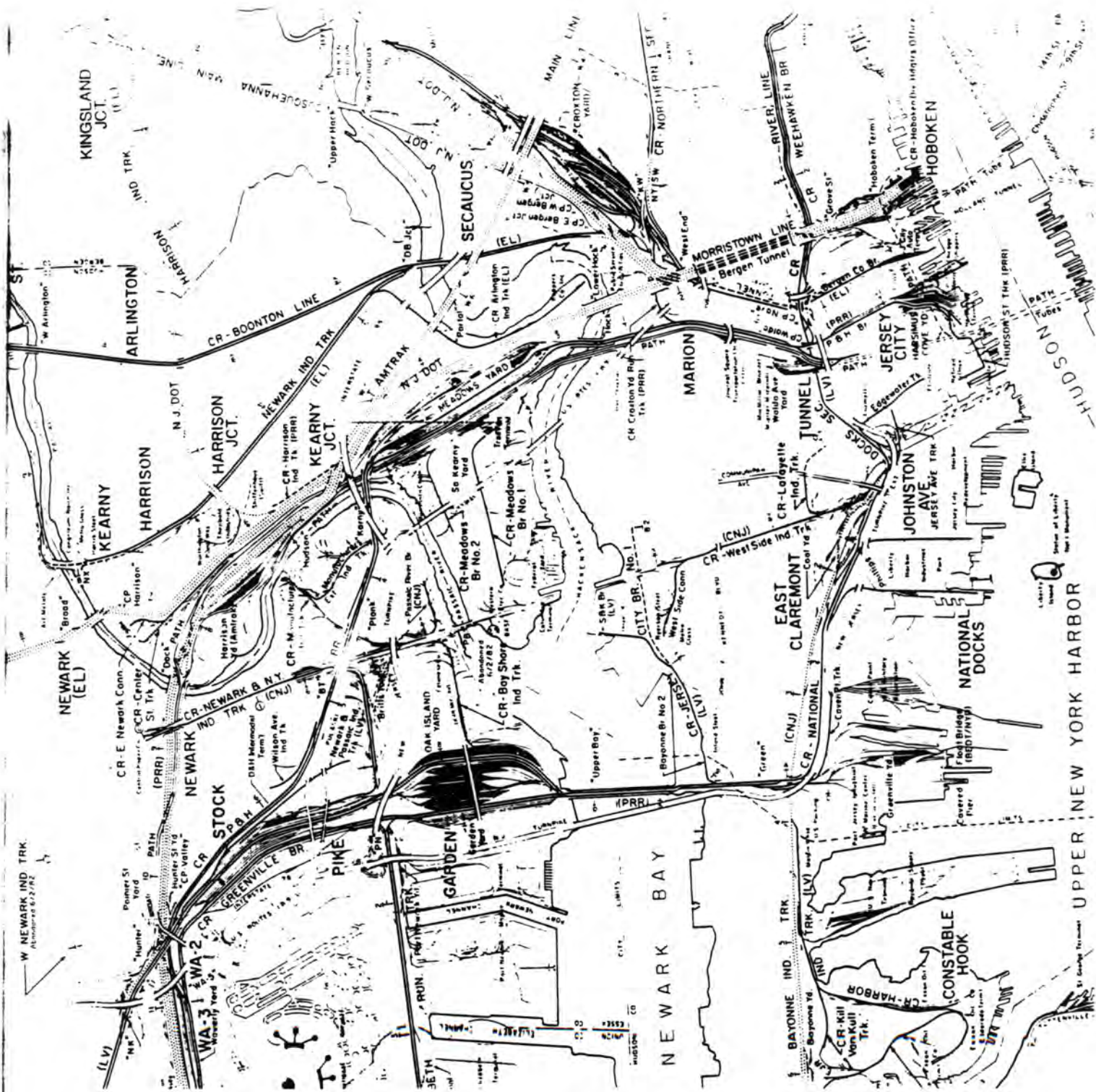
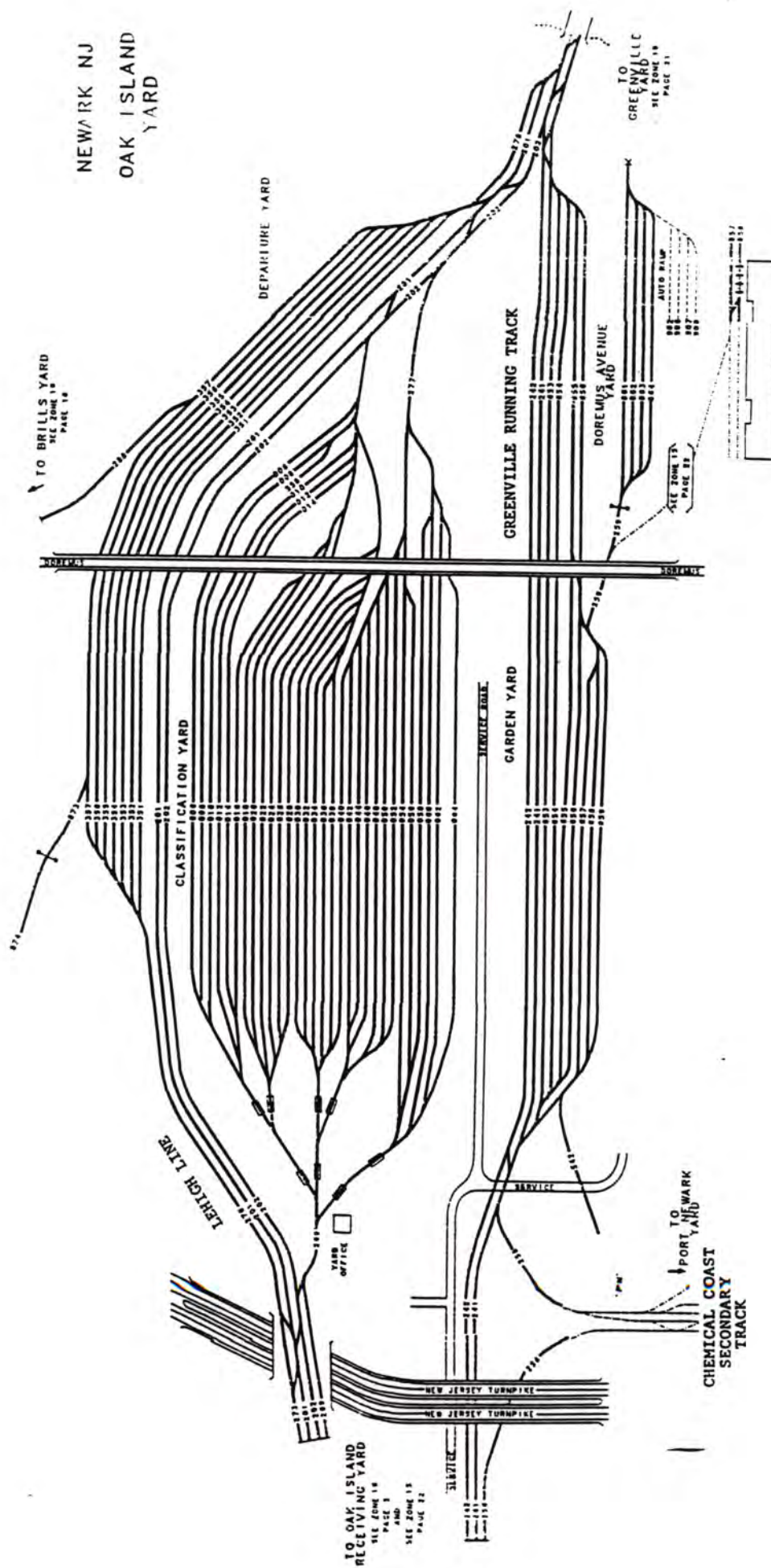




