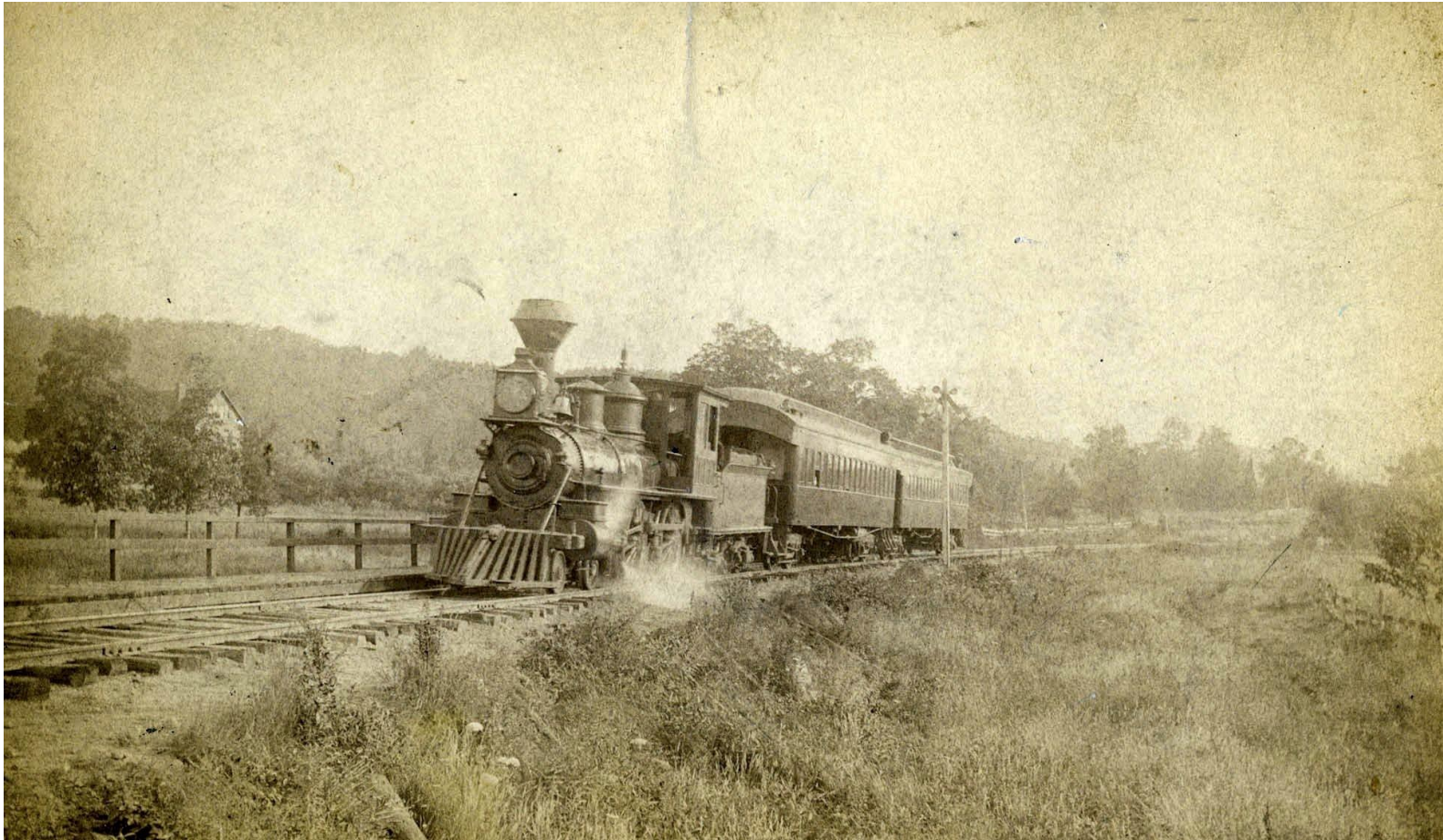


Montclair's Train Stations

Compiled by Montclair History Center Trustee, Helen Fallon

September, 2018 | www.montclairhistory.org | helen@montclairhistorical.org



Lackawanna Station

291 Bloomfield Avenue

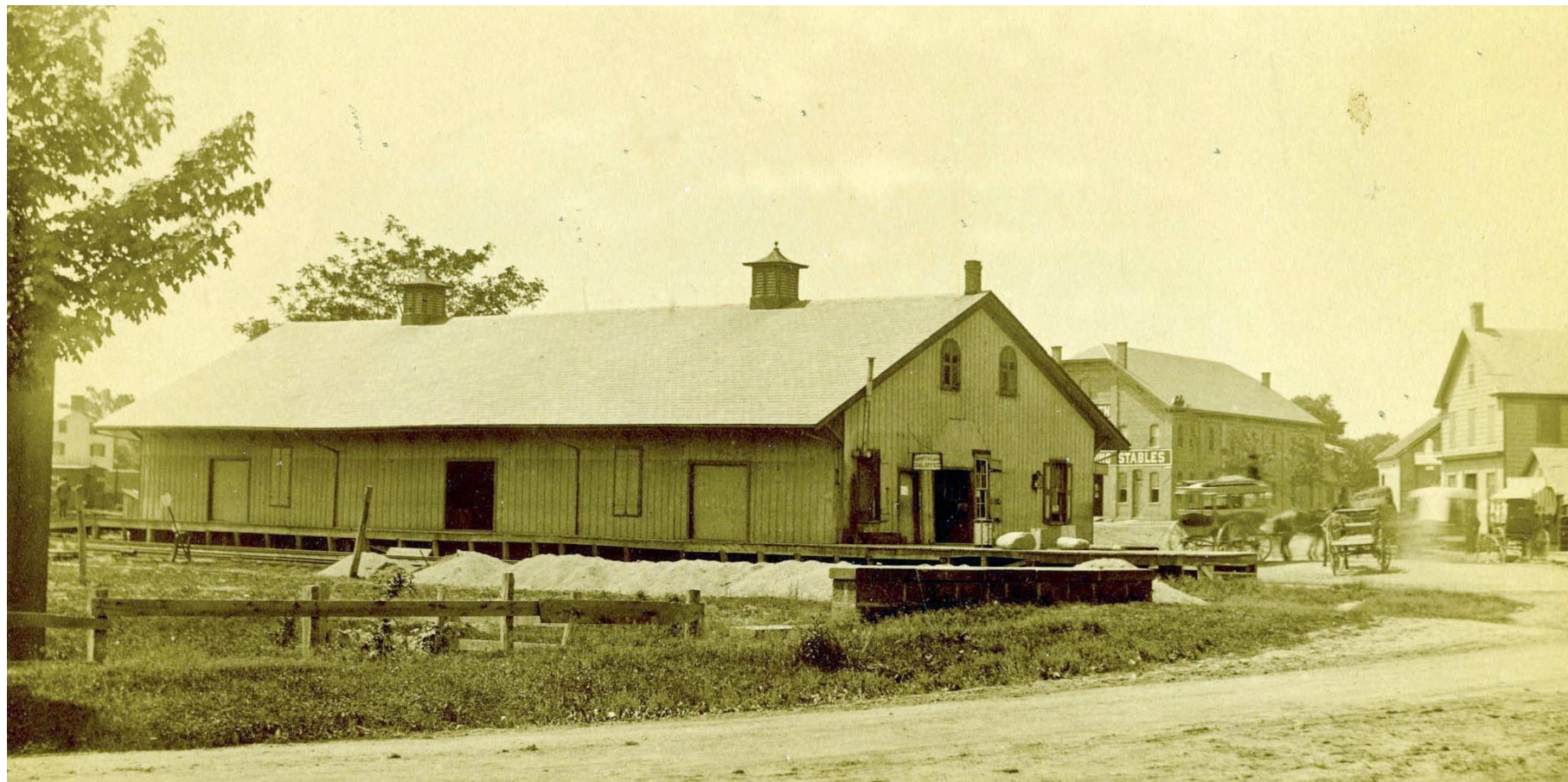
- Montclair has six train stations.
- There have been three different train station buildings at this Bloomfield Avenue site.
- Rail service to this Bloomfield Avenue station began in 1856, when Montclair was still known as West Bloomfield. The line was first operated by the Newark & Bloomfield Rail Company; shortly thereafter it became part of the Morris & Essex Railroad; and in 1868 the line became part of the Delaware Lackawanna & Western Railroad (DL&W).¹
- The first station, from the mid-1800s, was fairly simple – seen in the photos and drawing that follow.
- From this Montclair terminus, commuters or travelers (or goods) could ride to Hoboken, where they would switch to the ferry to New York City. Travel time was said to be 1.5 hours each way.

