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[Article started on page 8 and ran to the end of the issue, page [24]. Article was photo illustrated with captions. Photos were not referenced to text so main text was placed first and followed by the captions. Also this transcription has had minor spelling corrections made to the original text.]

A COMPREHENSIVE HISTORY OF HOBOKEN TERMINAL. By Frank Reilly, Copyright 1981

Seventy-four years old and still standing tall while handling over 30,000 daily passengers from New Jersey's suburbs, Hoboken Terminal is a masterpiece of copper and concrete located on the Hudson River. The grand old terminal set the precedent for last of the great railroad terminals around the world and represents the fifth terminal on this site! The almost indestructible terminal has been the site selected by movie producers (i.e., Three Days of the Condor, Morris County Fare, etc.) and television advertisers (i.e., recent Macy's rug ads). Hoboken Terminal has also been graced by visits from numerous heads of state and other very important people. The story of Hoboken Terminal revives memories of the "Phoebe Snow", "Erie Limited", "Lake Cities", and "Lackawanna Limited". Hoboken Terminal also had at one time dual gauge trackage serving both the Morris and Essex Railroad and the Delaware, Lackawanna, and Western Railroad.

The complex story of Hoboken Terminal begins over 140 years ago when the Morris and Essex Railroad was incorporated on January 29, 1835 to build a railroad from Newark in Essex County westward to Morris County, thus the name Morris and Essex Railroad. The line to Morristown was opened in 1838, to Dover in 1848, to Hackettstown in 1854, and finally to Phillipsburg, NJ in 1866. The eastward construction between Newark and Hoboken was not undertaken until the event of the Civil war. Until then, M&E passenger trains entered upon the NJ RR (later to become the Pennsylvania Railroad) and ran from Newark to the NJ RR's terminal at Exchange Place in Jersey City. Since the NJ RR was built to a gauge of 4' 10", the M&E had built their railroad to the same gauge to permit their trains to operate through to Jersey City without their passengers having to change trains in Newark. At this time, the officials of the M&E RR saw the need for their own terminal on the Hudson River and began planning for such a facility adjacent to the ferry terminal of the Hoboken Ferry Company. The major obstacle to achieving this dream, though was the high, solid rock Bergen Hill. The railroad overcame this problem when an agreement was entered into with the Erie Railroad which allowed M&E trains to use the Erie's tunnel under Bergen Hill. The M&E would then build a track connection between the Erie mainline and the M&E's newly proposed Hoboken rail terminal. The rail line from Newark to Hoboken cost $1,050,710.03, including the cost of the terminal! Strange as it may seem, M&E trains from all points west of Newark were forbidden from using the new railroad and terminal. When the M&E entered into the contract with the NJ RR to route all trains originating west of Newark and terminating on the Hudson River over that line, it required the M&E to operate their trains via that line until October 13, 1863 when the agreement expired. However, the M&E did operate a shuttle between Newark and Hoboken giving their riders the option of riding thru to Jersey City or changing trains at Newark for Hoboken.

THE FIRST HOBOKEN TERMINAL was opened on November 14,1862. It was approximately 400 feet in length and had three tracks. Passengers of the M&E RR upon their arrival at the new terminal transferred to the Hoboken Ferry Company's boats bound for Barclay St., Canal St., and Christopher St. in New York City. Business boomed for the M&E RR and the need for a larger

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facility was realized. Planning quickly begun for the new facility, and to accommodate it, it was decided to fill in a portion of the marshland adjacent to the original terminal.

THE SECOND HOBOKEN TERMINAL was built on the filled marshlands and opened on January 15, 1868. This wooden terminal was 650 feet in length, 75 feet wide and could accommodate "Twelve long passenger cars". A covered walkway was provided for passengers using the Hoboken ferries, something that was evidently not offered at the first terminal. This terminal had the unique distinction of serving trains of two different gauges; the M&E's standard gauge (4' 8?"), and the Delaware, Lackawanna & Western's broad gauge (6'). The dual gauge story is almost a lost piece of NJ rail history, let us salvage it now.

The broad gauge DL&W leased the M&E effective December 31, 1868 and immediately began laying a third rail on the M&E's standard gauge tracks between Washington, NJ where the two lines intersected and Denville, NJ. At Denville, the construction of Boonton branch was just getting underway so the entire Boonton branch was built as a dual gauge line to West End Hoboken (Bergen Hill) where the dual gauge Erie RR was met and the DL&W/M&E trains could then pass through the Erie tunnel to gain access to Hoboken. This gave the DL&W its first direct rail access to New York harbor, a major growth factor of both the railroad and the community of Hoboken. The first broad gauge train between Washington, NJ and Hoboken ran on September 12, 1870, but since it was freight it did not operate into Hoboken terminal. It was not until almost three years later that the first broad gauge passenger train used Hoboken Terminal, on August 16, 1873. This broad gauge passenger train was the first interstate passenger train to use Hoboken terminal as well as the first train in the terminal to have a sleeping car. The train ran from Hoboken, NJ to Binghamton, Syracuse, and Oswego, NY and was pulled for most of its NJ run by the DL&W's broad gauge locomotive #9, the "Hudson". It is believed that this was also the first time parlor cars were used on trains in and out of Hoboken. Due to the problems of interchanging freight between two gauges, the DL&W decided to change from broad gauge to standard gauge. The decision to do this took place, incredibly on one day, namely May 27, 1876.
In June, 1873 a major fire destroyed the second Hoboken terminal and a temporary structure was erected immediately following the tragedy. This building was to become:

THE THIRD HOBOKEN TERMINAL outlived its two predecessors by more than twice the number of years than either were in service! In the Spring of 1884, the DL&W decided to plan and construct a new and much larger terminal to accommodate the rapid growth of passenger service. Plans to replace the 1873 temporary station, which was already ten years old, were evidently delayed awaiting the completion of the DL&W's own tunnel through Bergen Hill. The DL&W and Erie RR had many controversies over the use of DL&W trains through the Erie tunnel, so on May 29, 1869 the DL&W announced that it would build its own tunnel and be free of the troublesome Erie. Work did not commence until 1873, but labor problems and water seepage into the tunnel hampered work. Finally, on May 12, 1877 the tunnel was completed (three years behind schedule). Construction on the second Bergen Hill tunnel on the DL&W was not begun until 1906 as part of the overall Hoboken terminal complex that stands today. The original-'tunnel is now used for westbound trains and the second, or "new" tunnel is used for eastbound trains. At the west end of the tunnel (namely "West End") the tracks cross over the Erie RR on a truss bridge. To the south of

these tracks can be seen the original tracks going into the Erie tunnel under Bergen Hill. Today, the Erie tunnel sis still used for freight trains.

THE FOURTH HOBOKEN TERMINAL opened in 1885, work on it having begun in the Spring of 1884. The terminal had eight tracks covered by three sheds, side to side. At the turn of the century, DL&W management decided a much larger facility was needed and one that was not prone to fire as its predecessors. So plans were drawn for a new terminal, which is still in service today! The actual removal of the fourth terminal for the fifth was quite unusual. While plans were being made for its demolition, the terminal was destroyed by a spectacular fire on August 7, 1905! The fire was reported to be so hot that the copper facade melted and and dripped into the street. Seven months later on March 25, 1906 construction on the new terminal commenced with the pouring of concrete.

THE FIFTH HOBOKEN TERMINAL was radically different from any other railroad terminal that had been built in Hoboken...or in the entire world! The DL&W's chief engineer, Lincoln Bush, designed the train shed and concourse area while Robert Murchison the terminal building and ferry dock. Upon its opening to the public at 6 AM on February 25, 1907, the magnificent rail complex signaled the beginning of the last great rail terminal construction projects.

Fourteen tracks terminated under a unique and highly efficient trainshed designed by Mr. Lincoln Bush and subsequently patented by him. The uniqueness was that instead of having gigantic wooden structures covering several tracks, the Bush train shed had a series of small canopies, each covering two tracks, with openings in the sheds directly over the center of each track to exhaust the smoke from steam engines. The construction was all concrete and steel, with the roof of the shed being supported by ornate cast iron pillars. The canopies are concrete slabs, originally with glass panels for admitting light to the pedestrian walkways. However, due to the high costs of cleaning and breakage the skylights were later replaced with concrete slabs. The waiting room and train concourse was designed to accommodate 40,000 persons at one time! When the terminal was new, it contained a fine restaurant on the upper level overlooking New York harbor. The terminal also was equipped with a railroad YMCA, barber shop, cafeteria, and hospital.

With the dedication of the new Hoboken terminal came other modes of transportation. Few people remember the large Public Service trolley terminal, a large two story structure, located where the NJT bus shed is today, adjacent to the PATH entrance. Surface trolley lines served the terminal as well as a spectacular elevated trolley line that climbed from Hoboken terminal to the top of Bergen Hill. This unique line ran down Observer Highway, and rose on a sloping trestle to scale the mountain. Below ground was another form of transit, the Hudson and Manhattan Railroad, more commonly known as the Hudson tubes. The H&M, which became PATH on September 1, 1962, commenced operations under the Hudson River from the DL&W’s new terminal to 19th Street and 6th Ave in New York City on February 25, 1908. The line was later extended to 33 St. Unfortunate for the railroad, this took a substantial number of passengers from the ferry operation. The H&M line to the downtown NY area was opened on August 7, 1909 and to Newark via Jersey City in January, 1911. With the abandonment of all ferry service in 1967, the overwhelming number of ferry passengers were transferred to the PATH system, with a few opting for the bus service to the Port Authority terminal on 42nd Street.

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For many years commuter trains and intercity trains shared Hoboken terminal, then ever so slowly, the long distance trains were discontinued, until finally the famous "Phoebe Snow" made its last run from the terminal on November 27, 1966, followed by the last long distance intercity train, the "Lake Cities" on January 5, 1970. During the 1960fs and 1970!s the grandness of the terminal faded with each train discontinuance until the terminal deteriorated into an unappealing derelict covered with a thick layer of dirt and grime. With each rain came new leaks and more disintegration. In fact, it appeared for a while that this magnificent structure which had outlived two world wars, among other things was finally on its deathbed. But in 1976, an ironic happening took place, a new railroad was formed...Conrail, a railroad that did not want the terminal. But it was through this event that the terminal was saved and restored to its grandeur that we witness today. The New Jersey Department of Transportation was permitted by federal legislation to purchase any rail properties served by commuter trains exclusive of Amtrak's North East Corridor and major freight lines designated by Conrail. So on April 1, 1976, NJDOT became the owner of the decrepit terminal complex. With over 30,000 people using the complex each day with no alternative, NJDOT decided to explore the possibility of rehabilitating the entire facility. First, NJDOT obtained $80,000 from the Department of Environmental Protection to be matched by a like amount from NJDOT for work on the beautiful copper facade. Additional funds were secured from the state Economic Development Authority with more funds coming from NJDOT. A total of 4.8 million was raised for the complex job of restoring the terminal. Work on the train platform canopy started in early 1980 which transformed them from dark, rusty areas into bright attractive areas. The work crews first sandblasted the shed, then painted it, and finally added such features as new lights. Work on the canopies started on track 15 and continued to track 1. Also included in this work was replacement of drain pipes and some of the ornamental cast iron rings that have cracked over the years. However, the most spectacular work took place in the main waiting room where the original tiffany stained glass skylight was restored. The skylight was painted over during the second world war as part of air raid precautions imposed all along the east coast. The colorful sky-light remained covered for almost 40 years until finally in 1980 work crews began stripping the paint and making repairs to all pieces that were cracked. In addition, the 90' by 100' waiting room received a thorough cleaning and painting to reveal the artistry of its construction. When in the terminal, take special note of the railing on the grand staircase that leads to the upper level. This building is truly a gem of gems and requires a slow, careful scrutiny to reveal the many pieces of exceptional workmanship.