RAILROADS IN NORTH JERSEY TERMINAL AREA

(From Conrail ZTS Map Book)



former Jersey Central Chemical Coast Secondary Track. That branch serves the procession of petrochemical plants and refineries which line the Arthur Kill for ten miles between Elizabeth and Perth Amboy.

9.0 OAK ISLAND YARD. Before we run beneath the U.S. 1-9 bridges, a connection to the P&H Line may be seen (north side) as well as Delaware & Hudson's former LV intermodal terminal and the Conrail locomotive terminal. To the north is the lead to Jersey Central's old Brills Yard. Passing under the New Jersey Turnpike (I-95) we note the Oak Island hump (south side) and the departure yard (north side). Beyond it the Bay Shore Industrial Track also reaches Brills Yard. At the approach to Upper Bay bridge across Newark Bay, Conrail's Doremus Avenue automobile terminal lies to the southwest, served from Garden Yard on the Greenville Running Track. Doremus Avenue is a major rail unloading and distribution center for Ford, Chrysler, Honda and Toyota vehicles in the Greater New York area, and handles the loading of imported vehicles into enclosed multi-level cars. The 56-acre terminal has six working tracks and further expansion is planned. More than 350,000 vehicles are handled here each year.

(7.0 "UPPER BAY." We cross Newark Bay on a double track,
(5.5* 4,025-foot-long steel bridge, its lift span controlled by the operator at "Upper Bay" block station located atop the structure. Opened for traffic on January 23, 1930, the bridge was jointly constructed and operated by the Lehigh Valley and Pennsylvania. (The tracks were formerly electrified.) The New Jersey Turnpike Extension crosses the bay on a high bridge to the south, beyond which part of the massive Port Newark/Port Elizabeth Marine Terminal may be seen. Conrail's Portside intermodal facility is adjacent to this terminal.

4.1 JERSEY CITY - "GREEN" BLOCK LIMIT STATION. At this point, known as Constable Junction on the Lehigh Valley, we turn north on the National Docks Secondary Track. Built as a connection between the LV, PRR and Jersey Central to the south and the New York Central to the north, the branch fell into disuse after World War II but has been reconstructed by Conrail as a principal link between Selkirk Yard, near Albany, NY, and points south. It is now used daily by at least four trains in each direction, as well as double stack container trains operating into "K" Line's new E-Rail terminal at Elizabeth (served from the Chemical Coast Secondary Track).

At "Green," the former PRR Greenville Branch continues eastward into Greenville Yard (east side), where until 1969 trainloads of traffic were transferred to and from carfloats for towing across New York Harbor. At Bay Ridge Yard in Brooklyn the New Haven Railroad again transferred the cars for movement beyond. This was the principal junction for New England traffic interchanged

*Distance from Nave

between the PRR and NH, but the coming of Penn Central ended the operation as the business was then routed all-rail via Selkirk. Today, Conrail interchanges carload freight at Greenville with the New York Cross Harbor Railroad, which operates two carfloats to and from its terminals in Brooklyn. A portion of the business is jointly handled with the Long Island Rail Road through a newly established connection at Bay Ridge. NYCH now operates the float bridges at Greenville and bases a switching locomotive there. Conrail also interchanges with the Port Jersey Railroad at Greenville. This switching road serves the Port Jersey Industrial Center and Global Marine Terminal.