First Lackawanna Station *291 Bloomfield Avenue*

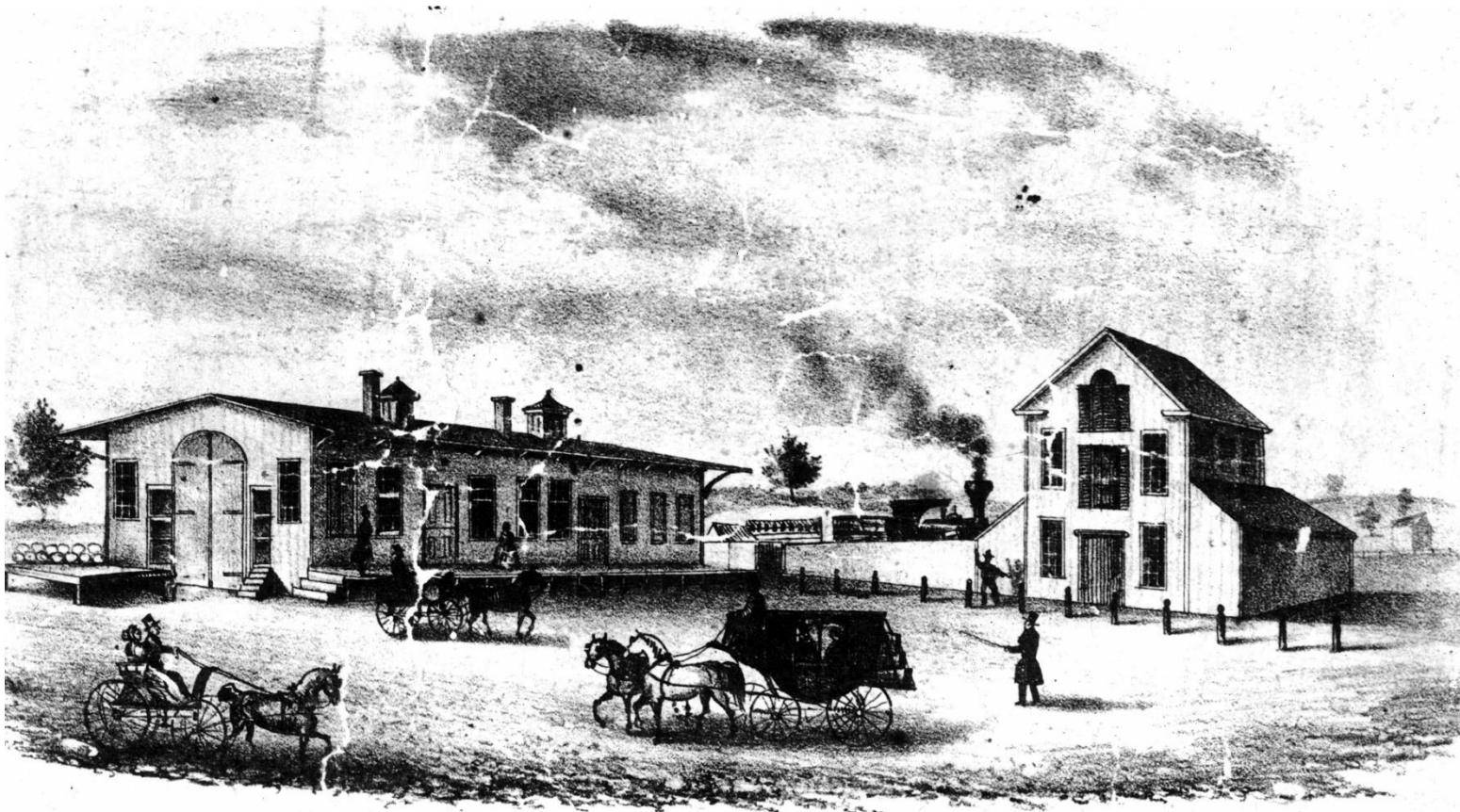


First Lackawanna Station

291 Bloomfield Avenue



First Lackawanna Station *291 Bloomfield Avenue*

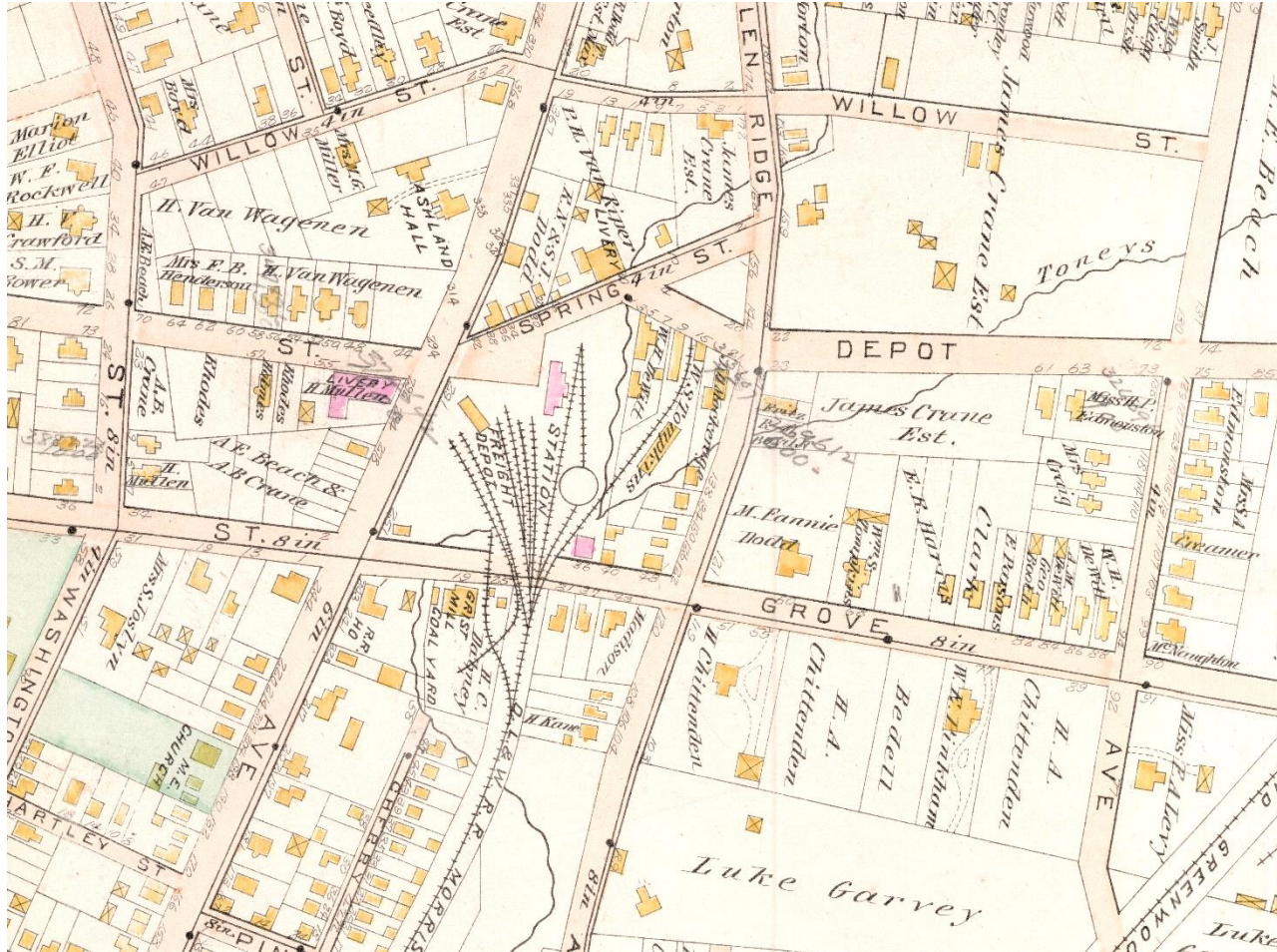


Newark & West Bloomfield Rail Road Depot at West Bloomfield.

Second Lackawanna Station *291 Bloomfield Avenue*

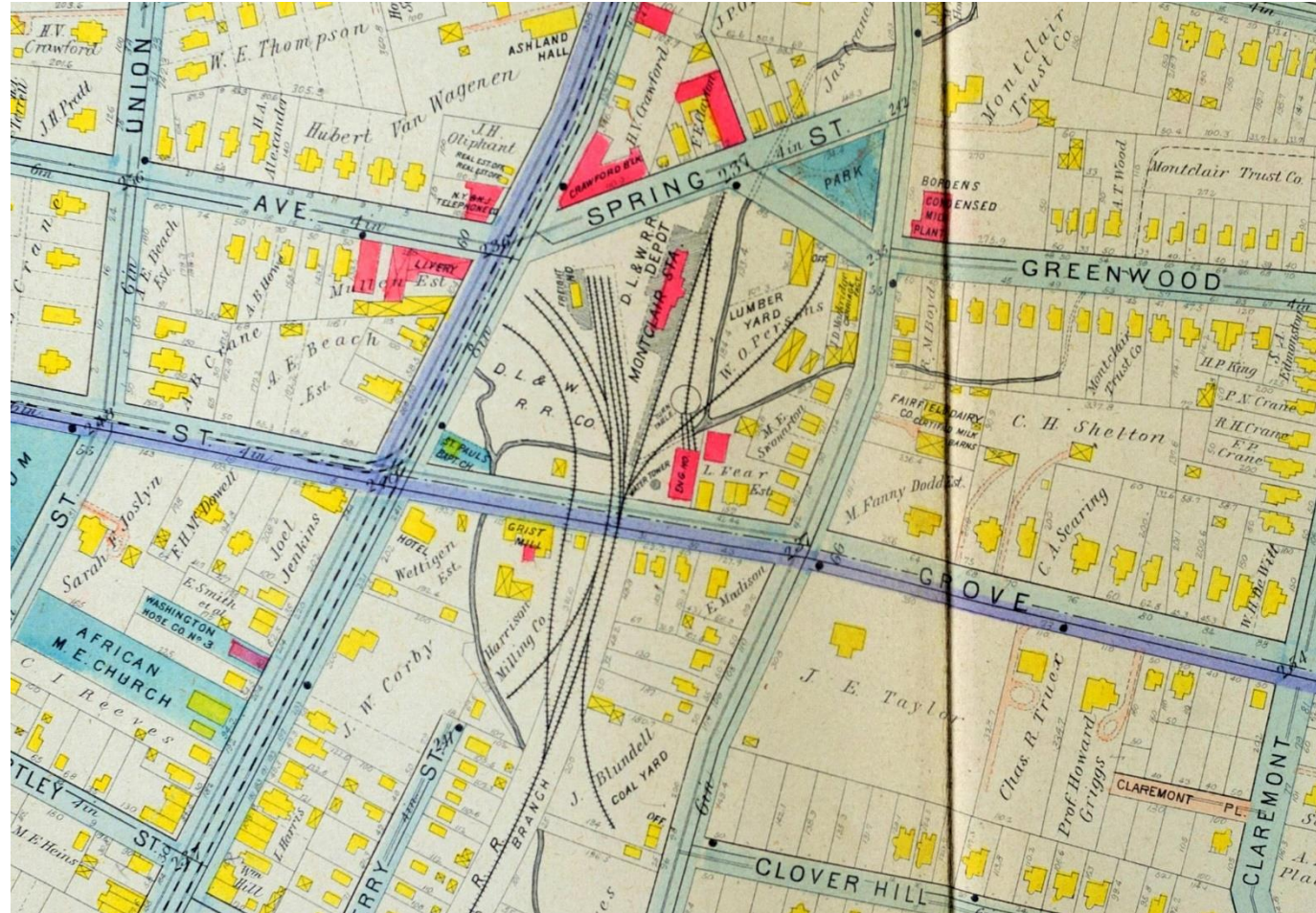
- The next series of maps and photos show the second station building—a bit more elegant than the first, but, in keeping with other train stations of the time, designed to accommodate freight as much as passengers.
- The map details – from 1890 and 1906 – show the extensive network of sidings and some of the industrial/commercial uses around the station.
- I especially enjoy the photo with the white Borden’s Condensed Milk carriages lined up next to the train—either loading or unloading. The Borden’s site was right across the street from today’s Crane Park (and next to the original location of our Crane House and Historic YWCA, by the way) on Glenridge Avenue. Borden’s was one of two dairies near the station.
- The last image in this section is from John Nolen’s 1909 report, *Montclair, The Preservation of Its Natural Beauty and Its Improvement as a Residence Town*. In short, he had NOTHING good to say about the “beauty” of the approach to this station or the station itself!