The terminal rehabilitation project was a three stage program, which incidentally was completed on schedule. First, the roof work and facade was re-built, then the train sheds followed, and finally the waiting roof area was refurbished. Those who use the terminal step back to the turn of the century, a time where architectural splendor was abundant, so unlike the present where cinder block construction is the rule of thumb.

A leisurely visit to Hoboken terminal is strongly recommended. It is easy to reach by former E-L trains or via PATH from Newark Penn Station or NYC. In addition to the terminal, the vintage Lackawanna electrics and more modern push-pull sets always seem at attention under the train shed.

Although much has been done to the terminal, it is sad to report that one portion of the complex that at one time was highly active continues to deteriorate and may be too late to save. I speak of the ferry slips on the river side of the terminal that have been left unattended for over ten years now.

Perhaps because of the discontinuance of ferry service the railroad opted not to do any more than the absolute minimum of maintenance on the slips. When the terminal was opened in 1906, it had six active ferry slips and the operation that was once operated by the Hoboken Ferry Co. The northern two were for boats to 23rd St., the middle two for Christopher St., and the southern two for Barclay St., all three termini in Manhattan. The 23rd St. ferry made its last run on October 17, 1946, the Christopher ferry lasted to March 30, 1965, and the final run of the Barclay St. ferry was on November 22, 1967...complete with champagne, the Hoboken High School band and life jacket souvenirs for the passengers on the last trip.

One of the most interesting events in the history of Hoboken terminal was during the year of 1956 when the Erie RR merged most of its passenger operations into the Lackawanna's terminal. Due to the high costs of maintaining a waterfront terminal, the presidents of the two railroads proposed a merger into Hoboken. Since the Erie's Pavonia Ave. terminal in Jersey City was in such poor condition and renovation would have been quite expensive, the Erie quickly agreed to this proposal. Thusly, on October 13, 1956 phase one of the changeover took place with the diversion of all non-rush hour and intercity passenger trains into Hoboken. On march 25, 1957 all Erie rush hour trains began using the new terminal, resulting in 142 DL&W trains and 79 Erie trains (eastbound trains only, double these figures for the amount of trains in one day). The Erie added 11,000 new passengers to the 27,000 DL&W riders already using the terminal each day. Erie Northern Branch trains and New York, Susquehanna, and Western trains still continued using the Pavonia St. facility until December 12, 1958 when Northern Branch trains had a new one mile connection track complete. This signaled the end for the Erie terminal, as Northern Branch trains could now run into Hoboken and NYS&W trains terminated at Susquehanna transfer (now a park and ride facility under the Lincoln tunnel entranceway in North Bergen).

Perhaps the most significant celebration at the terminal took place more than fifty years at Hoboken terminal, when the suburban lines of the DL&W were electrified. On hand to operate the first electric train out of Hoboken was Thomas Alva Edison. Precisely at 11:02 AM on September 3, 1930, Mr. Edison waved to the large crowd that had gathered for the event, then notched out the controller to move the first electric commuter train out of the terminal. The first train, with 800 guests on board, operated to Montclair, terminus of the first phase of electrification. The electrification was extended to South Orange on September 22, and to Morristown on December 18, 1930. On the Gladstone Branch (P&D), the electrification was completed from Summit to Gladstone on January 6, 1931. Each opening was accompanied by large celebrations. The electrification became fully operational on January 25, 1931. Fifty years later, on January 25, 1931, the Tri-State Railway Historical Society erected a plaque in Hoboken commemorating the event. That plaque may be seen today in the waiting room to the right of the ticket windows. The original railcars and electrical equipment are still in service today, a great tribute to those who designed, built and maintained the system.

Another interesting facet of the terminal can be seen just outside the main waiting room on Hudson Place. In the middle of the square may be seen a statue of Samuel Sloan, president of the DL&W

from 1868 until 1899. The story behind this statue is very interesting and unusual. A wealthy friend of Mr. Sloan felt that Sloan had done such an outstanding job in building the DL&W that he and his efforts should be remembered. So John Starin commissioned a sculpture, George E. Bissell to make

a life sized statue of Sloan, which commenced on March 1, 1887. It was completed by having the pure bronze cast in Paris and on August 1, 1889 it was shipped to the United States. Mr. Sloan had no knowledge of this surprise, and when Mr. Starin announced the arrival of the masterpiece, the shocked Sloan refused to have it exhibited during his lifetime. It was put into storage until his death, and when the new Hoboken terminal was opened, the statue was erected just outside on Hudson Place, in full view of the general offices and the busy terminal operation.

Hoboken terminal hosted the trains operated by the Erie and Lackawanna railroads until the two merged on October 17, 1960 to become the Erie- Lackawanna Railroad. Effective that date, all the trains were E-L trains, but even today railroaders refer to trains as being on the "Lackawanna" side or "Erie" side. On the merger date, the president of the DL&W, Perry Shoemaker departed Hoboken in his private car #99 for the last time en-route to the new E-L headquarters in Cleveland. According to Tri-State Charter member Tom Taber, every whistle in the yard blasted loudly as a salute to Mr. Shoemaker and what he did for the railroad, a touching finale he never forgot. A similar experience occurred shortly after Tom Taber's death in May 1975 when the E-L management dedicated train #629, the "Tom Taber Express". This train had the distinction of being1 the only named train in New Jersey. Upon the first run of this train, a large banner was placed on front of the 629, the fastest electric train operating in New Jersey! As the eight car train departed Hoboken on its maiden run, every whistle on every locomotive, switcher, and electric screamed a loud and long blast to the memory of Tom and the first train named in his memory. It was an experience that touched everyone present in Hoboken that day and one the author will never forget.

Hoboken terminal has played host to thousands of immigrants from Europe, thousands of intercity travelers from as far as Chicago, tens of honeymooners to Niagara Falls, soldiers en-route or returning from war, occasional riders or tourists, and the tens of millions of commuters who managed the daily routine of commuting to work on the DL&W, and later the Erie. It is all these people, who over the years from 1906 to the present, and into the future will pass under the graceful lines of Hoboken terminal for which this terminal was built, a terminal that has escaped the cinderblock and chipboard construction techniques of this day and age. Yes, Hoboken is truly the survivor. It is the last great rail terminal on the Hudson River.

[end article]

Captions for photographs, illustration and map:

Caption for photo on cover, page [1]: Hoboken Terminal prior to its completion in 1907. This faithful structure still serves 30,000 commuters a day, 74 years after its completion.

Caption for photo, page 8 top: HOBOKEN TERMINAL #4... was none other than this three sheded [shed] structure. Unfortunately, no pictures of the previous terminals survive, and this shot is the only one known to exist of the fourth terminal. None [note] early semaphore system as well as the ferry building in the rear. This station is the one that burned down in the 1906 [note: actually 1905] terminal fire. Photo from the Frank Rellly collection.

Caption for photo at bottom of page 9: This early postcard of the new terminal gives a view of the grand concourse when it has an all glass roof. Note the ramp leading to the ferry slips, F. Reilly collection.

Caption for photo at the top of page 10: An extremely rare shot of the interior of the Christopher St. ferry terminal in New York City. Note five cents fare and gift concession in the background. Author's collection.

Caption for photo at the bottom of page 11: Prior to the electrification of the Lackawanna suburban lines, all commuter trains were steam powered, and thusly locomotives had to be turned at both ends of their route. Here DL&W camelback #999, a 4-4-0 is turned at Hoboken roundhouse. The turntable remained in use until only a few years ago. F. Rellly collection.

Captions for two photos on page 12: WEST END … or the western end of the Bergen Hill tunnels is seen here in this 1920 photo. Note in distance the older swing bridge at right and the new lift bridge at left. The four tracks veering off to the right constitute the eastern most end of the Boonton Branch. (BELOW) A complete view of the Hoboken terminal complex seen from Bergen Hill. The actual passenger terminal is in the background to the right, while the massive DL&W freight yards and coal facility are to the right. The tall stack belongs to the railroad power plant, which only until recently was coal powered. Note the two Baldwin switchers in the lower left hand corner as well as the early cab units near the turntable in the lower right hand corner. Could they be waiting to pull the "Phoebe Snow" on another record run to Buffalo. Both photos courtesy of Frank Reilly.

Caption for two photos on page 13: (ABOVE) In the early thirties, the Lackawanna railroad painted two eight car trans in white with black trim and gold lettering. The two sets were used for express trains during the morning and evening rush hours. Unfortunately, due to the breaking of the trains for maintenance purposes, the fancy white scheme did not last long. (BELOW) The Lackawanna Limited, one of the intercity trains that operated into Hoboken is shown here as crews prepare it for another on time trip. The train consists of all heavyweight Pullman cars powered by a heavy steam locomotive "on the point". Both photos courtesy of F. Reilly.

Caption for two photos on page 14: (ABOVE) This early photograph show the Hoboken Ferry Company building prior to its destruction in the 1906 [note: actually 1905] Hoboken fire. At this time the ferry building and railroad building were separate buildings connected only by a covered walkway. (BELOW) The Hoboken terminal complex from the water was just as busy as on land. Note the main terminal in the distance and the freight buildings in the foreground where the lighter is tied up. Frank Reilly collection.

Caption for photo at bottom of page 15: This early photograph, taken soon after the completion of the terminal shows the trolley loop and vehicle entrance to the ferries. Trolley track remains can still be seen here embedded in the belgium [sic - Belgian] block streets. Author's collection.]

Caption for photo on page 16: MARINE ACTIVITIES ...at Hoboken Terminal were at one time quite active. Here an overhead gantry crane on its own tracks removes containers from barge #153, as part of the Lackawanna steam tug fleet rests in the background. The containers probably were filled with cement as witnessed by the labeling on the gondolas. Frank Reilly collection.

Caption for map on page 17: HOBOKEN PASSENGER YARD ...can best be described by looking at this map of the complex facility. Reprinted with permission from the book "Tidewater Terminals of the Erie-Lackawanna Railway" by William H. Sheppard. [Note: Sheppard's initials and 1975 date with copyright notice at bottom right.]

Caption for two photos on page 18: (ABOVE) After the transfer of all Erie operations to the Lackawanna Terminal, scenes like this were possible. Here, a westbound MU train complete with a rail post office car passes Erie diesel power laying over before the westbound commuter runs. (BELOW) During the fifties, the Lackawanna purchased a number of electric baggage trucks to handle parcels off of inbound passenger trains. Here, C. Cook, a Lackawanna mail handler brings a load of postal sacks to an outbound train. F. Reilly collection.