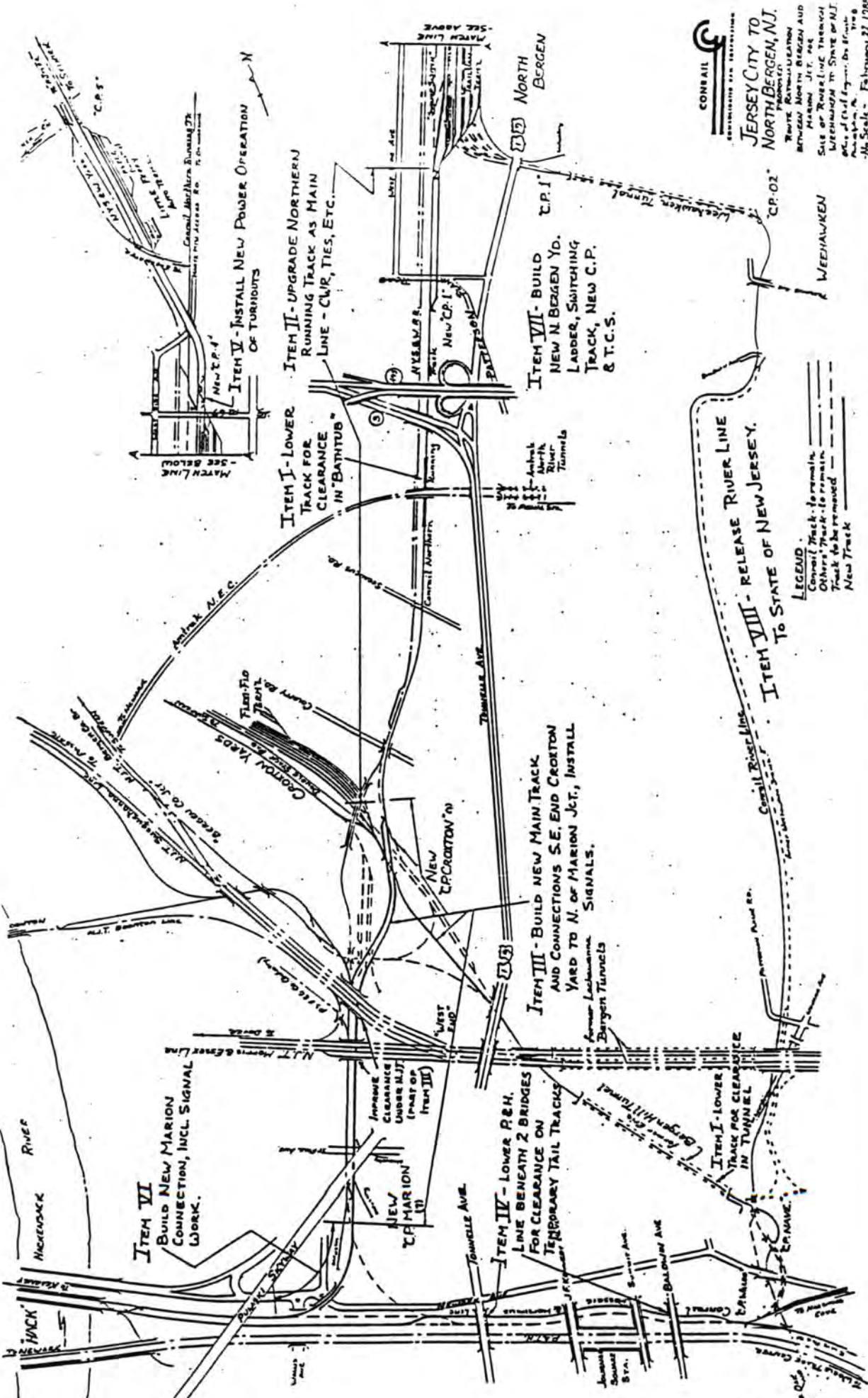
- 2.8 EAST CLAREMONT. The elevated Jersey Turnpike Extension closely parallels as we pass through a largely vacant strip once teeming with industrial activity and freight moving to and from the many marine facilities which lined the Hudson River. Ironically, the entire waterfront extending from Jersey City north to Weehawken is now the subject of plans for residential and commercial development in this rediscovered area within the shadow of the Manhattan skyline. Among the abandoned facilities are LV's Claremont terminal, the National Docks complex and a large Jersey Central coal pier, all east of the highway. To the west is the Bayonne Industrial Track, a remnant of the Jersey Central's four-track mainline to its passenger terminal on the Hudson River.

- 2.3 "PHILLIPS STREET" BLOCK LIMIT STATION. An old CNJ coal yard lies to the west.

- 1.3 JOHNSTON AVENUE. The twin towers of the World Trade Center loom to the east. The former Jersey Central passenger station may be glimpsed through a Turnpike overpass. Now a part of Liberty State Park, the imposing terminal will be 100 years old this year. Until its closure in 1967, this station handled scores of CNJ commuter trains each day, as well as Reading trains from Philadelphia and earlier the B&O's "Royal Blue" service.

The rebuilt Statue of Liberty, erected in 1886, and Ellis Island are just offshore to the south. The CNJ's Communipaw engine terminal, on the east side of the turnpike, once serviced legions of smoky steam engines between runs but has vanished without a trace. Just to the north is the Morris Canal Basin, terminus of the 19th Century waterway which extended from the Delaware River at Phillipsburg, NJ.

- 0.4 TUNNEL. We move over an elevated structure and descend into a tunnel beneath Waldo Avenue Yard and the Port Authority Trans-Hudson (PATH) transit line running between Newark and the World Trade Center in Lower Manhattan. A recent project to improve overhead clearances to 19'4" for double stack and multi-level cars resulted in the somewhat curvy alignment here.



CONRAIL
 SUBMITTING FOR REVIEW
 JERSEY CITY TO
 NORTH BERGEN, N.J.
 ROUTE RECONSTRUCTION
 BETWEEN NORTH BERGEN AND
 MARION JCT. SEE
 SALE OF RIVER LINE THROUGH
 WEEHAWKEN TO STATE OF N.J.
 DATE OF SALE: February 27, 1988
 No Scale - February 27, 1988

LEGEND
 Conrail Track - to remain
 Others' Track - to remain
 Track to be removed
 New Track

PROPOSED TRACK LAYOUT IN CROXTON AREA FOLLOWING SALE OF RIVER LINE SEGMENT TO STATE OF NEW JERSEY

JERSEY CITY - "CP-NAVE." In 1978 Conrail built a connection which diverges sharply to the east beneath the Turnpike, then bends west to enter the 4,161-foot-long Bergen tunnel penetrating the lofty ridge known as the Palisades. Blasted through solid rock, the tunnel was opened by the Erie Railroad in 1861 to reach its main passenger and freight terminals on the waterfront. Those facilities have been completely removed and the property today is the scene of a major redevelopment project. Bergen tunnel, through which we will pass on the Nave-Croxtan Running Track, is the clearance route for traffic moving to and from Selkirk.

"Nave," named for nearby Newark Avenue, was once known as National Junction. If we were to proceed northward on the River Line, we would pass through Hoboken, Weehawken and the Weehawken tunnel. About 5.5 miles of this route will be sold to NJ Transit for construction of a transit line under terms of an agreement signed by Conrail in June 1989. (After the state completes construction of a \$41-million freight connection within the next four years, all freight traffic now moving over the River Line through Weehawken will be diverted to another route west of the Palisades, freeing space for a transit corridor along the burgeoning riverfront.)

Built as the New Jersey Junction Railroad, this segment of the River Line served as an extension of the West Shore Railroad, which in 1884 had completed its route from Weehawken to Buffalo, providing direct competition with the dominant New York Central & Hudson River. A year later, however, Financier J. P. Morgan arranged a deal which brought the West Shore under NYC & HR control and effectively ended the competition. West Shore became NYC's River Division as this 140-mile railroad along the west bank of the Hudson developed into a key freight link to New England and the West. Today the River Line continues to serve a vital role for Conrail, and is controlled by the dispatching office at Elizabethport.

At "Nave" we run beneath a curving steel viaduct built by Penn Central in 1969 to connect its former NYC and PRR lines at "CP-Waldo," providing a through north-south route. With the advent of Conrail in 1976 and reopening of the National Docks route to Oak Island, the Waldo connection became less important and will be eliminated entirely with the NJ Transit purchase. Also passing overhead at "Nave" is the former PRR Passaic & Harsimus Line leading to the once-busy Harsimus Cove Yard on the Hudson waterfront.