Second Lackawanna Station 291 Bloomfield Avenue



1890

Second Lackawanna Station *291 Bloomfield Avenue*



Second Lackawanna Station *291 Bloomfield Avenue*



Second Lackawanna Station *291 Bloomfield Avenue*



Second Lackawanna Station *291 Bloomfield Avenue*



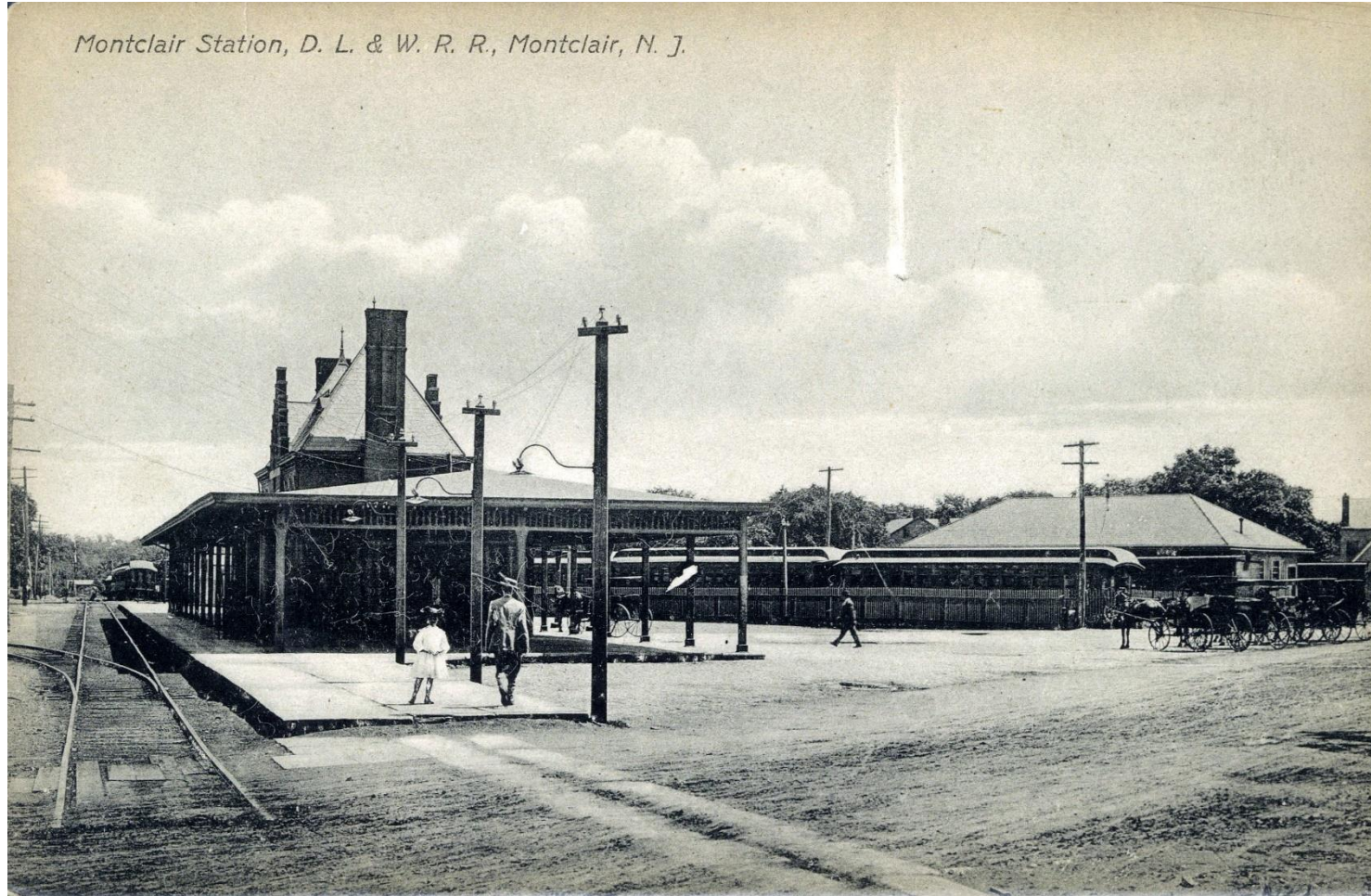
*View from
station toward
Crawford Block*

Second Lackawanna Station *291 Bloomfield Avenue*



*Borden Dairy
carriages*

Second Lackawanna Station *291 Bloomfield Avenue*



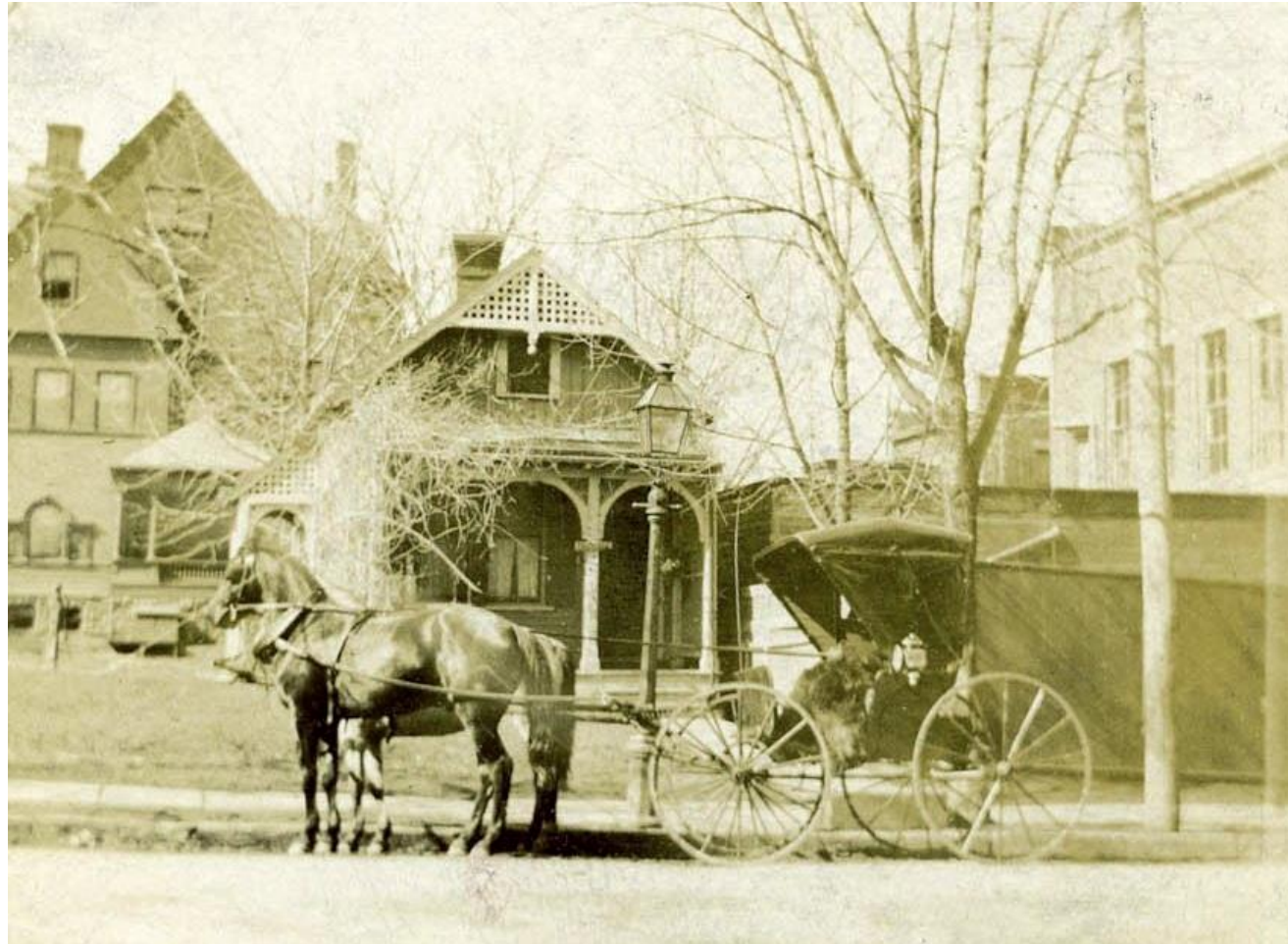
Second Lackawanna Station *291 Bloomfield Avenue*