Caption for two photos on page 19: (LEFT) Prior to the departure of Erie #1, on the first day of merged operations into the DL&W terminal, Max Plum (general stationmaster), G.C. White (Erie vice president), J. Craddock (M&E division superintendent), and M.P. Nelson (Lackawanna assistant to the President) stand at the head of track 17 as the operations of the two big railroads merged into one. (BELOW) Two Erie E-units roll past the car yard in Hoboken terminal on another intercity run west. Note the “fast freight” cars behind the locomotive. F. Reilly library.

Caption for photo at the bottom of page 20: Another early shot of the unelectrified Hoboken terminal. Note the ornate detail on the façade of the train shed including lamps above each platform, some of which are already missing their globes. F. Reilly collection.

Caption for two photos on page 21: (ABOVE) In the late 1950’s the Lackawanna, in an effort to survive cancelled the famous Phoebe Snow passenger train that ran from Hoboken to Buffalo, N.Y. But on August 1, 1963, the Erie-Lackawanna reinstituted the Phoebe Snow with the same equipment as before. Here, a group of train lovers in Binghamton, NY praise E-L for their move. Photo by William B. Young. (BELOW) A group of officials inspect the new mail facilities in

Hoboken after the Lackawanna signed a big contract with the U.S. Postal Service in the late fifties. F. Reilly collection.

Caption for two photos on page 22: (ABOVE) Lackawanna ferrys [ferries] plied the Hudson up until 1967 when competition from the tunnels and PATH caused the deficit to be too much for the railroad. Here the Erie-Lackawanna ferry Elmira passes a string of barges on its way to Hoboken in 1966. (BELOW) Hoboken terminal operations as they appear today. On the right is a diesel powered push-pull type train (ex-Erie and Lackawanna trackage) and on the left are vintage Lackawanna electrics (ex-Lackawanna trackage). F. Reilly archives.

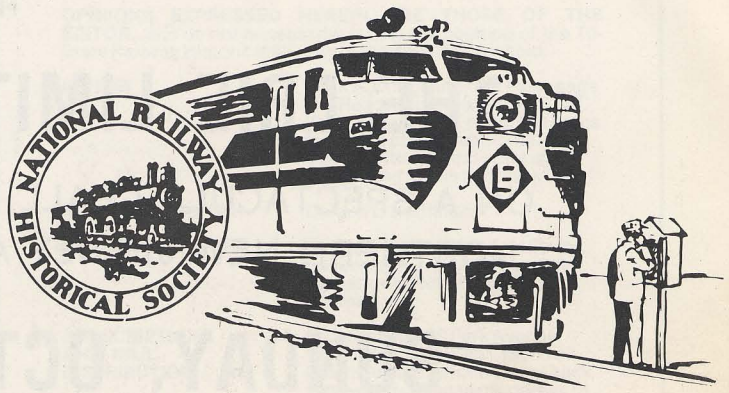
Caption for two photos on page 23: (LEFT) On January 25, 1981 the Tri-State Railway Historical Society presented to NJ Transit this plaque commemorating fifty years of electrified service on the Morristown line, Montclair branch, and Gladstone branch. Shown are Tri-State Directors [Frank] Reilly and [Donald L.] Dorflinger as the plaque is presented to NJ Transit. Today, the plaque may be seen directly next to the ticket windows in Hoboken terminal. (BELOW) This is an interior view of the Hoboken train shed prior to its rehabilitation. The electric train is on track two. Track one is much shorter, but at one time extended the full length of the train shed. When the new access to PATH was constructed the track was cut back due to the expected flow of commuters from the cancelled ferry service. F. T. Reilly collection.

Caption for photo on back cover, page [24]: A new Lackawanna passenger diesel locomotive pauses at Hoboken terminal prior to its departure on the head of one the Lackawanna’s passenger trains. The angle at which this shot was taken almost seems to portray the mighty diesel as immortal. Unfortunately, the locomotive is gone and so is the Lackawanna. F.T. Reilly collection.

[end]

$1.00

BLOCK LINE



TRI-STATE CHAPTER NEWSMAGAZINE

VOLUME IX, NUMBER V OCTOBER 1981

SPECIAL: HOBOKEN REDEDICATION COMMEMORATIVE ISSUE



THE TRI-STATE RAILWAY HISTORICAL SOCIETY, INC.

as Agents for Railtours of America

PRESENTS

THE ERIE LIMITED ROLLS AGAIN

ON A SPECTACULAR FALL FOLIAGE EXCURSION THROUGH NORTHERN NEW JERSEY AND LOWER NEW YORK STATE

SUNDAY, OCTOBER 18, 1981

Lv. Hoboken, N.J. (El Terminal) ..... 9:30 a.m.

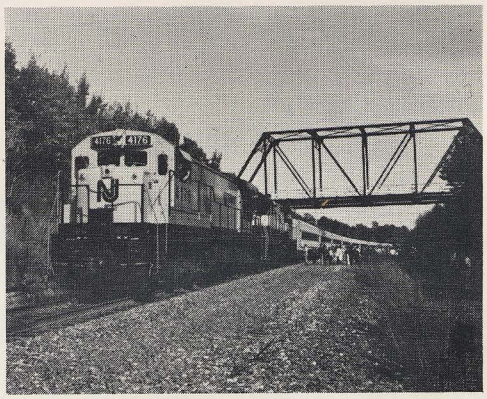
Lv. Waldwick, N.J. ..... 10:10 a.m.

Ar. Port Jervis ..... 12:00 Noon

Ar. Waldwick, N.J. ..... 4:20 p.m.

Ar. Hoboken, N.J. ..... 5:00 p.m.

Times approximate



Join us for an unforgettable 200-mile jaunt through the colorful fall foliage of one of the most scenic areas in the Northeast. Our modern, air-conditioned train will operate over rail routes which include the former Erie main line, Erie Bergen County line, and Erie Graham freight only "low grade line," as well as a portion of the former DL&W Railroad. Photo stops will be included en route and a high speed return run will highlight the day.

From Hoboken - $19.95 per person **From Waldwick - $17.95 per person**

Sorry - NO refunds will be made after September 15th. Sodas and snacks will be available on our special train. Bring your own lunch. Smoking not permitted on the Erie Limited.

For information call (201) 857-2987

RESERVATION FORM

To: Tri-State Railway Historical Society, Inc., P. O. Box 2243, Clifton, New Jersey 07015

Please reserve_____tickets at $19.95 from Hoboken $_____

Please reserve_____tickets at $17.95 from Waldwick $_____

VISA and Master Charge accepted. Card#_____ Exp. Date_____ Signature_____

My check or money order for $_____is enclosed, along with a stamped, self-addressed #10 envelope.

Name_____ Telephone _____

Street_____ Apt. No. _____

Town_____ State _____ Zip _____

EDITORIAL



TRI-STATE ON THE REBOUND !

As the fall comes on, it is interesting to look back on the year so far and see the wide range of events and activities open to the membership of the Tri-State Railway Historical Society. The first event of the year was a successful trip to Amtrak's Wilmington Shops for an unexpected meet with GG-1 4935. The second trip of the year was a "farewell" excursion on the Penn-Reading Seashore Lines with an inclusive visit to Atlantic City. Although all the riders didn't leave Atlantic City happy, the trip was an all out success. Also of new this year was the moving of the museum to the Rogers Locomotive Works in Paterson, NJ. Those who assisted in setting up the new exhibit considered it a rewarding experience, especially to look at it now in all its splendor. Also quite active during the summer was the club's baseball team, which under the guidance of coaches Markert and Stagnitto defended the club's name against rival corporate teams. And for the young at heart, let's not forget the annual camparama held in Bloomsburg, NJ along the LV mainline. Lastly, the June 14 Sell & Swap, which attracted thousands of railfans, rail historians, and model railroaders was also an attraction that was unparalleled.

As if this line up of events was not enough, the fall 1981 schedule has some interesting things to offer. First, on October 18, Tri-State will run the second annual Erie Limited from Hoboken to Port Jervis and back. This trip was a success last year and looks as successful this year. The route will include the Graham line, which due to construction delays was not open to our train last year. Also on its way is the Fall 1981 Sell & Swap at the Paterson Locomotive Works, which will feature over 150 tables of railroadiana and railroad models.

Lastly, what must be remembered is monthly meetings at Allied Chemical in Morris Township, NJ. These meetings feature the best in railroad oriented entertainment. This years features included a special report by Ross E. Rowland on his ACE 3000 steam locomotive, a special viewing of 16 mm films taken by Hal Carstens in the days of steam, "potpourri night"- a sampling of all member's slides, and "a night in South Africa"- films of steam and diesel power in South Africa.

The point of elaborating on all these events is to encourage our readers who are not yet members of Tri-State to join now. Tri-State. It's getting better all the time.

Mark A. Corigliano
Editor, The Block Line

N.B. Membership applications may be obtained by sending a SSAE to the post office box as listed in the masthead. Label all requests,"Attn. Membership Applic."

The BLOCK LINE is published monthly, except July and August, by the Tri-State Chapter of the National Railway Historical Society. Subscriptions are available at $13.00 per year (10 issues postpaid First Class). Back issues are $1.00 each (some scarce dates are unavailable, so please state second choices). Commercial advertising rates upon request. Material in this publication may be reprinted without permission, provided proper credit is given.

OPINIONS EXPRESSED HEREIN ARE THOSE OF THE EDITOR...and do not necessarily reflect the position of the Tri-State Railway Historical Society or the NRHS as a whole.

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MEETINGS OF THE TRI-STATE CHAPTER, NATIONAL RAILWAY HISTORICAL SOCIETY, ARE HELD ON THE SECOND THURSDAY OF EACH MONTH AT 7:45 PM IN THE AUDITORIUM OF THE ALLIED CHEMICAL CORP., COLUMBIA TURNPIKE, MORRIS TWP., NEW JERSEY. PROSPECTIVE MEMBERS ARE ALWAYS WELCOME.

ON THE COVER

Hoboken Terminal prior to its completion in 1907. This faithful structure still serves 30,000 commuters a day, 74 years after its completion.

CALENDAR

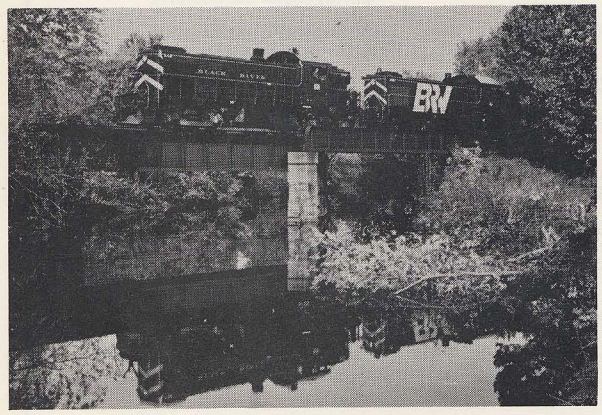
Railfan Events for

FALL 1981

For timely insertion, notices are accepted up until the formal news deadline as noted in the Calender. Please direct all notices to the Editor. Notices are carried free of charge.