JERSEY CITY - "KW." After reaching the west portal of the Bergen tunnel, we pass beneath NJ Transit's Morris & Essex electrified mainline (originally Lackawanna) and Tonnelles Avenue (Route 1-9). The former site of the main office for Croxtan Yard, "KW" is at the yard's eastern extremity, and the junction with the Northern-Running Track from North Bergen. Just to the south of and parallel

with the tunnel are the so-called Bergen Archways, a passage through the Palisades opened by the Erie in 1910 as a means of segregating its passenger trains from freight traffic. Now unused, the Archways are being examined by the state as a possible access route to the waterfront for automobile and bus traffic. The Northern Running Track (north side), once operated by Erie-subsiidiary Northern Railroad of New Jersey, is now a segment in Conrail's through route northward and in the diversion route which will replace the River Line through Weehawken.

- 2.5 CROXTON YARD. Once known as Bergen Yard, Croxton served as the Erie's (and Erie Lackawanna's) principal freight yard in New Jersey, but was largely deactivated as a car-handling facility after the formation of Conrail. Still, Croxton is in a key location at the eastern end of the Southern Tier Line, a major high-clearance route for double stack container trains from the West. Although the conventional piggyback terminal here was closed in 1979, Conrail in 1984 constructed a new container terminal on the same site which has since become one of four major double stack facilities in North Jersey--the others being Kearny and E-Rail on Conrail and Little Ferry on the New York, Susquehanna & Western. Dedicated double stack trains in the TV-200/201/203 series provide direct Conrail service from and to Chicago via the Southern Tier route.

We pull west on the relocated Nave-Croxton Running Track, through the center of the former yard where all tracks have been removed. To the north is the fenced-in terminal with its three "pad" tracks (capacity 47 five-unit double stack cars) and parking area for 1,300 containers. Additional construction is underway in the gate area. Also on the site is a Flexi-Flo terminal which handles the transfer of dry and liquid bulk commodities between railcars and trucks. Conrail employees operate both the container and Flexi-Flo terminals.

- 1.0* "KW." It is necessary to reverse the train from Croxton to "KW", thence via the Marion Running Track to Marion, a former interchange between the Erie and PRR as well as between the NYS&W and PRR. We are following the route of the stack trains to Kearny as we again pass beneath the abandoned NYS&W overpass at "KW."
- (0.0 MARION. Backing from "KW", we cross over Conrail's Loop
(0.8** Running Track, under NJT's Bergen County and Morris & Essex Lines, and finally under the east end of the Pulaski Skyway. At Marion we join the ex-PRR Passaic & Harsimus Line which extends as far east as Harsimus Cove Yard and formerly served the Exchange Place passenger

*Distance from Marion
**Distance from Waldo

station on the Jersey City waterfront. (Prior to the opening of New York's Penn Station in 1910, the PRR deposited its passengers at Exchange Place for a ferry ride to Manhattan.) Marion connects in the wrong direction for Conrail's double stack trains which now must reverse direction into and out of Kearny terminal. As part of its plan to relocate Conrail traffic away from the Weehawken corridor, the State has agreed to build a new wye connection just west of the Topps Chewing Gum property, permitting the direct operation of these and other trains into Kearny.

The P&H Line was opened in 1884 and electrified in 1935. The overhead wires were removed after Conrail discontinued electrified freight service effective March 31, 1981. Paralleling to the left is PATH's high-speed, third-rail electric transit line to Newark (Journal Square station in downtown Jersey City is just behind our train.) PATH was originally the Hudson & Manhattan Railroad, opened in 1909 and acquired by the Port Authority in 1962. The rebuilt system now handles more than 200,000 passengers through its Hudson River tunnels each weekday.

- 1.6 "HACK." Proceeding forward again, we move across the massive steel lift bridge which carries the railroad and Newark Turnpike over the Hackensack River. The operator at "Hack" block station, who controls the openings, is located on the structure. The PATH bridge is to the left.
- 2.2 KEARNY INTERMODAL TERMINAL (south side), largest on Conrail, loaded/unloaded 275,000 revenue trailers and containers in 1988. Bisected by the PATH right-of-way into north and south terminals, Kearny handles two inbound and two outbound mail trains daily, the "Orange Blossom Special" from and to Florida and four other daily intermodal trains on six working tracks. It was from this terminal that the PRR's first all-piggyback "TrucTrain" departed for Chicago on March 3, 1955. To the north is Tropicana Products' distribution center, which receives at least two unit trains of fresh packaged citrus juice from Bradenton, FL each week, routed CSX-RF&P-Potomac Yard-Conrail. Just to the west is NJ Transit's \$123-million Meadows Maintenance Complex, built on the site of Conrail's Meadows Yard and the old PRR Meadows enginehouse. Opened in 1987, the new shop replaces outmoded repair facilities elsewhere which date back as far as 1901. NJT's electrified Morris & Essex Line runs on the opposite side of the Meadows property.

Adjoining Kearny terminal to the west is the new \$16-million American President Intermodal container facility, opened last month. This three-track terminal has the capacity to handle 36 of the latest 300-foot-

long double stack flatcars, using overhead cranes. Approximately four inbound stack trains arrive here each week and four more are dispatched for ports on the West Coast. API, the largest of several steamship lines operating the innovative double stack cars, previously handled its containers at Kearny terminal and trucked the boxes to and from the adjacent transfer station and parking area.

- 3.4 "KARNY." We cross above the PATH line just west of the demolished "Karny" tower (the spelling is correct), turning to span the Passaic River on the "Point-No-Point" movable steel bridge. PATH is building a new car maintenance shop just to the west along Amtrak's Northeast Corridor mainline. The east leg of the Jersey Turnpike passes overhead, and the three-mile-long Pulaski Skyway carrying U.S. Route 1-9 high above the Kearny industrial area dominates the skyline to the south. This four-lane steel-and-concrete structure was completed in 1932.
- 4.5 NEWARK - PLANK. NJ Transit's ancient Plank Road shop (north side) was the birthplace of hundreds of streetcars built by NJT predecessor Public Service Railway. We parallel Route 1-9, crossing the old Jersey Central Newark & New York Branch at Brills Yard. Brills now primarily serves the Naporano Iron & Metal Company, noted for its long history of scrapping worn-out locomotives and occasionally rebuilding them for resale.
- 6.6 STOCK. At this switch we diverge from the double-tracked P&H Branch onto the Back Leader Running Track which connects to the Lehigh Line. Most trains now use this connection to the former Lehigh Valley, but MAIL-9 and certain other trains proceed straight ahead here to reach Amtrak rails. The west end of Oak Island Yard and its engine terminal are to the south, as is Delaware & Hudson's intermodal terminal (reached via trackage rights over Conrail from Wilkes-Barre, PA).
- (7.3 "CP-VALLEY." We return to the Lehigh Line and will
(10.5* proceed west to "CP-Port Reading Junction" over the same route used earlier today.
- 35.8 "CP-PORT READING JUNCTION." This is no longer the junction for Port Reading, but the Trenton Line diverges left toward Philadelphia.
- 36.4 MANVILLE. The huge Johns Manville plant (north side), now closed, testifies to the present market conditions for asbestos.