Second Lackawanna Station *291 Bloomfield Avenue*



Second Lackawanna Station



*Stagecoach heading
to DL&W Station,
1890s*

Second Lackawanna Station *291 Bloomfield Avenue*



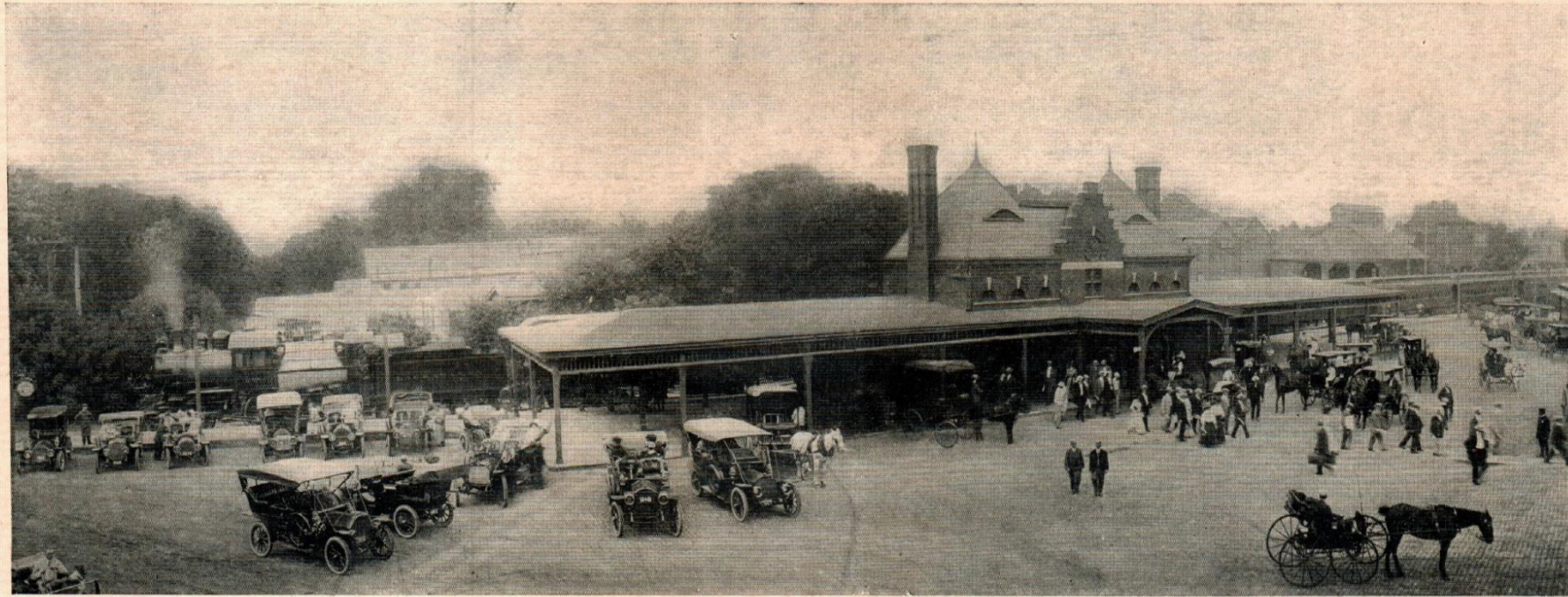
201,149. JV

Lackawanna Station, Montclair, N.J.

1908



Second Lackawanna Station *291 Bloomfield Avenue*



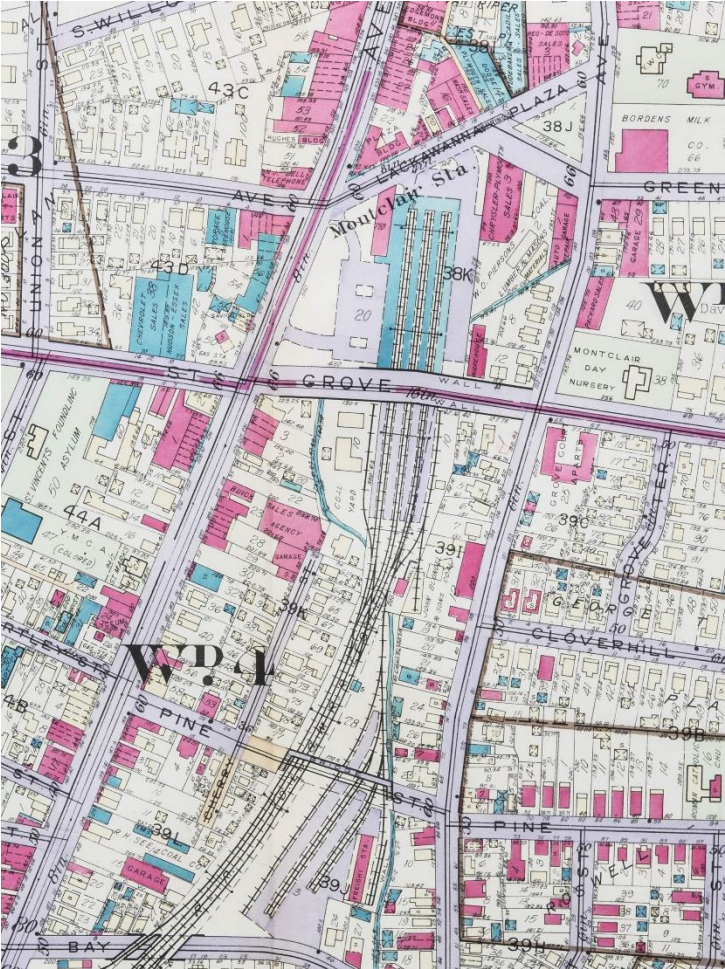
D. L. & W. PASSENGER STATION.

Old, inconvenient, and altogether inadequate; it will undoubtedly be replaced in the near future with a modern terminal that will fully meet the demands of convenience and that will be architecturally appropriate for a suburban town.

Third Lackawanna Station *291 Bloomfield Avenue*

- Then in 1913, the third Lackawanna Station was built — and it really knocked people’s socks off! It is the building we recognize on the site today.
- The building opened to much acclaim.
- Unfortunately, its architect, William Hull Botsford, never saw the completed project because he went down with the Titanic in 1912.
- Around this time, a troublesome Bloomfield Avenue grade crossing was eliminated by elevating the roadway above the track; changes were also made to Bay Street, Pine Street, and Grove Street to improve train access and lessen congestion at street level.¹