THURSDAY, OCTOBER 8: Monthly meeting of the Tri-State Railway Historical Society, 7:45 PM at the Allied Chemical Auditorium, Columbia Turnpike, Morris Twnshp., NJ. Admission is free and guests are welcome. Come on down and bring a friend. Entertainment of a rail nature.

SATURDAY, OCTOBER 10: National Association of Timetable Collectors East Coast Borse. Buy/Sell/Trade at the George Washington Motor Inn, US Route 1, Trevose, PA. For information, contact: T. Coval, 21 E. Robin Rd., Holland, PA 18966 or call 215-357-4570.



SUNDAY, OCTOBER 11: The Recycling Railroads Fall Spectacular at the Black River and Western RR in Ringoes, NJ. Sponsered by Recycling Railroads, Inc. and co-sponsored by the Hunterton County Park System. Ride the rails of the entire BR&W RR behind Alco RS-1 diesels and see the splenders of fall from Ringoes to Lambertville, Flemington, Three Bridges and return. See and photograph the entire BR&W passenger roster in action, including steam and diesel power. Shopping stops at Lambertville and New Hope... or stay with the train for a ride nd later, hike along the abandoned Bel-Del and Delaware and Raritan Canal. Food and Railroadiana will be sold on the train. Departs Ringoes at 9 AM a nd returns at 4 PM. Optional steam excursion depats Ringoes at 4 PM. Capacity extremely limited. $7.50 for diesel trip, $3 for steam trip. Send ticket order along with SSAE to Recycling Railroads, Inc., 93 Main St., Newton, NJ 07860.

SUNDAY, OCTOBER 11: Susquehanna Ramble, sponsored by the Jersey Central Chapter of the NRHS. Ride in exCNJ coaches on a special trip over the NYS&W RY. from Little Ferry to Butler. Train departs Passaic Jct. in Saddle Brook, NJ at 8:30 AM. Fare: $26.00. For tickets, send fare and SSAE to Jersey Central Railway Historical Society, P.O. Box 744, Bayonne, NJ 07002 or call 201-339-3061, 24 hours a day.

SATURDAY, OCTOBER 17: Branford Trolley Museum Railfan Day 1981. Ride all types of traction cars on this one day event. Flea Market, photo excursions, and more! Night photo session and traction films. $7.50 covers all expenses. For additional information, write: Branford Trolley Museum, 17 River St., East Haven, Ct. 06512. The Branford Trolley Museum is located 5 miles east of New Haven, Ct., 1 mile from exits 51 and 52 of the Conn. Turnpike (I-95).

SUNDAY, OCTOBER 18: Second annual running of the Erie Limited, sponsored by the Tri-State Railway Historical Society. See full page ad in this issue.

SATURDAY & SUNDAY, OCTOBER 24 & 25: Steamtown Railfan's weekend. Steam operations, diorama type set-ups and the famous night photo session. For information, contact: Steamtown, P.O. Box 71, Bellow Falls, Vt. 05101, or call (802) 463-3937.

SATURDAY, OCTOBER 31: The North Jersey Chapter, NRHS, will operate a deluxe motorcoach trip to the Branford Trolley Museum and to the Warehouse PT. trolley museum. See the extensive collection of equipment including old PATH cars, and ride over several miles of the museum's trackage. Bus departs the Bloomfield Civic Center at 8 AM and Penn Station, in Newark at 8:25 AM, and at 31st and 8 Av in New York at 9:15 AM. Round trip price of $23 includes bus transportation only. Info: Bruce Russell, 240 Mt. Vernon Place, Newark, NJ 07106, or call 372-5995.

THURSDAY, NOVEMBER 12: Monthly meeting of the Tri-State Railway Historical Society at Allied Chamical in Morris Township, NJ. 7:45 PM will signal the beginning of great entertainment and an update on all Tri-State activities. Come and bring a friend.

SATURDAY & SUNDAY, NOVEMBER 14 & 15: Tri-State Chapter's giant fall railroad extravaganza at the Rogers' Locomotive Works in Paterson, NJ. Co-ponsored by the Tri-State Railway Historical Society and the Great Falls Development Commission. See full page ad elsewhere in this issue.

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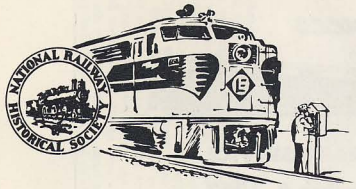
Payment must accompany ad request. Deadline: Same as formal news deadline (see calendar). We reserve the right to edit all copy, and to refuse unacceptable copy.

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Map and Directions on other side

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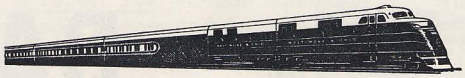
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See Other Side For Schedules

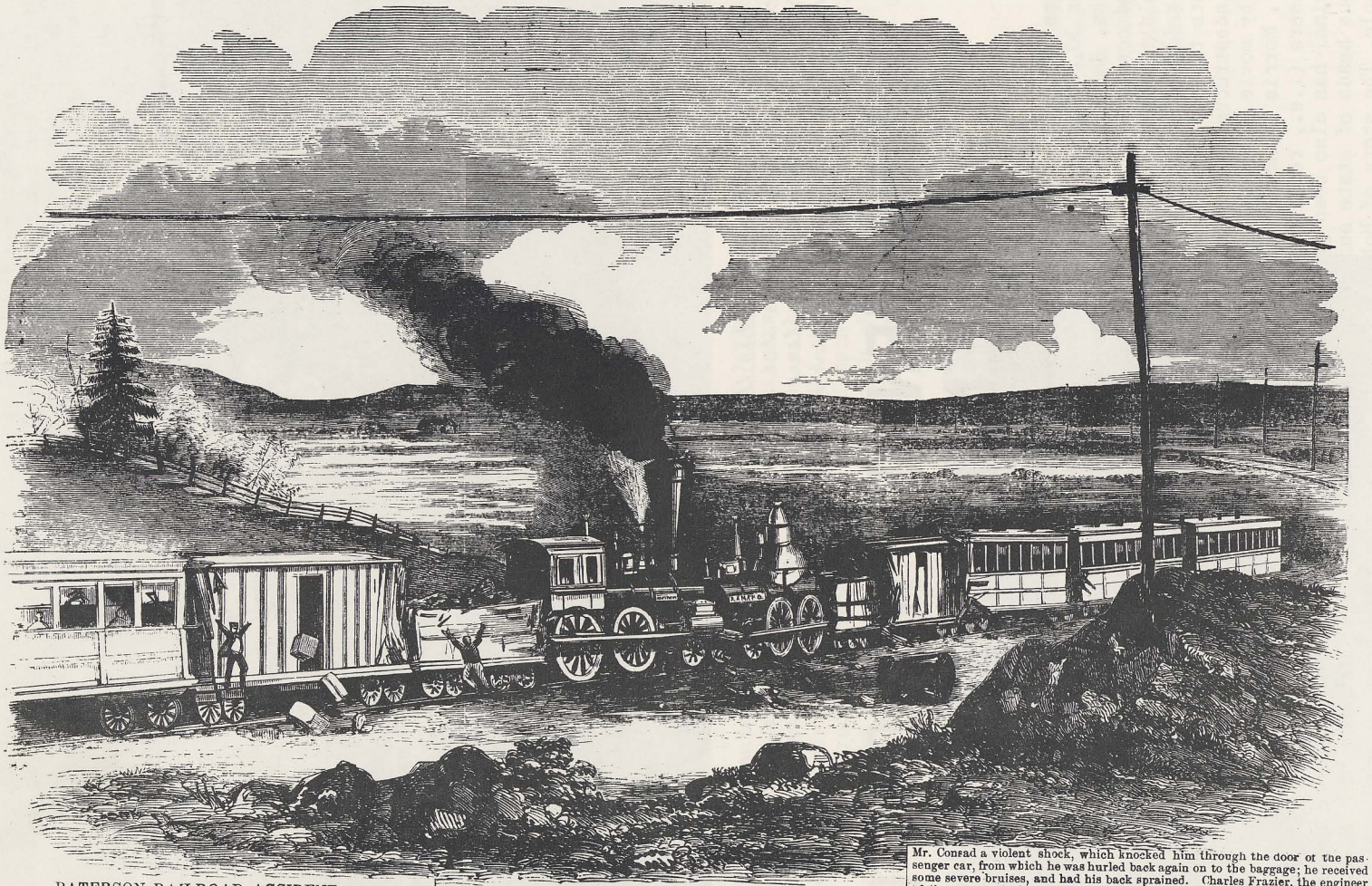
SPECIAL NOTICE

The CLEVELAND NIGHT EXPRESS, Trains 17 and 18, will be discontinued between Washington and Cleveland effective with last trips from those cities December 7, 1962.

BALTIMORE & OHIO RAILROAD

In 1962, the Baltimore and Ohio Railroad (now part of the Chessie System) instituted an improved service over a popular route and dubbed the train the Tri-Stater. The reprint above is the front cover of the train's one page timetable designed as a supplement to the railroad's regular passenger timetable. The train ran eastbound and westbound each day. Connections were available at each end of its route (Washington, D.C. and Cincinnati, Ohio) with the Pennsylvania and the Louisville and Nashville Railroads. Timetable from the collection of Frank Reilly.

Because this special issue of the Block Line centers on early railroad developments on the west shore of the Hudson River, it would only seem appropriate to mention the first train accident in New Jersey that to this day is in the annuls of history as being one of the largest casulties accident in railroad history. The early reprint from the Illustrated News of May 21, 1853 will further enhance the reader as to the details of the accident.



PATERSON RAILROAD ACCIDENT.

OUR sketch accurately represents the scene of the accident on the Paterson road, together with the damages caused to the locomotives and cars. The collision occurred on the evening of the 8th, between eight and nine o'clock, about a mile from Bergen Hill, between the Paterson emigrant train going west, and the Erie express train coming east, by which two men were fatally injured, and several others wounded. It appears that on the Paterson train leaving Jersey City, it was some three minutes behind time, and the conductor stopped the train in Bergen Cut, and remained there a short time awaiting the approach of the Erie train. The conductor then looked at his watch, and remarked that the conductor on the down train had forfeited the right of the road, and proceeded slowly forward; and, at about a mile from the Cut, the down train approached, with considerable speed, and the collision took place, smashing both locomotives, and driving the tenders both through the baggage

PATERSON RAILROAD ACCIDENT.

car, carrying away also a part of the passenger car. The forward passenger car contained a number of emigrants, and the second car several gentlemen, residents of Paterson, on their way home. Farrel O'Garrow, brakeman on the Erie express train, was found to have his left leg, just below the knee, completely cut off, and the other most dreadfully crushed, so that it only held by the muscles and skin It is believed the injury will prove fatal. James Harrison Van Cleet, thgh broken, and other severe bodily injuries; his recovery is believed to be very doubtful. He was a brakeman on the Paterson train. Henry J. Griffin, brakeman on the Paterson train, had his right leg broken just below the knee. It is believed he will recover. J. W. Cosad, the baggage master of the Erie express train, was at the time of the collision, in the baggage car: the concussion, and the force of the tender bursting through the car, gave Mr. Consad a violent shock, which knocked him through the door of the passenger car, from which he was hurled back again on to the baggage; he received some severe bruises, and had his back sprained. Charles Frazier, the engineer of the express train, escaped injury. Thomas Blakely, engineer of the Paterson train, sprang off the locomotive, and in so doing injured his head and leg. None of the passengers on either train received any serious injury; but the greatest alarm prevailed for a time amongst them, not knowing at first the extent of the accident. Mr. Seth Geer, conductor of the Erie express train, escaped without injury, and so did William G. Gale, conductor of the Paterson train.