*Distance from New York

Lehigh Valley Rail Road—New Jersey Division.

TIME TABLE No. 1.—To take effect at 5.30 A. M. on MONDAY, JUNE 28th, 1875.

This Table is for the information and government of employees only — The Company reserving the right to change it as circumstances may require.

Down Trains Eastward.						STATIONS.	Up Trains Westward.					
COAL Freight		PASSENGER.					PASSENGER.				Freight COAL	
67	49	7	3	1	15		4	6	14	8	46	52
P. M.	P. M.	P. M.	P. M.	A. M.	A. M.		A. M.	P. M.	P. M.	P. M.	A. M.	A. M.
		6 35	12 40			0.5						
		6 55	1 00	9 30	5 25							
10 00	9 45	7 00	1 05	9 25	5 30	4.5	EASTON,	60.5	11 40	3 50	7 05	9 25
							Phillipsburg,	60.0	11 35	3 45	7 00	9 20
10 30	10 24	7 00	1 04	9 44	5 34	2.2	Kennedy *	65.5	11 35	3 45	6 51	9 19
11 00	10 45	7 14	1 09	9 49	5 39	1.3	Musconetcong,* E. D. T.	63.3	11 21	3 31	6 46	9 09
11 10	10 55	7 16	1 20	9 51	5 46	2.7	Bloombury,	62.0	11 10	3 20	6 44	9 04
11 35	11 20	7 22	1 26	9 57	5 52	2.2	WEST END,* E. D. T.	49.3	11 13	3 23	6 38	9 07
11 50	11 35	7 32	1 36	10 07	6 02	2.3	Pattenburg, *	47.1	11 03	3 13	6 28	8 59
12 07	11 47	7 37	1 41	10 12	6 07	3.1	Midvale, *	44.3	10 53	3 03	6 22	8 54
12 25	12 05	7 43	1 46	10 19	6 13	3.5	Landsdown,	41.2	10 52	3 02	6 17	8 37
12 51	12 14	7 50	1 53	10 27	6 21	4.0	Stanton, *	37.7	10 45	2 55	6 10	8 30
1 17	12 30	7 58	1 59	10 36	6 29	1.7	BARTON'S BRIDGE, *	33.7	10 36	2 46	6 01	8 21
1 35	12 36	8 01	2 02	10 39	6 32	4.4	Three Bridges, *	32.0	10 32	2 42	5 57	8 17
1 57	12 53	8 09	2 11	10 45	6 40	2.5	Neshanic,	27.6	10 24	2 34	5 49	8 09
2 11	1 03	8 14	2 16	10 53	6 48	3.7	Flagtown, *	25.3	10 19	2 29	5 44	8 04
2 30	1 17	8 21	2 22	11 00	6 55	5.1	South Somerville, *	21.6	10 12	2 22	5 37	7 57
3 10	1 38	8 31	2 31	11 10	7 01	3.9	BOUND BROOK, E. D. T.	16.5	10 03	2 13	5 28	7 48
3 35	1 53	8 39	2 39	11 17	7 08	2.7	New Market,	12.6	9 55	2 05	5 20	7 40
3 53	2 05	8 44	2 44	11 23	7 14	3.2	New Brooklyn, *	9.9	9 49	1 59	5 14	7 34
4 15	2 20	8 52	2 52	11 32	7 22	3.0	METUCHEN TANK,* E. D. T.	6.7	9 42	1 52	5 07	7 27
4 36						3.7	Fords, *	3.7				
5 00						0	PERTH AMBOY.	0				
A. M.												P. M.
						P. R. R. Stations.						
2 25	8 55	2 55	11 35	7 25		Metuchen.	9 40	1 50	5 05	7 25	8 30	
	9 06	3 06	11 46	7 36		Rahway.	9 50	1 55	5 10	7 34	8 40	
	9 19	3 19	11 57	7 47		Elizabeth,	9 14	1 27	4 41	7 04	7 35	
	9 31	3 31	12 11	8 01		Newark.	9 03	1 15	4 27	6 53	7 15	
4 30	9 50	3 50	12 30	8 20		Jersey City,	8 45	12 55	4 05	6 35	6 45	
	10 00	4 00	12 40	8 30		New York,	8 35	12 45	3 55	6 25		
A. M.	P. M.	P. M.	P. M.	A. M.			A. M.	P. M.	P. M.	P. M.	P. M.	
290	270	230	210	250		P. R. R. Numbers.	241	261	271	281	291	

SPECIAL RULES.

- The time kept in the office of Dispatcher at Easton is standard time. All watches will be daily compared therewith.
- The figures in heavy type indicate the regular passing places. Telegraph stations in black letters. (*) Flag station.
- Trains are always to be accounted as being of the day on which they are due to commence their trip on this Division.
- In case of accident to a train by which the road is obstructed or which calls for help, the Conductor or Engineer must go at once to the most convenient office and telegraph to Easton, Bound Brook and Perth Amboy, giving a full account on the blank prepared for the purpose, and asking for such help as is needed.
- Run slowly and with train under control through the Tunnel; and also when approaching Perth Amboy, Metuchen, Phillipsburg and Easton. All engines and trains must be run under control between Glendon and Phillipsburg.
- All Conductors and Engineers who run to Easton and Perth Amboy must daily examine the Bulletin Boards in Dispatcher's office.
- Water stations are at Metuchen, Bound Brook, Neeshanic, Flaxmill (between Barton's Bridge and Stanton) and Bloomsbury.
- Double Track will be run from Metuchen Tank to Bound Brook; and from West End to Musconetcong. All trains will keep to the right and will open and close for themselves the switches at end of double track, leaving the switches right for the East bound track. All trains will approach both ends of double track under full control.
- All Lamps must be lighted when passing through the Tunnel—the same by day as by night.
- This Time Table is no authority at or between Jersey City and Metuchen on the Penna. R. R. Trains must be run on Penna. Rail Road by the Time Tables, Rules and Directions of that Road and the Signals of that Road must be used instead of the L. V. R. R. Signals.
- Ring the Bell continuously from every Post marked "R" until the Road Crossing is passed.
- The Dispatcher at Perth Amboy has charge of the movement of trains between Perth Amboy and West End. The Dispatcher at

Easton has charge of the movement of trains between West End and Easton.

13. Brakemen must always be at their post on Eastward Passenger Trains from Pattenburg to Stanton; and on Westward Passenger Trains from West End to Easton and must keep the train stretched out on all curves.