Third Lackawanna Station *291 Bloomfield Avenue*



1933



Third Lackawanna Station *291 Bloomfield Avenue*



Third Lackawanna Station *291 Bloomfield Avenue*



Third Lackawanna Station *291 Bloomfield Avenue*



Third Lackawanna Station *291 Bloomfield Avenue*



Third Lackawanna Station *291 Bloomfield Avenue*



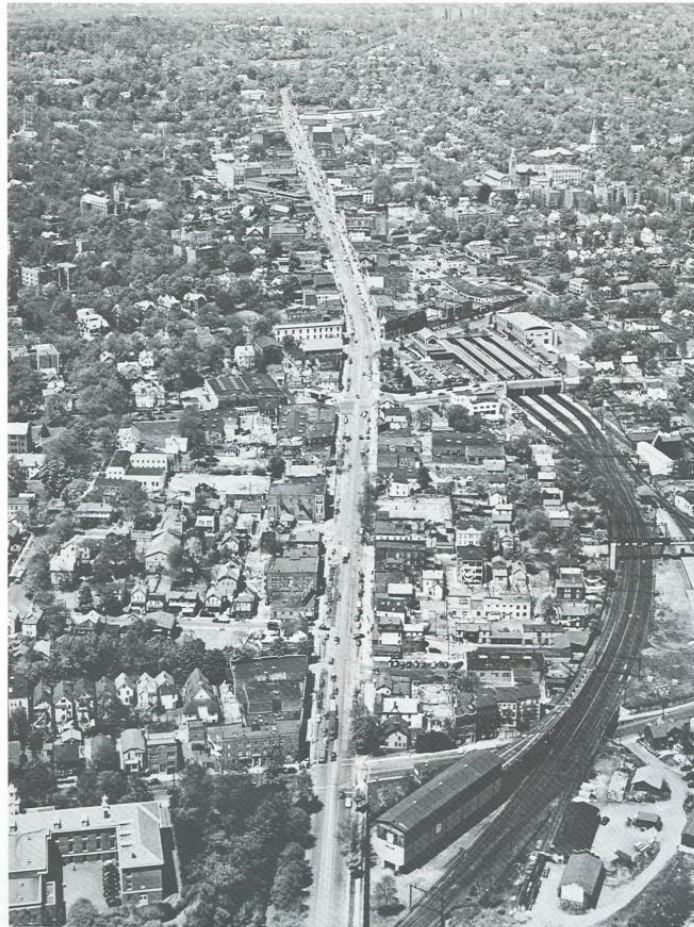
OFF TO WORK WE GO

Train No. 122 on the Delaware, Lackawanna & Western Railroad about to depart from Montclair on its non-stop run to the Hoboken terminal. The scene is almost directly beneath the Grove Street Bridge, and the year is 1940. The train is the "eight-oh-six", the most popular morning commuter train on the Montclair run, which frequently numbered among its passengers Mr William White, President of the Lackawanna, who was a Montclair resident at that time.

photo by Kent Day Coes

1940

Third Lackawanna Station *291 Bloomfield Avenue*



circa 1950

Third Lackawanna Station *291 Bloomfield Avenue*



circa 1950

Third Lackawanna Station *291 Bloomfield Avenue*

- In 1981, station functions were moved from this site to a new, very basic Bay Street Station, slightly to the east. The DL&W station was converted into a mixed use commercial development.
- In 1983 commuter rail operations in New Jersey were taken over by NJ Transit.
- Bay Street Station was updated in 2002 when NJ Transit's Montclair Connection was constructed, physically joining two previously separate train lines servicing Montclair (the Boonton Line/former Erie RR and the Montclair Branch/former DL&W) via a new section of rail in the Pine Street Historic District and a new Glenridge Avenue grade crossing between Pine Street and Bay Street.
- As of fall 2018, the former DL&W site is mostly vacant while a major mixed use commercial/residential development is planned; the Pig & Prince Restaurant occupies the former DL&W waiting room.



Third Lackawanna Station *291 Bloomfield Avenue*



*Pig & Prince
Restaurant, in the
former DL&W
waiting room*

First Walnut Street Station 25 Depot Square

- In 1873, service began on the second railroad line servicing Montclair.
- The Walnut Street Station, sometimes referred to as the Walnut Street Depot or Montclair Station, was the first stop in Montclair on this railroad line which terminated in Jersey City.
- It was first operated as the Montclair Railway, eventually became the New York and Greenwood Lake Railroad and part of the Erie Railroad system. Later, the Erie merged with the Lackawanna. The financially troubled Erie-Lackawanna was taken over by Conrail in 1976, and in 1983 NJ Transit assumed responsibility for all commuter rail operations in NJ.²
- *(Service between Montclair's DL&W Station at 219 Bloomfield Avenue and Hoboken Terminal had begun 17 years earlier, in 1856.)*

First Walnut Street Station *25 Depot Square*

- The station pictured in the following pages, constructed 1883, may have also served as the first home of Grace Presbyterian Church, which conducted its first service there in 1890.³
- The station's Victorian architectural design was considered "...odd, of not startling..."³

First Walnut Street Station *25 Depot Square*

- The Walnut Street Station shown in the next two photographs — first one early 1900s, second one dated 1898 – was decreed “inadequate and unsightly” in 1909 by landscape architect John Nolen.⁴
- His complaint with this station (as well as an earlier version of DL&W Station that was standing in 1909) was that it did not create a positive first impression of the residential town.

First Walnut Street Station *25 Depot Square*



Erie Station, Montclair, N. J.

Early 1900s

First Walnut Street Station *25 Depot Square*



1898

First Walnut Street Station *25 Depot Square*



First Walnut Street Station 25 Depot Square

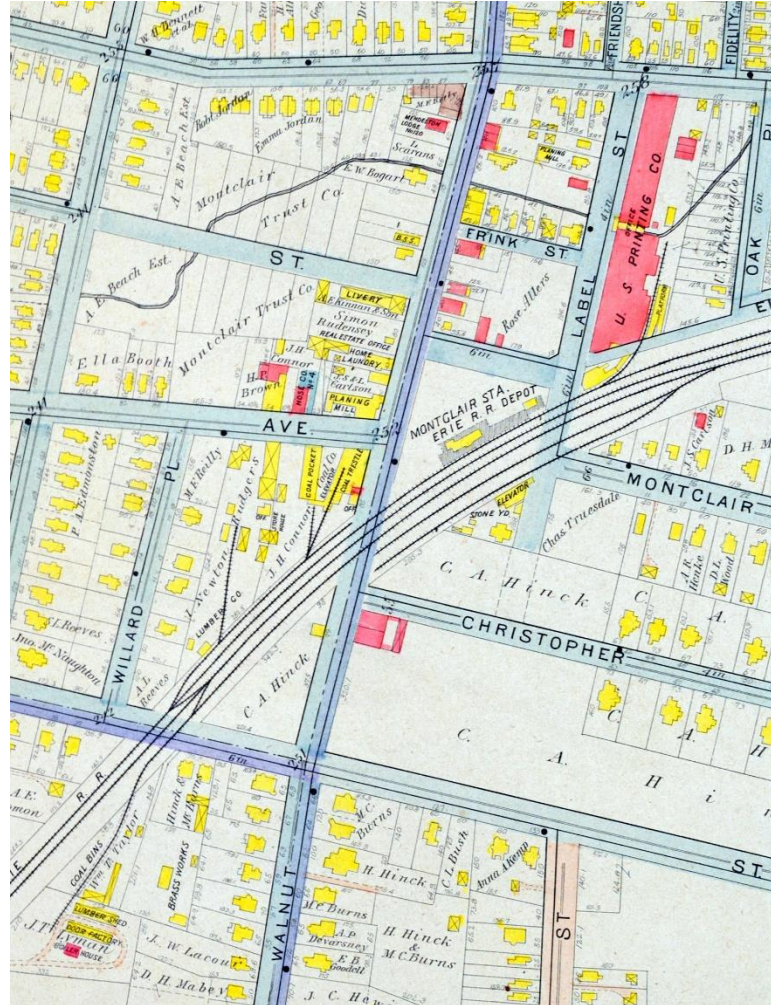


"Small Hours" 3rd Prize 1939. Award class also Special Award as most typical picture of Montclair. Taken on Erie RR platform (Walnut St) Montclair. By Everett W. Schuler for Montclair.

First Walnut Street Station *25 Depot Square*

- Nolen had scoffed, “The buildings are old, ugly...the surroundings unsightly, without adequate provision for convenience or the slightest suggestion of beauty” and were geared more for freight than the increasing number of suburban passengers. Harsh!
- Yet, the area around Walnut Street Station was quite industrial in the late 1800s/early 1900s, with mills powered by Toney’s Brook, factories (including the Samuel Crump Label Press on Label Street), and large lumber/coal yards, as the following map detail from 1906 reveals.

