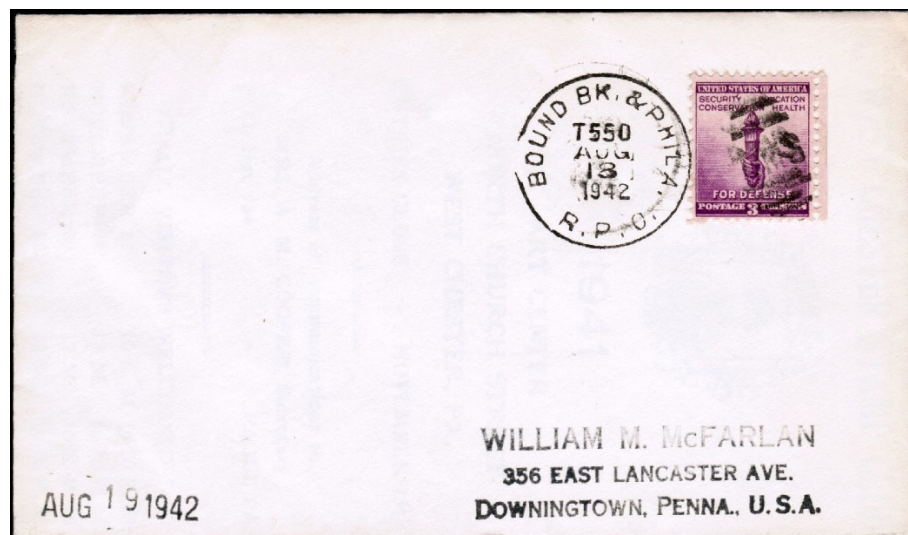


Fig. 18: Cover dated August 13, 1942, with a Bound Bk & Philadelphia R.P.O., train 550, route marking 255-A-2. This line ran from 1884 to 1950.

It was via this line that through B&O and RDG trains operated to Jersey City. The Reading began *Crusader* service from Philadelphia via Bound Brook and the CNJ-Reading *Wall Street* began in 1948. The one-story brick and limestone detailed building at Bound Brook was constructed in 1913 in a Classical Revival style, designed by William I. Houghton (Phil and Rdg RR) and Joseph Osgood (CNJ).¹²

Raritan. This beautiful old stone station still serves hundreds of passengers a day on the NJT's Raritan Line. It was from here heading west that the CNJ went from a four-track railroad to a two-track line.

High Bridge. The High Bridge & Longwood Valley opened between High Bridge and Rockaway in 1876, and within two years it became the High Bridge Branch of the CNJ. The CNJ leased the Hibernia Mine railroad in 1890, which ran from Port Oram (called Wharton in 1902) to Hibernia. It had a mail contract starting April 10, 1877, and by 1883, it was carrying 250 pounds of mail per day on the branch. It also absorbed several small iron-ore roads in northern NJ to feed regional steel mills, including the Dover & Rockaway and the Ogden Mine. In 1930, CNJ acquired the Wharton & Northern and the Mount Hope Mineral railroads and they stayed in operation until they were abandoned in 1971.¹³ April 10, 1877 CNJ mail contracts on the Branch line began April 10, 1877 between High Bridge and Port Oram. Shown here is a cover from The Taylor Iron Works in High Bridge, one of the first iron works in the U.S. dating to the 1740s (then called United Iron Works). It was known for the manufacture of cannon balls for the revolutionary and civil wars.¹⁴

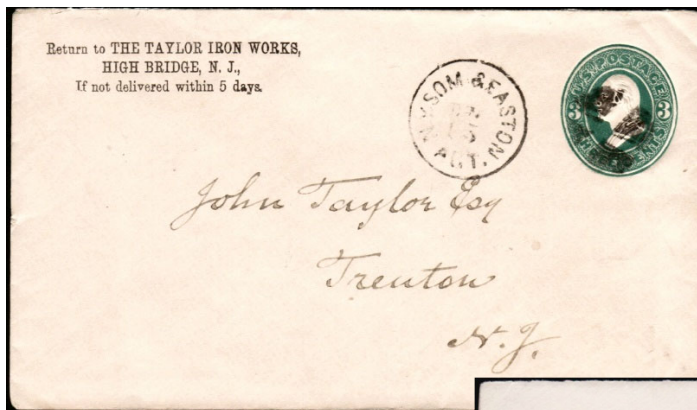


Fig. 19: Som & Easton Agent RPO from the 1800s. The cover was mailed from the Taylor iron Works in High Bridge, NJ. The embossed envelope is Scott U159, which was in use from 1875 to 1881. Route marking 254-D-1.