CAUSE OF THE COLLISION.

It appears from the statement of Mr. Seth Geer, conductor of the express train, that he was running on time, when he met the Paterson train, which ought to have remained on the double track in Bergen Cut, until the express train had passed. On the other hand, Mr. Gale, the conductor of the Paterson train, alleges that he was not aware of the new time table, and accordingly run on the old time; and, not meeting the express train on the double track, believed he had a right to the road—hence the collision.



HOBOKEN TERMINAL #4...was none other than this three sheded structure. Unfortunately, no pictures of the three previous terminals survive, and this shot is the only one known to exist of the fourth terminal. None early semaphore system as well as the ferry building in the rear. This station is the one that burned in the 1906 terminal fire. Photo from the Frank Reilly collection.

A COMPREHENSIVE HISTORY OF HOBOKEN TERMINAL

By Frank Reilly, Copyright 1981

Seventy-four years old and still standing tall while handling over 30,000 daily passengers from New Jersey's suburbs, Hoboken Terminal is a masterpiece of copper and concrete located on the Hudson River. The grand old terminal set the precedent for last of the great railroad terminals around the world and represents the fifth terminal on this site! The almost indestructable terminal has been the site selected by movie producers (i.e., Three Days of the Condor, Morris County Fare, etc.) and television advertisers (i.e., recent Macy's rug ads). Hoboken Terminal has also been graced by visits from numerous heads of state and other very important people. The story of Hoboken Terminal revives memories of the "Phoebe Snow","Erie Limited","Lake Cities", and "Lackawanna Limited". Hoboken Terminal also had at one time dual guage trackage serving both the Morris and Essex Railroad and the Delaware, Lackawanna, and Western Railroad.

The complex story of Hoboken Terminal begins over 140 years ago when the Morris and Essex Railroad was incorporated on January 29, 1835 to build a railroad from Newark in Essex County westward to Morris County, thus the name Morris and Essex Railroad. The line to Morristown was opened in 1838, to Dover in 1848, to Hackettstown in 1854, and finally to Phillipsburg, NJ in 1866. The eastward construction between Newark and Hoboken was not undertaken until the event of the Civil war. Until then, M&E passenger trains wntered upon the NJ RR (later to become the Pennsylvania Railroad) and ran from Newark to the NJ RR's terminal at Exchange Place in Jersey City. Since the NJ RR was built to a guage of 4' 10", the M&E had built their railroad to the same guage to permit their trains to operate through to Jersey City without their passengers having to change trains in Newark. At this time, the officials of the M&E RR saw the need for their own terminal on the Hudson River and began planning for such a facility adjacent to the ferry terminal of the Hoboken Ferry Company. The major obstacle to achieving this dream, though was the high, solid rock Bergen Hill. The railroad overcame this

problem when an agreement was entered into with the Erie Railroad which allowed M&E trains to use the Erie's tunnel under Bergen Hill. The M&E would would then build a track connection between the Erie mainline and the M&E's newly proposed Hoboken rail terminal. The rail line from Newark to Hoboken cost $1,050,710.03, including the cost of the terminal! Strange as it may seem, M&E trains from all points west of Newark were forbidden from using the new railroad and terminal. When the M&E entered into the contract with the NJ RR to route all trains originating west of Newark and terminating on the Hudson River over that line, it required the M&E to operate their trains via that line until October 13, 1863 when the agreement expired. However, the M&E did operate a shuttle between Newark and Hoboken giving their riders the option of riding thru to Jersey City or changing trains at Newark for Hoboken.

THE FIRST HOBOKEN TERMINAL was opened on November 14, 1862. It was approximately 400 feet in length and had three tracks. Passengers of the M&E RR upon their arrival at the new terminal transferred to the Hoboken Ferry Company's boats bound for Barclay St., Canal St., and Christopher St. in New York City. Business boomed for the M&E RR and the need for a larger facility was realized. Planning quickly begun for the new facility, and to accomodate it, it was decided to fill in a portion of the marshland adjacent to the original terminal.

THE SECOND HOBOKEN TERMINAL was built on the filled marshlands and opened on January 15, 1868. This wooden terminal was 650 feet in length, 75 feet wide and could accomodate "Twelve long passenger cars". A covered walkway was provided for passengers using the Hoboken ferrys, something that was evidently not offered at the first terminal. This terminal had the unique distinction of serving trains of two different guages; the M&E's standard guage (4'8½"), and the Delaware, Lackawanna & Western's broad guage (6'). The dual guage story is almost a lost piece of NJ rail history, let us salvage it now.

The broad guage DL&W leased the M&E effective December 31, 1868 and immediately began laying a third rail on the M&E's standard guage tracks between Washington, NJ where the two lines intersected and Denville, NJ. At Denville, the construction of Boonton branch was just getting underway so the entire Boonton branch was built as a dual guage line to West End Hoboken (Bergen Hill) where the dual guage Erie RR was met and the DL&W/M&E trains could then pass through the Erie tunnel to gain access to Hoboken. This gave the DL&W its first direct rail access to New York harbor, a major growth factor of both the railroad and the community of Hoboken. The first broad guage train between Washington, NJ and Hoboken ran on September 12, 1870, but since it was a freight it did not operate into Hoboken terminal. It was not until almost three years later that the first broad guage passenger train used Hoboken Terminal, on August 16, 1873. This broad guage passenger train was the first interstate passenger train to use Hoboken terminal as well as the first train in the terminal to have a sleeping car. The train ran from Hoboken, NJ to Binghamton, Syracuse, and Oswego, NY and was pulled for most of its NJ run by the DL&W's broad guage locomotive #9, the "Hudson". It is believed that this was also the first time parlor cars were used on trains in and out of Hoboken. Due to the problems of interchanging freight between two guages, the DL&W decided to cahnge from broad guage to standard guage. The decision to do this took place, incredibly on one day, namely May 27, 1876.

In June, 1873 a major fire destroued the second Hoboken terminal and a temporary structure was erected immediately following the tradegy. This building was to become:

THE THIRD HOBOKEN TERMINAL outlived its two predecessors by more than twice the number of years than either were in service! In the Spring of 1884, the DL&W decided to plan and construct a new and much larger terminal to accomodate the rapid growth of passenger service. Plans to replace the 1873 temporary station, which was already ten years



This early postcard of the new new terminal gives a view of the grand concourse when it had an all glass roof. Note the ramp leading to the ferry slips. F. Reilly collection.



An extremely rare shot of the interior of the Christopher St. ferry terminal in New York City. Note five cents fare card and gift concession in the backround. Author's collection.

old, were evidently delayed awaiting the completion of the DL&W's own tunnel through Bergen Hill. The DL&W and Erie RR had many controversies over the use of DL&W trains through the Erie tunnel, so on May 29, 1869 the DL&W announced that it would build its own tunnel and be free of the troublesome Erie. Work did not commence until 1873, but labor problems and water seepage into the tunnel hampered work. Finally, on May 12, 1877 the tunnel was completed (three years behind schedule). Construction on the second Bergen Hill tunnel on the DL&W was not begun until 1906 as part of the overall Hoboken terminal complex that stands today. The original tunnel is now used for westbound trains and the second, or "new" tunnel is used for eastbound trains. At the west end of the tunnel (namely "West End") the tracks cross over the Erie RR on a truss bridge. To the south of these tracks can be seen the original tracks going into the Erie tunnel under Bergen Hill. Today, the Erie tunnel is still used for freight trains.

THE FOURTH HOBOKEN TERMINAL was opened in 1885, work on it having begun in the Spring of 1884. The terminal had eight tracks covered by three sheds, side to side. At the turn of the century, DL&W management decided a much larger facility was needed and one that was not prone to fire as its predecessors. So plans were drawn for a new terminal, which is still in service today! The actual removal of the fourth terminal for the fifth was quite unusual. While plans were being made for its demolition, the terminal was destroyed by a spectacular fire on August 7, 1905! The fire was reported to be so hot that the copper facade melted and and dripped into the street. Seven months later on March 25, 1906 construction on the new terminal commenced with the pouring of concrete.

THE FIFTH HOBOKEN TERMINAL was radically different from any other railroad terminal that had been built in Hoboken...or in the entire world! The DL&W's chief engineer, Lincoln Bush, designed the train shed and concourse area while Robert Murchison the terminal building and ferry dock. Upon its opening to the public at 6 AM on February 25, 1907, the magnificent rail complex signalled the beginning of the last great rail terminal construction projects.