First Walnut Street Station 25 Depot Square



Second Walnut Street Station *25 Depot Square*

- The original Walnut Street Station was demolished in 1953 and replaced by the building we see there today. The current station building has been described as “.. a small, modest structure located on the site of the old freight house.”³
- The building no longer operates as a station (several restaurants have occupied the space over the years) although a large platform accommodates a large number of riders each weekday.
- The parking lot is the site of Montclair Farmers Market on Saturday mornings in the summer/fall.

Second Walnut Street Station *25 Depot Square*



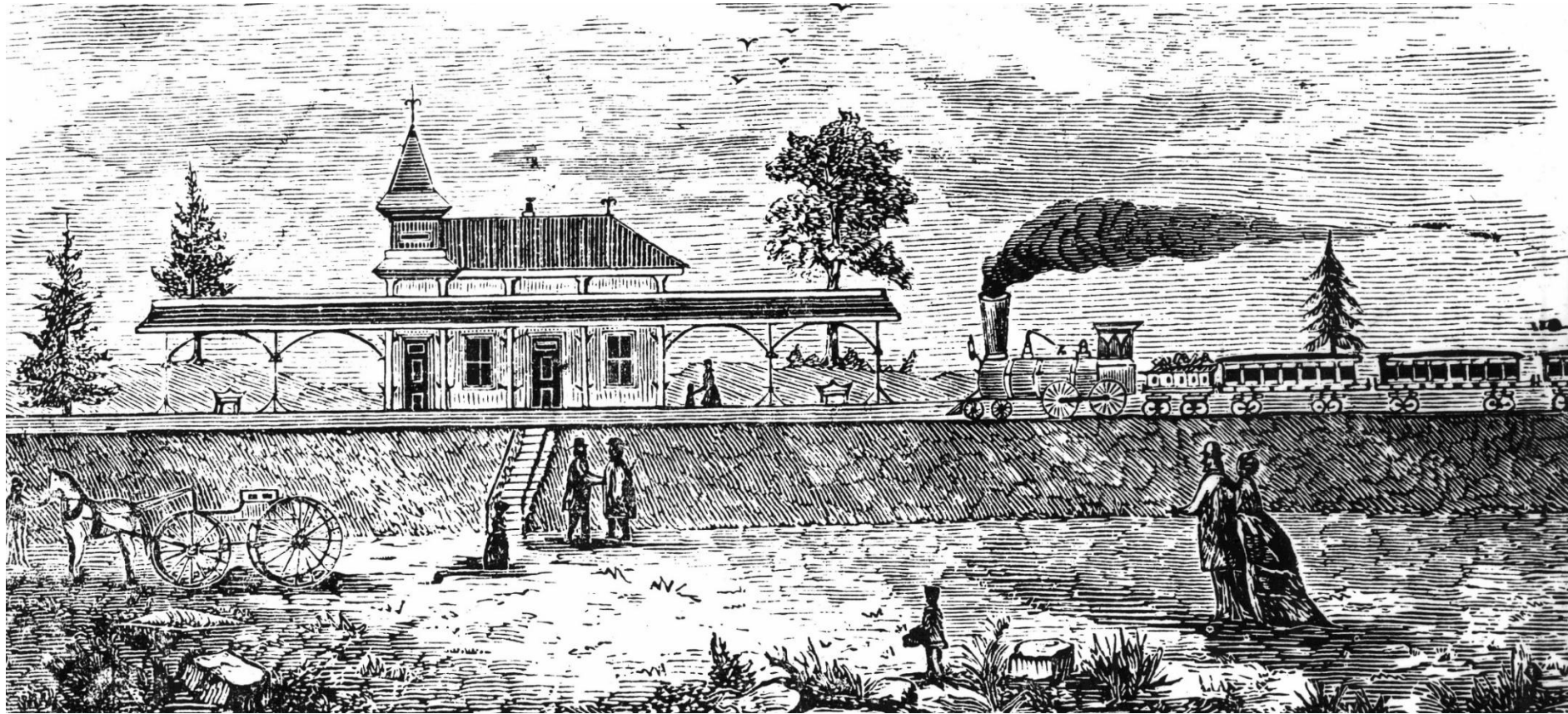
Watchung Avenue Station 396 Park Street

- Plenty of twists and turns in the evolution of this station – which has been housed in three structures. *Many thanks to local historian and train history aficionado Philip Jaeger for clarifying the development and chronology of this station.*
- The station has been referred to as Park Street Station and Watchung Avenue Station at various times.
- The station also appears to have been moved slightly from its original location, and an at-grade crossing at Watchung Avenue was eliminated.

Watchung Avenue Station *396 Park Street*

- A guide book of 1873 states that the original [Park Street] station was made entirely of iron. The following two images are of that first station, which stood from approximately 1870s-1890s on the EAST side of the tracks.³
- The following etching is circa 1870-1879.
- Note in the photograph that the station is called Watchung at this time.
- A map detail that follows will support the caption written on the back of the photograph: “It seems to be that the station must have been further north at this time than now because the two houses to the right are on Watchung Avenue.”

First Watchung Avenue Station



Decades Book Vol. 4, 1870-1879

First Watchung Avenue Station



Second Watchung Avenue Station

- From approximately the late 1890s to 1904, a replacement, wood-frame, house-like station existed at the site. Like the original station, it was east of the tracks and appears to be slightly north of the current station.
- The station is referred to as Park Street Station during this time period.
- The photo immediately following this page is dated '99 [1899] and the at-grade crossing is still present. That at-grade crossing was eliminated in 1900 when an embankment was created that also eliminated the train's Valley Road grade crossing.⁵
- The sign on the next photo clearly says "Park Street."
- The house-like station was reportedly picked up and recycled as a residence nearby.⁶

Second Watchung Avenue Station



Second Watchung Avenue Station



Second Watchung Avenue Station

- One common sense recommendation for the name change from Park Street Station to Watchung Avenue Station came from Landscape Architect John Nolen. He felt that “naming stations after streets which run more or less parallel to the railroad [Park Street] is...confusing” and that it was preferable to name stations for “streets at right angles with the railroad [Watchung Avenue].⁴