Courtesy Jean Walton

Fig. 20: A cover showing one of the smaller railroads that was absorbed into the CNJ system (Rockaway and High Bridge RPO, from February 1887, sent to Naughtright in Morris County. Route 254-P-1. Shown are two Scott 212 stamps.

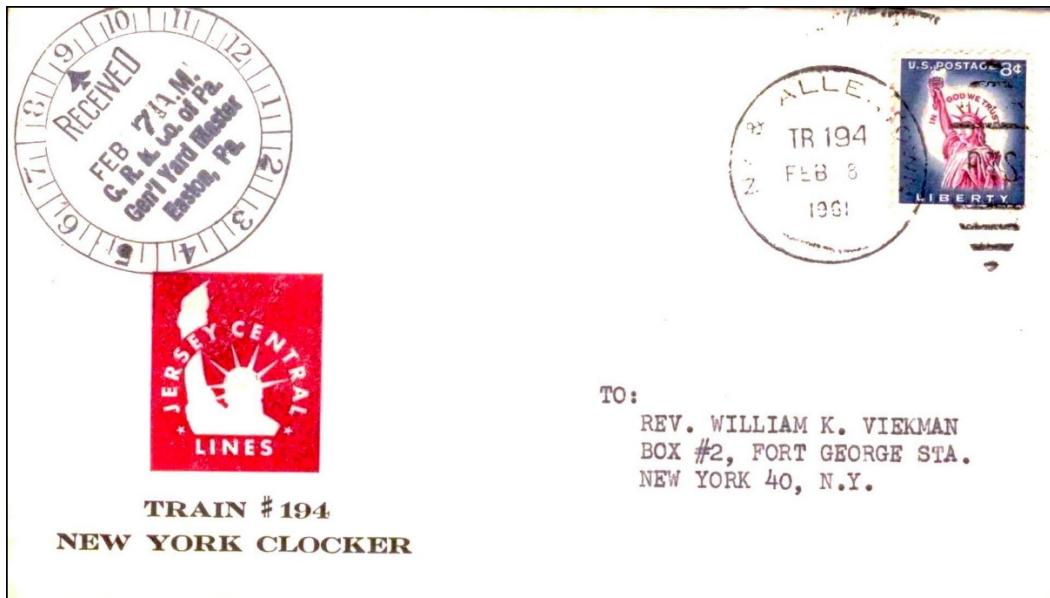


Phillipsburg. This was the western terminus of passenger service on the Raritan Valley Line. The station, which is being restored by a local railroad preservation Society, *Friends of the New Jersey Transportation Heritage Center*, was a joint CNJ/Delaware Lackawanna & Western facility (DL&W).

Easton, Pennsylvania. The CNJ first crossed the Delaware River into Easton, PA in 1868, and this marks the former Division Point between the Central Division and the Pennsylvania Division. It constructed a sturdy steel double track span over the river in the mid-1920s to accommodate the constantly increasing size of its locomotives and the tonnage they hauled. Manufacturing and cement were the city's principal activities, offering substantial traffic to the railroads serving it, including the CNJ. The beautiful Victorian station at Easton built in 1887, was razed in the late 1970s after being a victim of arson.

Bethlehem, 11.5 miles west of Easton stood the sprawling industrial complex of the Bethlehem Steel Company, whose origins trace to 1857. There were two stations here, one used jointly by the Lehigh Valley and the Reading, built in 1924, and is now a hospital facility. The Reading's North Penn Branch from Philadelphia used this station. Across the Lehigh River ran the CNJ line and the beautiful old station, now a restaurant, and freight house (1910) still stand. It was built in 1873 and passenger service discontinued on April 30, 1967.

Allentown. Allentown, 16.5 miles west Easton, is the Lehigh County seat and located at the confluence of the Lehigh, Little Lehigh and Jordan Rivers. It was a major commercial and industrial city in the Lehigh River Valley, with cement and truck and bus manufacturing as the principal activities. The RDG/CNJ station was opened on March 17, 1890. The last Reading train to Harrisburg, PA operated in 1963. The CNJ continued to serve the depot until 1967.