14. All trains will approach the two R. R. Crossings at Perth Amboy with great care and at reduced speed. Engineers must have their trains under control to stop should the red signal be against them or should they not be safe to cross.

15. Freight Train No. 46 and Coal Train No. 52 have the unlimited right of road to West End regardless of Freight Train No. 49 and regardless of Coal Train No. 67.

16. Trains Nos. 8 and 16 will run daily; all other trains will start on their trips daily except on Sunday.

General description of Grades on New Jersey Division.

FROM PHILLIPSBURG EASTWARD.

Ascend	22 feet per mile for 11 A-10 miles to West End of Tunnel.	
10	" " " " 8-10	" " " " " middle " "
8	" " " " 9-10	" " " " " Pattenburg.
42	" " " " 7-10	" " " " " "
37	" " " " 1 5-10	" " " " " "
67	" " " " 4 6-10	" " " " " South Branch Bridge East of Landsdown.
11	" " " " 4	" " " " " "
5	" " " " 2 9-10	" " " " " Barton's Bridge.
Level	" " " " 7 10-10	" " " " " 1 2-10 miles west of Flagtown.
Ascend 4	" " " " 1 2-10	" " " " " Flagtown.
Descend 13	" " " " 7 5-10	" " " " " 1-mile west of Bound Brook.
Ascend 4	" " " " 14 5-10	" " " " " 7-10 mile East of Ford's.
Descend 13	" " " " 1	" " " " " "
20	" " " " 2	" " " " " Perth Amboy.

ROBERT H. SAYRE, Supt. and Eng'r.

H. STANLEY GOODWIN, Asst. Gen. Supt.

H. E. PACKER, Supt. New Jersey Division.

Bound Brook, N. J. June 28th, 1875.

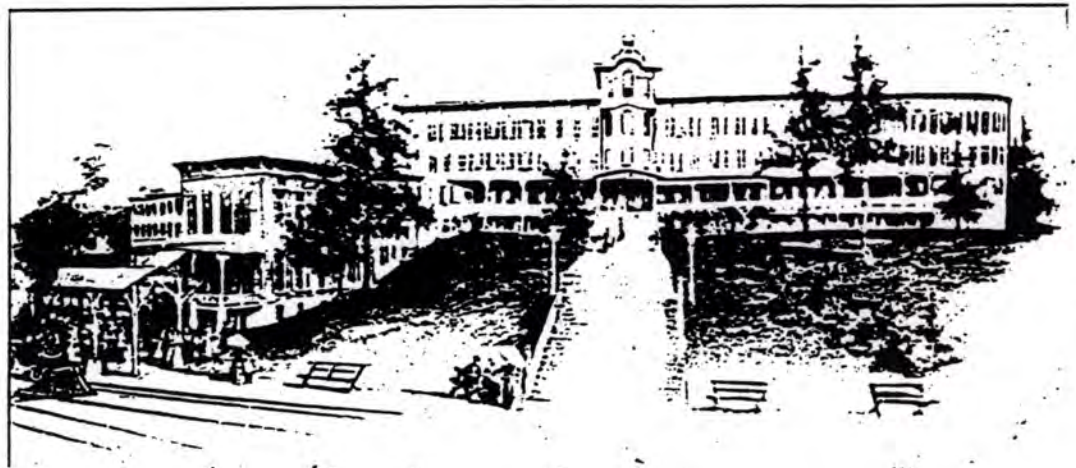
GLEN SUMMIT HOTEL

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Has been thoroughly refitted and renovated, important improvements and additions have been made, and will reopen for the season

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Miles of Perfect, Private Drives and Roads.

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FOUR HOURS FROM ROCHESTER, AND SIX HOURS FROM BUFFALO

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Or **J. H. MURDICK,** Mgr.

143 LIBERTY STREET, NEW YORK

Glen Summit, Pa.

after June 15th 1904.

- 38.2 ROYCE. The Royce Running Track parallels to the north.
- 42.0 READ VALLEY (FLAGTOWN). A large military supply depot was active here during World War II. The abandoned Jersey Central Branch from Somerville to Flemington paralleled (north side).
- 45.5 NESHANIC. We are leaving behind the heavily developed suburban areas and entering "rural" New Jersey. But new housing and office parks are beginning to appear in this area as well--50 miles from New York. We pass over the first of several "talking" hotbox and dragging equipment detectors installed on the Lehigh Line. The CNJ branch to Flemington ducked underneath here.
- 48.4 THREE BRIDGES. The Black River & Western connects and parallels for some distance before bearing off southward toward Flemington. BR&W is made up of former PRR trackage as well as this segment of the ex-CNJ branch from Somerville. The shortline operates both freight and tourist passenger services, and has installed with Conrail's help a bulk transfer station at Ringoes, NJ, ten miles from Three Bridges.
- 51.0 FLEMINGTON JUNCTION. An abandoned LV branch diverged south here to Flemington, seat of Hunterdon County and a popular tourist mecca.
- 54.1 STANTON STATION. We are following the south branch of the Raritan River.
- 57.7 LANDSDOWN. A spur to Clinton joined to the north, and the abandoned branch to Pittstown connected south. We begin the climb to Musconetcong tunnel.
- 60.7 JUTLAND.
- 62.3 "CP-PATTENBURG." This is the east end of a four-mile controlled siding.
- 64.0 BELLEWOOD. This is the site of a well-known 19th Century park, popular with rail excursionists. We enter 4,893-foot-long Musconetcong tunnel, drilled through its namesake mountain which forms New Jersey's natural divide between watersheds. The present concrete-lined tunnel was opened in 1928 at a cost of \$3 million, replacing a smaller tunnel just to the north which had been in use since 1875. This mountain was the last obstacle to the completion of LV's Easton & Amboy Railroad and put the LV in a competitive position for hauling anthracite coal to tidewater. Interstate Highway 78 crosses above the tunnel.

66.2 "CP-WEST PORTAL," west end of the siding. Two miles west, I-78 again crosses overhead as we descend into the Delaware River Valley.