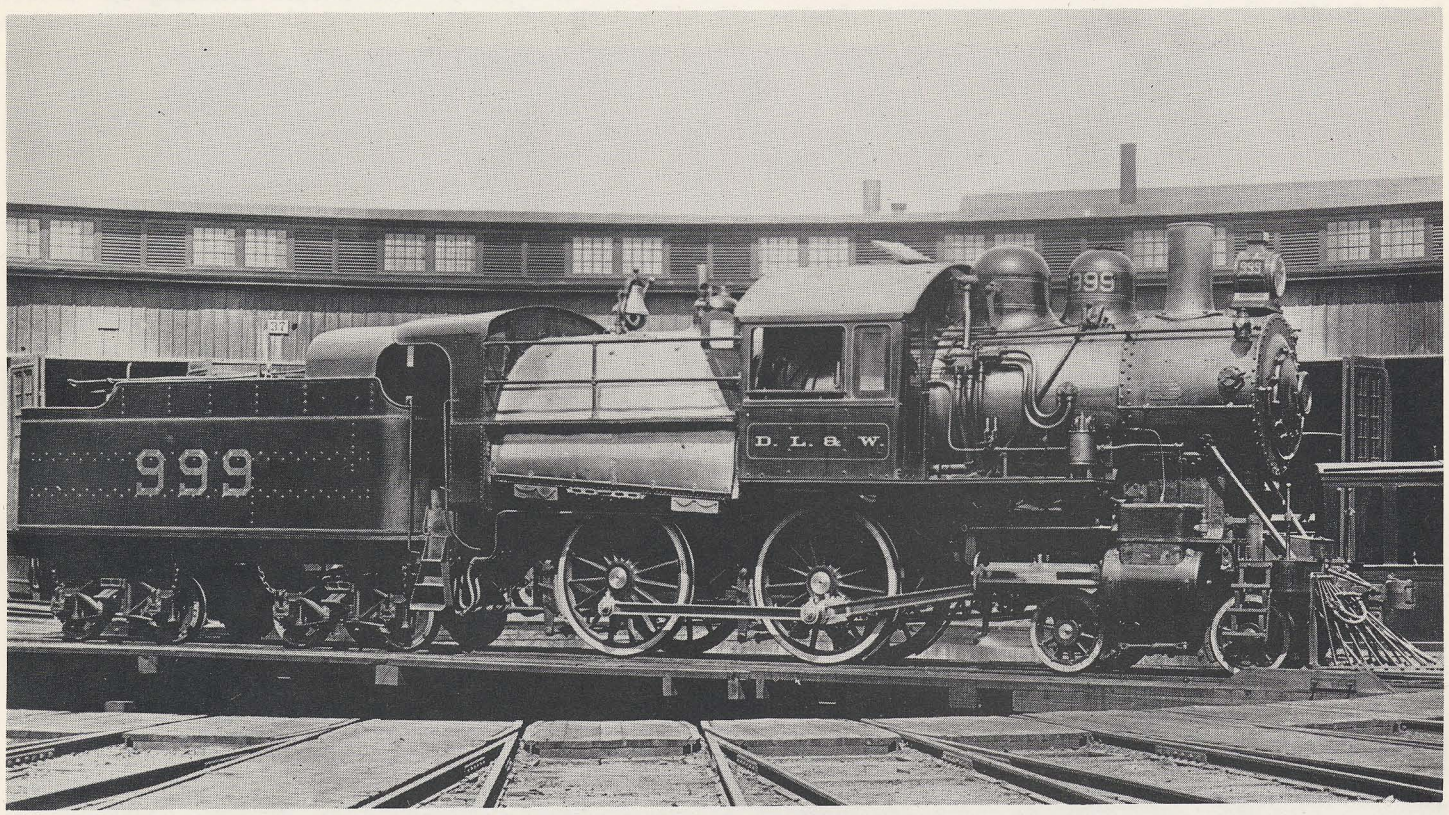
Fourteen tracks terminated under a unique and highly efficient trainshed designed by Mr. Lincoln Bush and subsequently patented by him. The uniqueness was that instead of having gigantic wooden structues covering several tracks, the Bush train shed had a series of small canopies, each covering two tracks, with openings in the sheds directly over the center of each track to exaust the smoke from steam engines. The construction was all concrete and steel, with the roof of the shed being supported by ornate cast iron pillars. The canopies are concrete slabs, originally with glass panels for admitting light to the pedestrian walkways. However, due to the high costs of cleaning and breakage the skylights were later replaced with concrete slabs.

The waiting room and train concourse was designed to accomodate 40,000 persons at one time! When the terminal was new, it contained a fine restaurant on the upper level overlooking New York harbor. The terminal also was equipped with a railroad YMCA, barber shop, cafeteria, and hopsital.

With the dedication of the new Hoboken terminal came other modes of transportation. Few people remember the large Public Service trolley terminal, a large two story structure, located where the TNJ bus shed is today, adjacent to the PATH entrance. Surface trolley lines served the terminal as well as a spectacular elevated trolley line that climbed from Hoboken terminal to the top of Bergen Hill. This unique line ran down Observer Highway, and rose on a sloping trestle to scale the mountain. Below ground was another form of transit, the Hudson and Manhattan Railroad, more commonly known as the Hudson tubes. The H&M, which became PATH on September 1, 1962, commenced operations under the Hudson River from the DL&W's new terminal to 19th Street and 6th Ave in New York City on February 25, 1908. The line was later extended to 33 St. Unfortunate for the railroad, this took a substantial number of passengers from the ferry operation. The H&M line to the downtown NY area was opened on August 7, 1909 and to Newark via Jersey City in January, 1911. With the abandonment of all ferry service in 1967, the overwhelming number of ferry passengers were transferred to the PATH system, wiht a few opting for the bus service to the Port Authority terminal on 42nd Street.

For many years commuter trains and intercity trains shared Hoboken terminal, then evr so slowly, the long distance trains were discontinued, until finally the famous "Phoebe Snow" made its last run from the terminal on November 27, 1966, followed by the last long distance intercity train, the "Lake Cities" on January 5, 1970. During the 1960's and 1970's the grandness of the terminal faded with each train discontinuance until the terminal deteriorated into an unappealing derelict covered with a thick layer of dirt and grime. With each rain came new leaks and more disintegration. In fact, it appeared for a while that this magnificent structure which had outlived two world wars, among other things was finally on its deathbed. But in 1976, an ironic happening took place, a new railroad was formed...Conrail, a railroad that did not want the terminal. But it was through this evnt that the terminal was saved and restored to its grandeur that we witness today. The New Jersey Department of Transportation was permitted by federal legislation to purchase any rail properties served by commuter trains exclusive of Amtrak's North East Corridor and major freight lines designated by Conrail. So on April 1, 1976, NJDOT became the owner of the decrepid terminal complex. With over 30,000 people using the complex each day with no alternative, NJDOT decided to explore the possibility of rehabilitating the entire facility. First, NJDOT obtained $80,000 from the Department of Enviormental Protection to be matched by a like amount from NJDOT for work on the beautiful copper facade. Additional funds were secured from the state Economic Development Authority with more funds coming from NJDOT. A total of 4.8 million was raised for the complex job of restoring the terminal. Work on the train platform canopy started in early 1980 which transformed them from dark, rusty areas into bright attractive areas. The work crews first sandblasted the shed, then painted it, and finally added such features as new lights. Work on the canopies started on track 15 and continued to track 1. Also included in this work was replacement of drain pipes and some of the ornamental cast iron rings that have

Prior to the electrification of the Lackawanna suburban lines, all commuter trains were steam powered, and thusly locomotives had to be turned at both ends of their route. Here, DL&W camelback #999, a 4-4-0 is turned at the Hoboken roundhouse. The turntable remained in use until only a few years ago. F. Reilly collection.

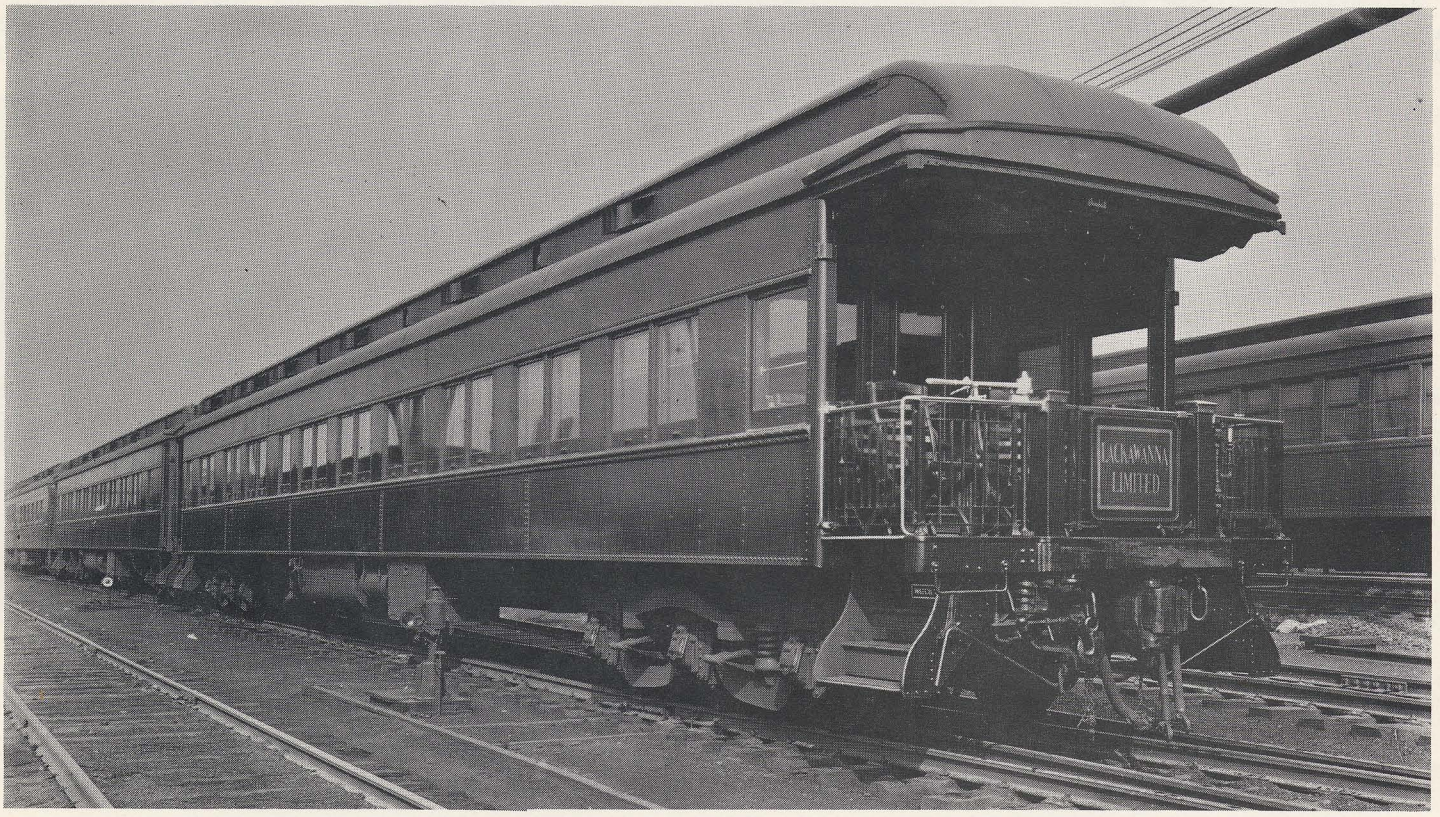




WEST END...or the western end of the Bergen Hill tunnels is seen here in this 1920 photo. Note in distance the older swing bridge at right and the new lift bridge at left. The four tracks veering off to the right constitute the eastern most end of the Boonton Branch. (BELOW) A complete view of the Hoboken terminal complex as seen from Bergen Hill. The actual passenger terminal is in the background to the right, while the massive DL&W freight yards and coal facility are to the right. The tall stack belongs to the railroad power plant, which only until recently was coal powered. Note the two Baldwin switchers in the lower left hand corner as well as the early cab units nears the turntable in the lower right hand corner. Could they be waiting to pull the "Phoebe Snow" on another record run to Buffalo? Both photos courtesy of Frank Reilly



(ABOVE) In the early thirties, the Lackawanna railroad painted two eight car electric trains in white with black trim and gold lettering. The two sets were used for express trains during the morning and evening rush hours. Unfortunately, due to the breaking of the trains for maintenance purposes, the fancy paint scheme did not last long. (BELOW) The Lackawanna Limited, one of the intercity trains that operated into Hoboken is shown here as crews prepare it for another on time trip. The train consists of all heavyweight pullman cars powered by a heavy steam locomotive "on the point". Both photos courtesy of F. Reilly.