Courtesy Frank Reilly

Fig. 21: Cover for train #194, the New York Clocker, Feb. 8, 1961, postmarked NY & Allentown (Harrisburg and Jersey City). Route 254-K-1.

Jim Thorpe. The name Jim Thorpe was adopted by the community of Mauch Chunk on June 16, 1954. After service was cut back from Scranton, until September 1952 this was the western extremity of CNJ passenger service. This was later cut back to Allentown. A branch line once served the coal mines and brought abundant traffic out to the mainline. The passenger depot at Jim Thorpe, built by the CNJ in 1888 and designed by Wilson Brothers and Co. of Philadelphia in the Queen Anne style, still stands and is home to the Lehigh Gorge Scenic Railroad and the Carbon County Visitor's Center. The last CNJ passenger train that used the depot was on September 28, 1952.

Wilkes-Barre. Passenger service to the CNJ station (1868) in Wilkes-Barre ended non 1963; by the mid-Seventies, the derelict building was condemned, but survives too this day. Initially built for the Lehigh and Susquehanna Railroad, the station came under CNJ control when that line leased the L&S in 1871. The station served passengers until 1963, and finally closed in 1972, after which the tracks were removed. It was added to the National Register of Historic Places in 1975.¹⁵

Scranton, the seat of Lackawanna County, PA and the western extremity of the CNJ, is 191.8 miles from the Jersey City terminal. It was once the *Anthracite Capital of the World* and the region's abundant coal traffic enriched many railroads, including the CNJ. The *Interstate Express*, a Philadelphia to Syracuse, N Y was a train that used the rails of the Reading, Jersey Central and Lackawanna railroads. By the early 1960s, the train was exclusively mail and express and not advertised in public timetables.¹⁶



Courtesy Frank Reilly

Fig. 22: Last day of service on the Interstate Express, June 30, 1963. Binghamton & Philadelphia RPO, train 1306.

The End of Railway Mail Service

As airplanes and highways expanded and improved, the need for railway mail began to decline. Following passage of the Transportation Act of 1958, which allowed the discontinuance of money-losing passenger trains, mail-carrying passenger trains began to decline rapidly. By 1967, only 876 passenger trains carried mail and by 1970, the railroads carried virtually no First-Class Mail.¹⁷

The year 1965 saw the end of U.S. Post office mail service on the CNJ. In September 1967 the POD cancelled all “mail by rail” contracts, electing to move all First Class mail via air and truck transport. After 113 years of railway post office operation, the last surviving railway post office running on rails between New York and Washington, D.C. was discontinued on June 30, 1977. The cover shows the last run of the RMS/RPO, train 4 on its run from Washington to NY. The last route with a railway post office title was actually a boat run that lasted a year longer. This Boat Railway Post Office was the Lake Winnepesaukee RPO operating between The Weirs, New Hampshire, and Bear Island on Lake Winnepesaukee. The final date it operated with a postmark was September 30, 1978.

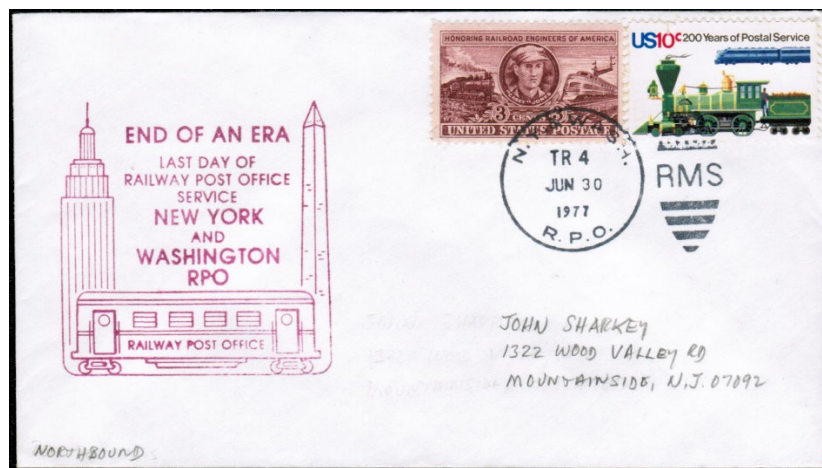


Fig. 23: End of an Era, RPO last day of service, New York and Washington RPO. NY & Wash Train 4, June 30, 1977.