68.6 BLOOMSBURY. The former Jersey Central mainline, now Central Secondary Track, parallels to the north.

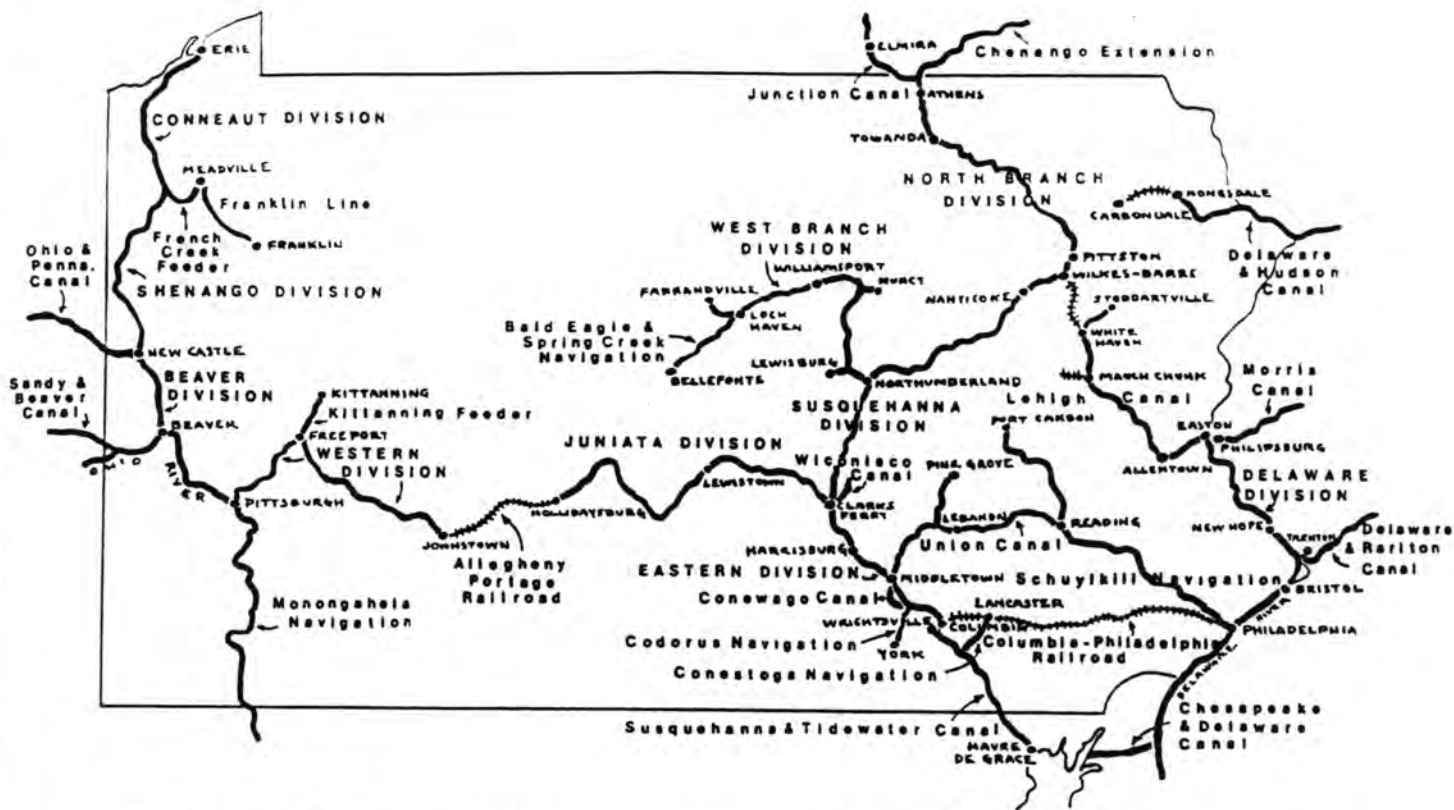
69.9 MUSCONETCONG JUNCTION. A branch to the paper mill at Hughesville diverged to the south here. One mile beyond we note the newly-built connection (north) to the Central Secondary Track, serving local industries. Through passenger service on the CNJ route between Newark and Phillipsburg was operated by NJ Transit until December 31, 1983, and the last passenger train over the line was a rail enthusiasts' special on November 24, 1985. A portion of the right-of-way near Alpha has been removed to make way for construction of the new I-78.

74.6 ALPHA - GREENS BRIDGE. The LV and CNJ used adjoining bridges here to cross a highway and the old Morris Canal. Opened from Phillipsburg to Jersey City in 1832, the canal was leased by the LV in 1871--mainly to gain control of a 60-acre tract of prime real estate along the Hudson River in Jersey City. LV shed the lease in 1923 after securing title to the Jersey City terminal property and the canal was abandoned the following year.

Just to the west of the bridges the mainline has been swung over to the former Jersey Central right-of-way, which is now in service for more than two miles to Easton. This shift, which was effective in November 1988, permits the abandonment of the former Lehigh Valley bridge across the Delaware River in favor of the adjacent, more modern CNJ span.

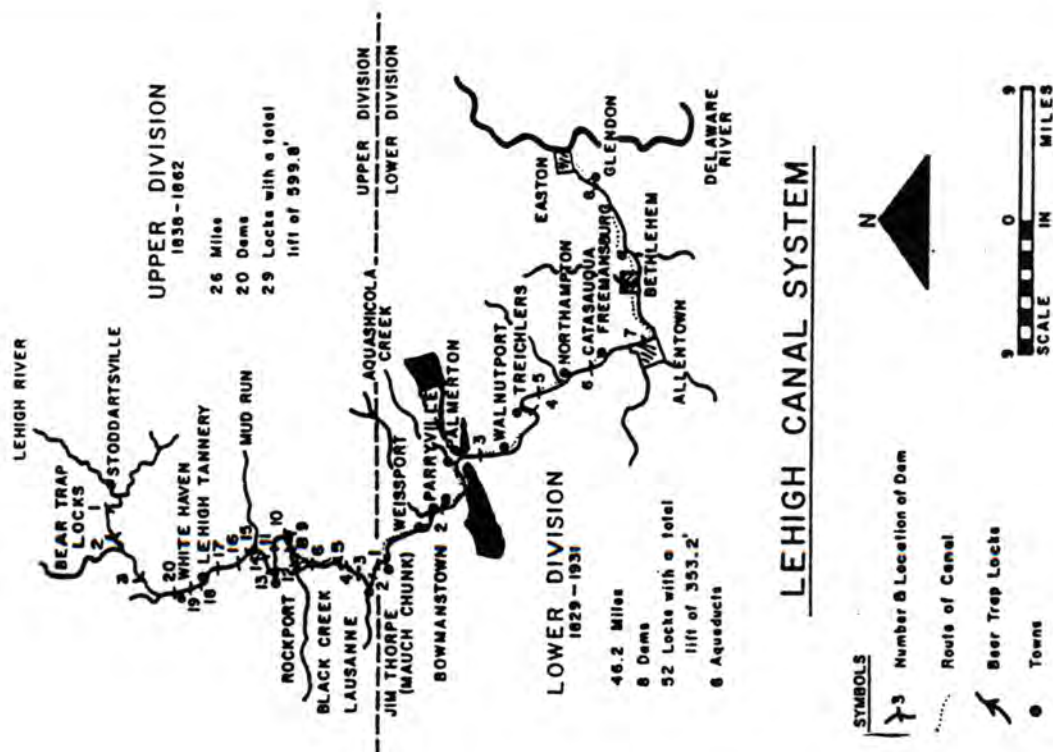
76.3 "CP-PHILLIPSBURG." Phillipsburg in the 1970's held the dubious distinction of being the only location in the U.S. to be served by six bankrupt railroads--the Penn Central, Lehigh Valley, Jersey Central, Erie Lackawanna, Reading and Lehigh & Hudson River. The Washington Secondary Track to Dover joins from the north. This is a former Lackawanna branch opened by the Morris & Essex Railroad in 1866, two years before M&E's takeover by the larger road. Approaching the river, we pass above the old PRR Belvidere Delaware Branch (now Conrail's Delaware Secondary extending south to a James River paper plant at Milford, NJ).