(ABOVE) This early photograph shows the Hoboken Ferry Company building prior to its destruction in the 1906 Hoboken fire. At this time the ferry building and railroad terminal were seperate buildings connected only by a covered walkway. (BELOW) The Hoboken terminal complex from the water was just as busy as on land. Note the main terminal in the distance and the freight buildings in the foreground where the lighter is tied up. Frank Reilly collection.



cracked over the years. However, the most spectacular work took place in the main waiting room where the original tiffany stained glass skylight was restored. The skylight was painted over during the second world war as part of air raid precautions imposed all along the east coast. The colorful skulight remained covered for almost 40 years until finally in 1980 work crews began stripping the paint and making repairs to all pieces that were cracked. In addition, the 90' by 100' waiting room received a thorough cleaning and painting to reveal the artistry of its construction. When in the terminal, take special note of the railing on the grand staircase that leads to the upper level. This building is truely a gem of gems and requires a slow, careful scrutiny to reveal the many pieces of exceptional workmanship.

The terminal rehabilitation project was a three stage program, which incidentally was completed on schedule. First, the roof work and facade was rebuilt, then the train sheds followed, and finally the waiting roof area was refurbished. Those who use the terminal step back to the turn of the century, a time where architectual splendor was abundant, so unlike the present where cinder block construction is the rule of thumb.

A leisurely visit to Hoboken terminal is strongly recommended. It is easy to reach by former E-L trains or via PATH from Newark Penn Station or NYC. In addition to the terminal, the vintage Lackawanna electrics and more modern push-pull sets always seem at attention under the train shed.

Although much has been done to the terminal, it is sad to report that one portion of the complex that at one time was highly active continues to deteriorate and may be too late to save. I speak of the ferry slips on the river side of the terminal that have been left unattended for over ten years now. Perhaps because of the discontinuence of ferry dervice the railroad opted not ot do any more than the absolute minimum of maintenance on the slips. When the terminal was opened in 1906, it had six active ferry slips and the operation that was once operated by the Hoboken Ferry Co. The northern two were for boats to 23rd St., the middle two for Christopher St., and the southern two for Barclay St., all three termini in Manhattan. The 23rd St. ferry made its last run on October 17, 1946, the Christopher ferry lasted to March 30, 1965, and the final run of the Barclay St. ferry was on November 22, 1967...complete with champagne, the Hoboken High School band and life jacket souvenirs for the passengers on the last trip.

One of the most interesting events in the history of Hoboken terminal was during the year of 1956 when the Erie RR merged most of its passeneger operations into the Lackawanna's terminal. Due to the high costs of maintaining a waterfront terminal, the presidents of the two railroads proposed a merger into Hoboken. Since the Erie's Pavonia Ave. terminal in Jersey City was in such poor condition and renovation would have been quite expensive, the Erie quickly agreed to this proposal. Thusly, on October 13, 1956 phase one of the changeover took place with the diversion of all non-rush hour and intercity passenegr trains into Hoboken. On march 25, 1957 all Erie rush hour trains began using the new terminal, resulting in 142 DL&W trains and 79 Erie trains (eastbound trains only, double these figures for the amount of trains in one day). The Erie added 11,000 new passengers to the 27,000 DL&W riders already using the terminal each day. Erie Northern Branch trains and New York, Susquehanna, and Western trains still continued using the Pavonia St. facility until December 12, 1958 when Northern Branch trains had a new one mile connection track complete. This signalled the end for the Erie terminal, as Northern Branch trains could now run into Hoboken and NYS&W trains terminated at Susquehanna transfer (now a park and ride facility under the Lincoln tunnel entranceway in North Bergen).

Perhaps the most significant celebration at the terminal took place more than fifty years at Hoboken terminal, when the suburban lines of the DL&W were electrified. On hand to operate the first electric train out of Hoboken was Thomas Alva Edison. Precisely at 11:02 AM on September 3, 1930, Mr. Edison waved to the large crowd that had gather-

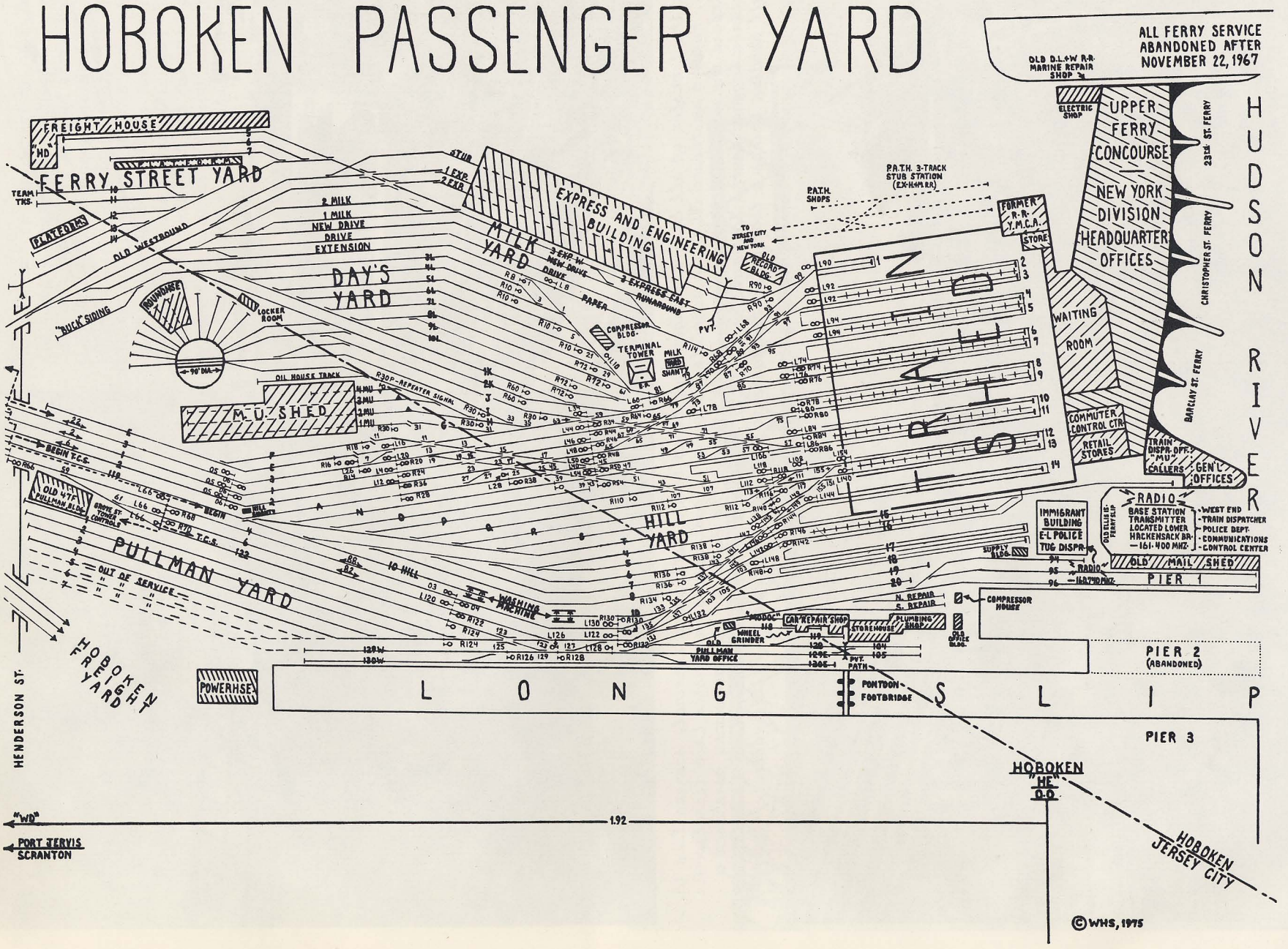


This early photograph, taken soon after the completion of the terminal shows the trolley loop and vehicle entrance to the ferrys. Trolley track remains can still be seen here embedded in the belgium block streets. Author's collection.



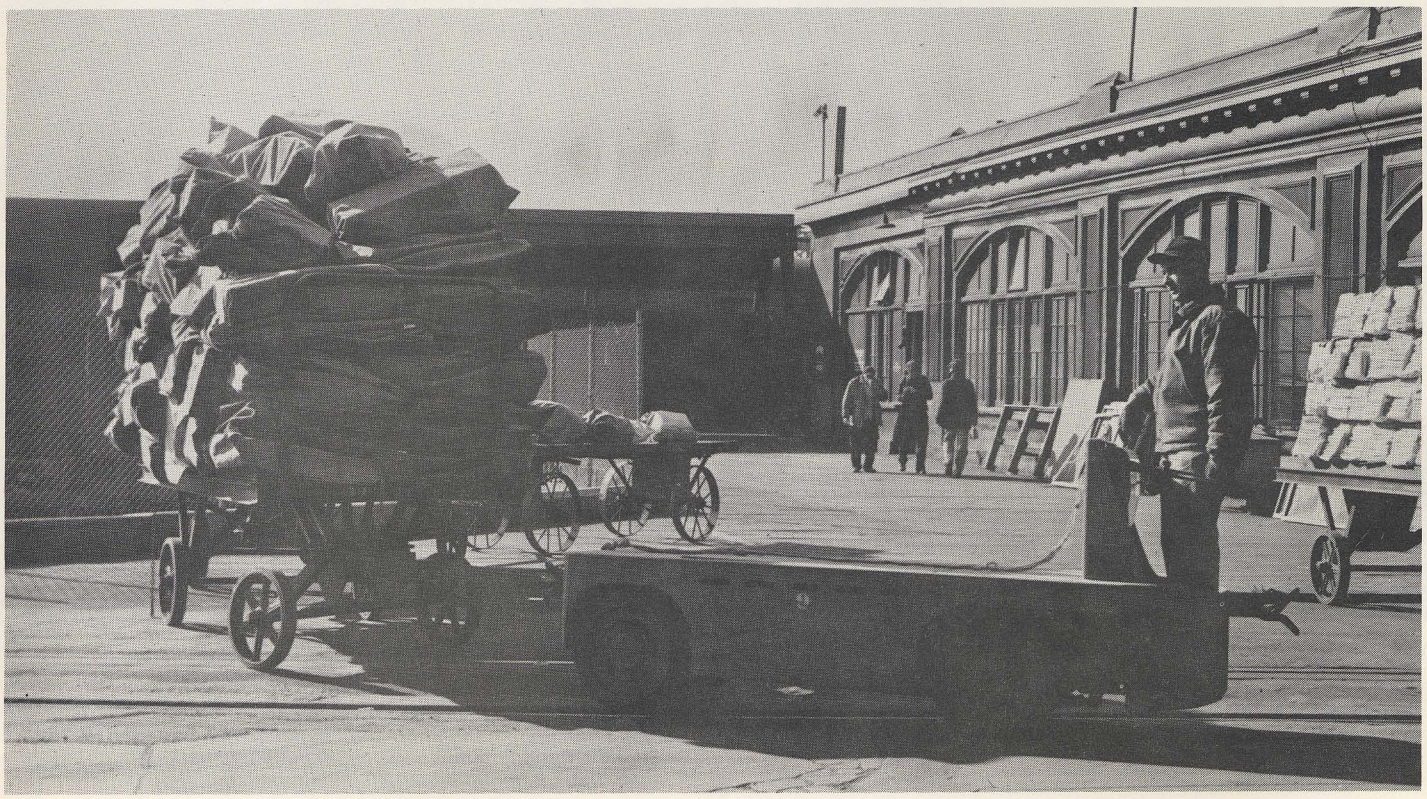
MARINE ACTIVITIES...at Hoboken terminal were at one time quite active, Here an overhead gantry crane on its own tracks removes containers from barge #153, as part of the Lackawanna steam tug fleet rests in the background. The containers probably were filled with cement as witnessed by the labeling on the gondolas Frank Reilly collection.