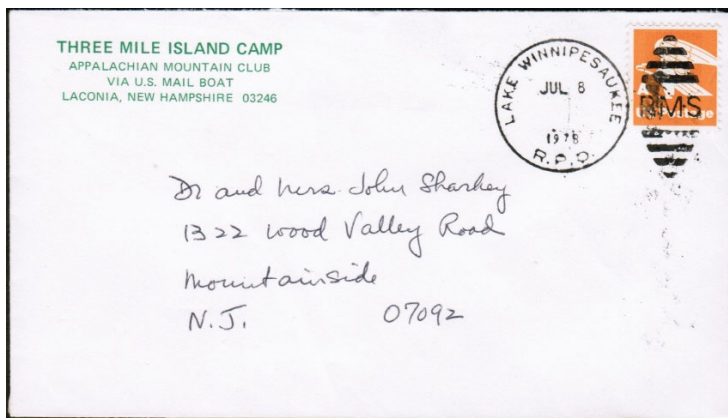


Fig. 24: Cover shows a duplex cancel, RMS and an RPO postmark, Lake Winnepesaukee, July 8, 1978, shortly before the end of Railway Mail Service in the U.S. It was carried on the mailboat MV “Sophie C.”

Decline of the Central Railroad of New Jersey

Cancellation of mail contracts in 1965 brought discontinuance of 18 CNJ passenger trains systemwide. In 1967, CNJ dropped its last non-commuter passenger train, between Jersey City and Allentown. On April 30, 1967 the “Aldene Plan” was implemented, and CNJ filed for bankruptcy and the Jersey City terminal closed its doors the same year^{17, 18}. Under this plan a new track connection was built east of Cranford to connect with the Lehigh Valley R.R. and all Main Line trains were routed to Penn Station, Newark. The route from Cranford to Bayonne was downgraded to “shuttle” service and CNJ’s large terminal in Jersey City was abandoned. The last passenger train crossed the bridge on August 6, 1978 and the bridge was dismantled in the 1980s.

On April 1, 1976, the Consolidated Rail Corporation (Conrail) was created to run the trains of six bankrupt railroads, including the CNJ and the RDG. It also assumed operation of all their commuter lines and that remained so until January 1, 1983, when New Jersey Transit (NJT) took over passenger train operations.

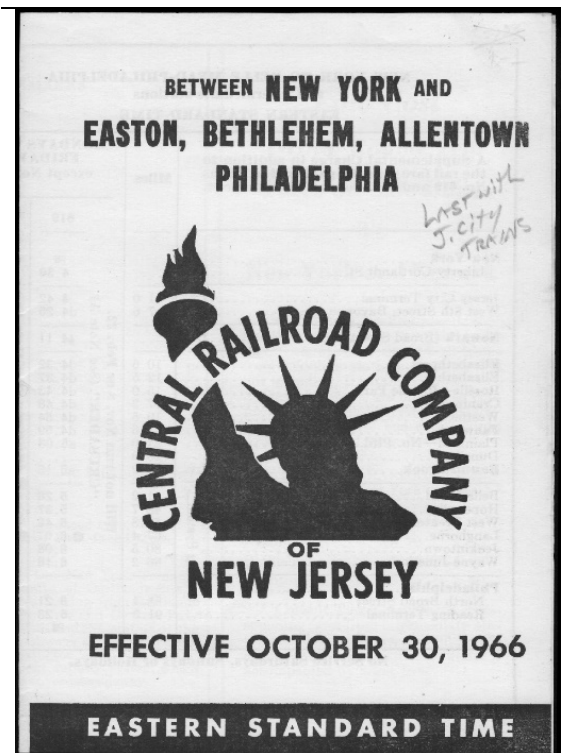


Fig. 25: The last CNJ Timetable to show service to the Jersey City Terminal, dated October 30, 1966



Fig. 26: New Jersey Transit weekly ticket between Westfield and Newark on first day of commuter operations in New Jersey, Jan. 7, 1983.