As we cross the Delaware into Pennsylvania the abandoned LV bridge may be seen to the south and the steel ex-L&HR bridge to the north. The latter span allowed this small road to receive interchange traffic at Easton for movement over its 86-mile route to the once-bustling gateway of Maybrook, NY, where trains were handed over to the New Haven for movement beyond to New England. L&HR completed its route in 1890 and was an important bridge carrier



This map shows all the 1243 miles of state-owned, or privately owned canals operated within the boundaries of Pennsylvania over a period of nearly 135 years. Not all of these canals were in operation concurrently. Also indicated are the state-owned or privately owned railroads which formed an integral part of the canal system. Connecting canals or navigation systems to the six surrounding states are also shown. (Map prepared by the author, October 1973)

(From "The Amazing Pennsylvania Canals" by W. H. Shank, P.E.)



(From "The Lehigh Canal" by John P. Miller)

until the closure of the great New Haven viaduct at Poughkeepsie, NY in 1974. The road became a part of Conrail in 1976 but by then had lost its value as a bypass route around the New York area. Today, Conrail uses the former L&HR bridge to serve industries in the Phillipsburg area, as well as to move trainloads of coal to Metropolitan Edison's electric generating station at Portland, PA. Directly below the east end of the old LV bridge was an inclined plane which allowed canal boats off the Lehigh Canal to be hoisted up from river level, then proceed slowly eastward along the Morris Canal for 102 miles to Newark Bay.

- 77.0 "CP-EASTON." The Hudson Secondary Track (former L&HR) joins to the north. The Jersey Central mainline (operated as the Central Railroad of Pennsylvania) continued straight ahead toward Allentown, crossing the Lehigh River which flows into the Delaware at Easton. Here the Lehigh Line jogs back onto the Lehigh Valley right-of-way, and we enter double track territory. The Canal Museum, preserving the history of the once-flourishing canal trade, is located on State Route 611 just north of the Conrail bridges.

As we pass the abandoned passenger station, unused since the last passenger train departed in early 1961, center city Easton may be seen to the north and old "Easton" tower to the south. Moving west under the long steel viaduct which carried the Easton & Northern Branch across the river, we continue to follow the south bank of the Lehigh.

- 77.9 SOUTH EASTON - ABBOTT. Lehigh Valley once operated a locomotive shop and roundhouse here (south side), in an area where a Conrail maintenance-of-way equipment shop is now located. In spite of its close ties to the coal industry, LV dropped the fire in its last active steam locomotive on September 14, 1951.
- 78.6 GLENDON. A preserved section of the old Lehigh Canal in Hugh Moore Park parallels to the north, and an occasional tourist boat may be seen. The canal, built to haul coal from Pennsylvania's anthracite region, was opened for service in 1823 and shut down in 1931.
- 81.1 "CP-RICHARDS." A switching yard here was abandoned in the early 1970's, after LV assumed operation of the major Jersey Central yard in Allentown, ten miles to the west.
- 83.0 REDINGTON. During World War I a large munitions plant operated here, at a safe distance from population centers in the event of an explosion. Few traces of the factory or the adjacent town can be found today (there were no explosions). The abandoned Jersey Central line skirts the north shore of the river, as we pass through a narrow valley.

- 86.1 BETHLEHEM - FLORENCE YARD. This yard was a busy place, serving the vast, fully integrated Bethlehem Steel complex (south side), which we will follow for the next two miles. Long the number two steel producer in the U.S., Bethlehem has endured an extended period of financial losses and downsizing, but is again profitable and still a major Conrail customer. Bethlehem's common-carrier railroad, the Philadelphia, Bethlehem & New England, connects to the south. We will also pass its locomotive shop, which now performs contract work for outside customers.
- 88.6 "CP-BETHLEHEM." The old Bethlehem passenger station (south side) is to be rebuilt as a commercial center. For many years this station played host to trains of both Lehigh Valley and Reading--the last train from Philadelphia arriving on June 30, 1981. The Bethlehem Secondary Track (ex-Reading Bethlehem Branch) joins to the south beneath the Hill-to-Hill highway bridge, and the Lehigh Line diverges to the north to cross the Lehigh River into Allentown Yard. Downtown Bethlehem and the classic Jersey Central passenger station--converted to a restaurant--also appear on the north side of the river. The two red brick general office buildings of the Lehigh Valley, now privately owned, are to the south of the track just beyond the Hill-to-Hill Bridge.
- We continue directly west on the ex-LV mainline, now Conrail's Reading Line, which follows the south bank of the river. This is the "express" track for intermodal and other trains which bypass the sprawling Allentown classification yard on the north side. (Our train cannot operate through the yard because of side clearance restrictions on dome car 55.) We pass the large Reeb lumber warehouse (south side), a good boxcar customer.
- 90.0 ALLENTOWN INTERMODAL TERMINAL. This modern one-track facility (south side) was opened in 1986 to replace an obsolete "circus-style" ramp near center city Allentown. The terminal is served by Elizabeth-Chicago trains TV-61 and TV-62.
- 92.6 ALLENTOWN - EAST PENN JUNCTION. At this point the old LV mainline to Buffalo turned sharply north to follow the west bank of the Lehigh River. The line was completed from Easton to Mauch Chunk, PA (now Jim Thorpe), a distance of 45 miles, on June 4, 1855. By 1867, however, the giant Lehigh Coal & Navigation Company, proprietor of the Lehigh Canal, had extended its competing Lehigh & Susquehanna Railroad from White Haven, PA to Easton, along the opposite shore of the same river. This property was later leased to the Jersey Central and finally, after the latter exited the railroad business in Pennsylvania in 1972, to the Lehigh Valley. Today, the old L&S forms the Lehigh Line of Conrail between Bethlehem and Lehigh, PA and again west of White Haven. The original LV main, now redundant to Conrail, has been abandoned between Catasauqua and Lehigh.