HOBOKEN PASSENGER YARD...can best be descibed by looking at this map of the complex terminal facility. Reprinted with permission from the book "Tidewater Terminals of the Erie-Lackawanna Railway" by William H. Sheppard.





(ABOVE) After the transfer of all Erie passenger operations to the Lackawanna terminal, scences like this were possible. Here, a westbound MU train complete with a rail post office car passes Erie diesel power laying over before the westbound commuter runs.(BELOW) During the fifties, the Lackawanna purchased a number of electric baggage trucks to handle parcels off of inbound passenger trains. Here, C. Cook, a Lackawanna mail handler brings a load of postal sacks to an outbound train. F. Reilly collection.





(LEFT) Prior to the departure of Erie #1, on the first day of merged operations into the DL&W terminal, Max Plum (general stationmaster), G.C. White (Erie vice president), J. Craddock (M&E division superintendent), and M.P. Nelson (Lackawanna assistant to the President) stand at the head of track 17 as the operations of two big railroads are merged into one. (BELOW) Two Erie E-units roll past the car yard in Hoboken terminal on another intercity run west. Note the "fast freight" cars behind the locomotive. F. Reilly library.



ed for the event, then notched out the controleer to move the first electric commuter train out of the terminal. The first train, with 800 guests on board, operated to Montclair, terminus of the first phase of electrification. The electrification was extended to South Orange on September 22, and to Morristown on December 18, 1930. On the Gladstone Branch (P&D), the electrification was completed from Summit to Gladstone on January 6, 1931. Each opening was accompanied by large celebrations. The electrification became fully operational on January 25, 1931. Fifty years later, on January 25, 1931, the Tri-State Railway Historical Society erected a plaque in Hoboken commemorating the event. That plaque may be seen today in the waiting room to the right of the ticket windows. The original railcars and electrical equipment are still in service today, a great tribute to those who designed, built and maintained the system.

Another interesting facet of the terminal can be seen just outside the main waiting room on Hudson Place. In the middle of the square amy be seen a statue of Samuel Sloan, president of the DL&W from 1868 until 1899. The story behing this statue is very interesting and unusual. A wealthy friend of Mr. Sloan felt that Sloan had done such an outstanding job in building the DL&W that he and his efforts should be remembered. So John Starin commissioned a sculpture, George E. Bissell to make a life sized statue of Sloan, which commenced on March 1, 1887. It was completed by having the pure bronze cast in Paris and on August 1, 1889 it was shipped to the United States. Mr. Sloan had no knowledge of this surprise, and when Mr. Starin announced the arrival of the masterpiece, the shocked Sloan refused to have it exhibited during his lifetime. It was put into storage until his death, and when the new Hoboken terminal was opened, the statue was erected just outside on Hudson Place, in full view of the general offices and the busy terminal operation.

Hoboken terminal hosted the trains operated by the Erie and Lackawanna railroads until the two merged on October 17, 1960 to become the Erie-Lackawanna Railroad. Effective that date, all the trains were E-L trains, but even today railroaders refer to trains as being on the "Lackawanna" side or "Erie" side. On the merger date, the president of the DL&W, Perry Shoemaker departed Hoboken in his private car #99 for the last time enroute to the new E-L headquarters in Cleveland. According to Tri-State Charter member Tom Taber, every whistle in the yard blasted loudly as a salute to Mr. Shoemaker and what he did for the railroad, a touching finale he never forgot. A similar experience occured shortly after Tom Taber's death in May 1975 when the E-L management dedicated train #629, the "Tom Taber Express". This train had the distinction of being the only named train in New Jersey. Upon the first run of this train, a large banner was placed on front of the 629, the fastest electric train operating in New Jersey! As the eight car train departed Hoboken on its maiden run, every whistle on every locomotive, switcher, and electric screamed a loud and long blast to the memory of Tom and the first train named in his memory. It was an experience that touched everyone present in Hoboken that day and one the author will never forget.

Hoboken terminal has played host to thousands of immigrants from Europe, thousands of intercity travelers from as far as Chicago, tens of honeymooners to Niagara Falls, soldiers enroute or returning from war, occasional riders or tourists, and the tens of millions of commuters who managed the daily routine of commuting to work on the DL&W, and later the Erie. It is all these people, who over the years from 1906 to the present, and into the future will pass under the graceful lines of Hoboken terminal for which this terminal was built, a terminal that has escaped the cinderblock and chipboard construction techniques of this day and age. Yes, Hoboken is truely the survivor. It is the last great rail terminal on the Hudson River.

Another early shot of the unelectrified Hoboken terminal. Note the ornate detail on the facade of the train shed including lamps above each platform, some of which are already missing their globes. F. Reilly collection.



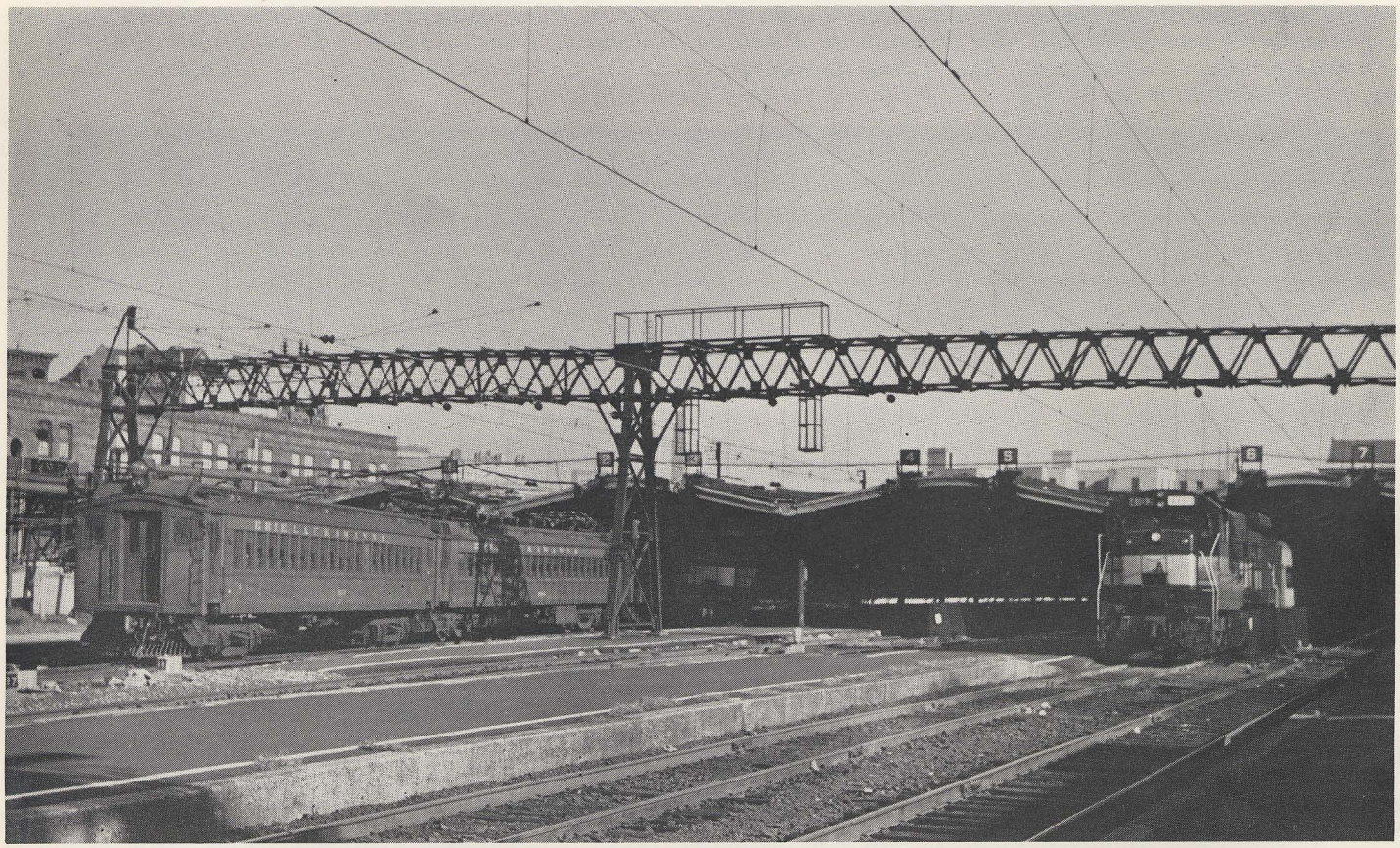


(ABOVE) In the late 1950's the Lackawanna, in an effort to survive cancelled the famous Phoebe Snow passenger train that ran from Hoboken to Buffalo, NY. But on August 1, 1963 the Erie-Lackawanna reinstituted the Phoebe Snow with the same equipment as before. Here, a group of train lovers in Binghamton, NY praise the E-L for their move. Photo by William S. Young. (BELOW) A group of officials inspect the new mail facilities in Hoboken after the Lackawanna signed a big contract with the U.S. Postal Service in the late fifties. F. Reilly collection.





(ABOVE) Lackawanna ferrys plied the Hudson up until 1967 when competition from the tunnels and PATH caused the deficit to be too much for the railroad. Here the Erie-Lackawanna ferry Elmira passes a string of barges on its way to Hoboken in 1966. (BELOW) Hoboken terminal operations as they appear today. On the right is a diesel powered push-pull type train (ex-Erie and Lackawanna trackage) and on the left are vintage Lackawanna electrics (ex-Lackawanna trackage). F. Reilly archives





(LEFT) On January 25, 1981 the Tri-State Railway Historical Society presented to NJ Transit this plaque commemorating fifty years of electrified service on the Morristown line, Montclair branch, and Gladstone branch. Shown are Tri-State Directors Reilly and Dorflinger as the plaque is presented to NJ Transit. Today, the plaque may be seen directly next to the ticket windows in Hoboken terminal. (BELOW) This is an interior view of the Hoboken train shed prior to its rehabilitation. The electric train is on track two. Track one is much shorter, but at one time extended the full length of the train shed. When the new access to PATH was constructed the track was cut back due to the expected flow of commuters from the cancelled ferry service. F. T. Reilly collection.





A new Lackawanna passenger diesel locomotive pauses at Hoboken terminal prior to its departure on the head of one of the Lackawanna's passenger trains. The angle at which this shot was taken almost seems to portray the mighty diesel as immortal. Unfortunately, the locomotive is gone and so is the Lackawanna. F. T. Reilly collection.