What is left of the Main Line (Aldene to High Bride) is now the NJT Raritan Valley Line. And in 1985, as a tribute to the *Big Little Railroad*, the CNJ Main Line was placed on State and National Historic Register of Historic Places. The author commuted for thirty years from Westfield to Newark and then the PATH downtown NYC where he taught at Pace University. Shown above is one of the author’s weekly tickets.

Although the terminal closed in 1967, it was added to State and National Registers of Historic Places in 1975. Restoration of the terminal began and Liberty State Park opened in 1976. The Centennial of the terminal was celebrated on September 30, 1989, as is shown on the program in *Figure 27*. The Christie administration celebrated the official reopening of the iconic terminal building at Liberty State Park in 2016.



Fig. 27: Program signed by Governor Thomas H. Kean for the CRRNJ Terminal Centennial Celebration on September 30, 1989.

Remnants of the branch lines of the Mail Line still exist. The High Bridge station, constructed in 1856, is the western terminus of NJT’s Raritan Valley Line. The Columbia Trail in rural northwestern New Jersey was created from portions of the former Central Railroad of New Jersey High Bridge Branch. The trail runs 16.2 miles (26.1 km). from High Bridge, in Hunterdon County, to Flanders, in Morris County. Where it passes through Califon, there is a small section of preserved track and the historic train station in the town center.



Photo courtesy of Charlotte Zanidakis

Fig. 28: Preserved CNJ train station, now a museum, in Califon, NJ. It is the only stone station on the High Bridge branch.

ADDENDA

Further information may be found throughout the following organizations:

CRR of NJ Historical Society, Inc., 460 Elm St., Stirling NJ 07980-1126.

Fanwood Museum, located in historic Fanwood train station, Martine Ave. (contains a postcard collection of all CNJ stations on the Main Line)

Liberty Historic Railway of NJ, <https://www.lhry.org> (see especially CNJ Main Line Chronology).

National Railroad Historical Society, Jersey Central Chapter, www.jcrhs.org

Railroad Station Historical Society, www.rsrhs.org.

ENDNOTES:

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- ¹ Brennan, William J., *Jersey Central Lines in Color*, Morning Sun Books Inc., 1991, pp. 3-4.
 - ² NJRails.Tripod.com. See The Central Railroad of NJ https://njrails.tripod.com/20th_Century/CNJ/CNJ.htm.
 - ³ The Tri-State Railway Historical Society, Inc., *Farewell Salute to the Bayonne Scoot and Elizabethtown Shops Tour, March 28, 1976*. These are background notes on the CNJ from the itinerary of a rail tour taken by the author from Cranford to Bayonne.
 - ⁴ NJRails.Tripod.com, *op cit*.
 - ⁵ "Fallen Flags Remembered, Jersey Central" in *Classic Trains Magazine*, 2012 (www.ClassictrainsMag.com) at <https://paperzz.com/doc/9020188/jersey-central---classic-trains-magazine>
 - ⁶ *The United States Postal Service, An American History 1775-2002, Government Relations*, The United States Postal Service, 2002, p. 15. [https://www.immagic.com/eLibrary/ARCHIVES/GENERAL/US_USPS/P070711U.pdf]
 - ⁷ Lamar, Tom, "Hear That Train a Comin'", *Stamps*, 1987, p. 13.
 - ⁸ Mac Donald, Frederick D., *Catalog of New Jersey Railway Postal Markings*, New Jersey Postal History Society, Holmdel, N.J., 1984.
 - ⁹ *Ibid*, pp. 100-103.
 - ¹⁰ *Ibid*, pp. 104-105.
 - ¹¹ Cunningham, John T., *Railroading in New Jersey*, Associated Railroads of NJ, 1951.
 - ¹² Bound Brook Station @ en.wikipedia.org. Retrieved March 13, 2022.
 - ¹³ Brill, Peter, Central Railroad of New Jersey: A History, *Classic Trains*, May 28, 2021 (online access).
 - ¹⁴ Revolutionary War New Jersey, Hunterdon County, High Bridge, <https://revolutionarywarnewjersey.com/>.
 - ¹⁵ Potter Greenstein, Janet, *Great American Railroad Stations*, John Wiley & Sons, Inc., 1996, p. 213.
 - ¹⁶ Brennan, *op cit.*, p. 102 (Endnote 1).
 - ¹⁷ Lamar, *op cit.*, p. 13 (Endnote 6).
 - ¹⁸ Brill, *op cit.*, (Endnote 12).