Third Watchung Avenue Station *396 Park Street*

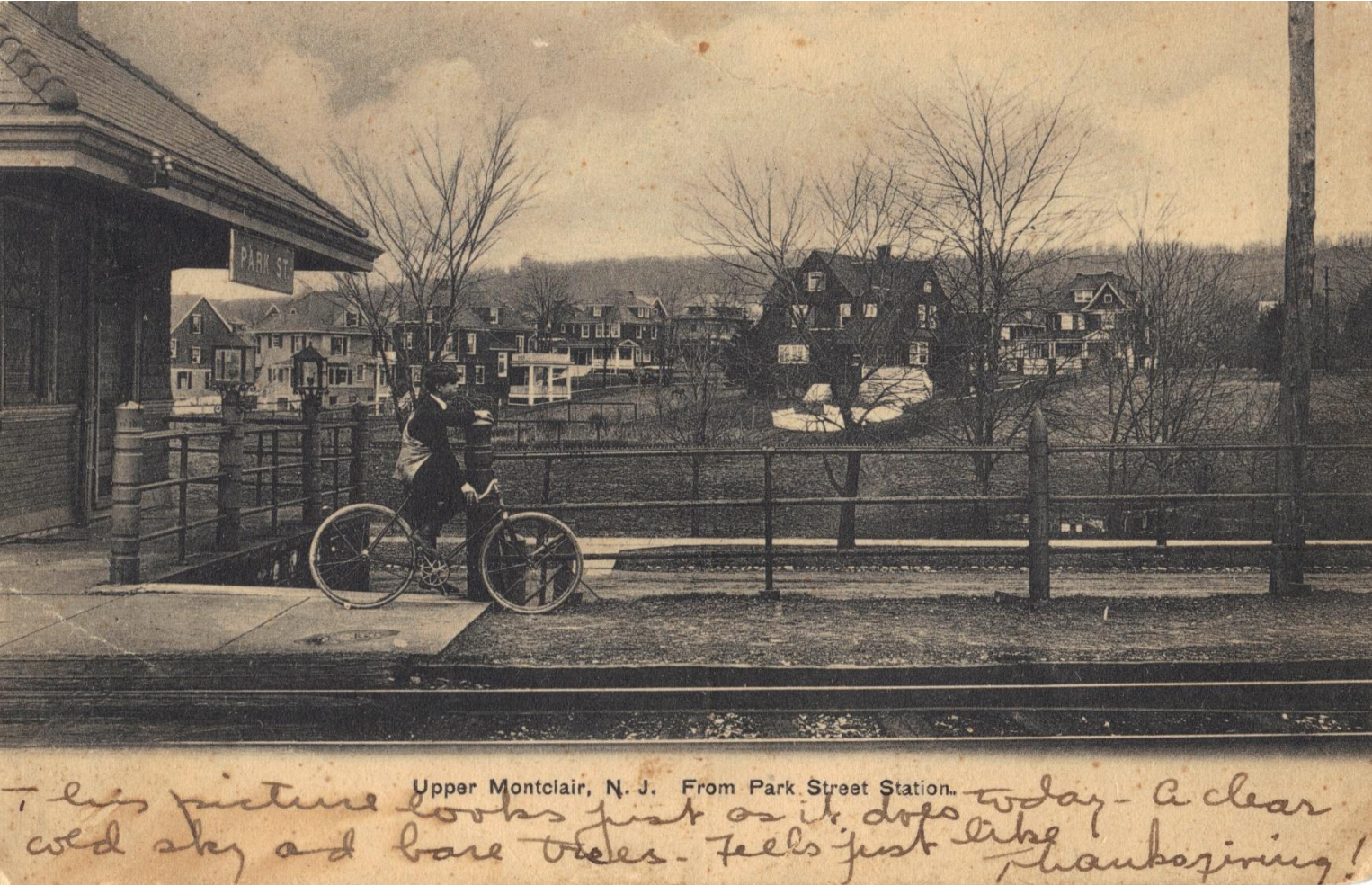
- The next few images are of the third station – the Erie-built one we recognize in the location today – which was constructed in 1904 on the west side of the tracks.
- It was still called Park Street Station for some time, as seen in the first two photos following this text.
- The next image, date unknown, is of the station with a Watchung sign
- The last image in this section is of commuters on the platform in 1965.
- The waiting room in the station is still open for commuters to use; there is no longer a ticket agent there.

Third Watchung Avenue Station *396 Park Street*



*Circa 1904
or later*

Third Watchung Avenue Station *396 Park Street*



1909

Third Watchung Avenue Station *396 Park Street*



Watchung Avenue Station *396 Park Street*



1965

Watchung Avenue Station

- At some point – probably in 1900 -- the relatively straight Watchung Avenue appears to have been realigned into the curvy, dippy path we drive today that takes us under the train bridge.
- An embankment constructed primarily to eliminate the Valley Road grade crossing also raised the track at the Watchung Avenue station.⁵
- See the following 1881 map detail (note the single track rail line at that time, and the station on the east side of tracks, slightly north of where it is today). The track would've crossed the Watchung Avenue at-grade, as the embankment was not yet constructed, and Park Street forms a “fork” on either side of the station area.

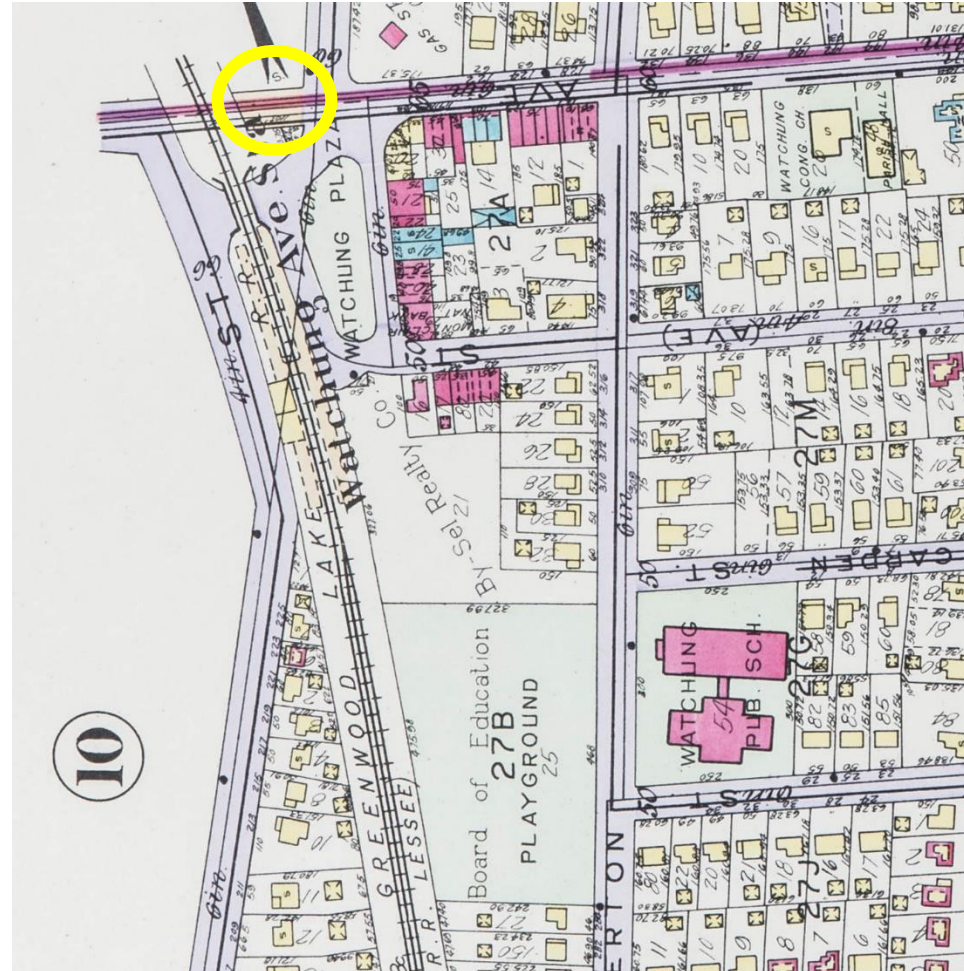
Watchung Avenue Station



Watchung Avenue Station

- The next map detail, from 1933, shows the realignment of Watchung Avenue curving under the railroad bridge, and Park Street now only runs on the west side of the tracks instead of “forking” around it.
- Interestingly, it appears that a short piece of the original, straighter alignment of Watchung Avenue – which would’ve continued from the area of the Pie Store and Montclair Music Studio west of the tracks straight past Rosario’s and the nail salon at the NW corner of Watchung and Park, to connect with the straighter park of Watchung Avenue on the east side of the tracks, may still be visible on the 1933 map and today in the parking lot south of Rosario’s. The next photo, taken summer 2018, shows the view from that parking lot looking east on Watchung, and one can easily envision the straighter street alignment.

Watchung Avenue Station 396 Park Street



1933

Watchung Avenue Station

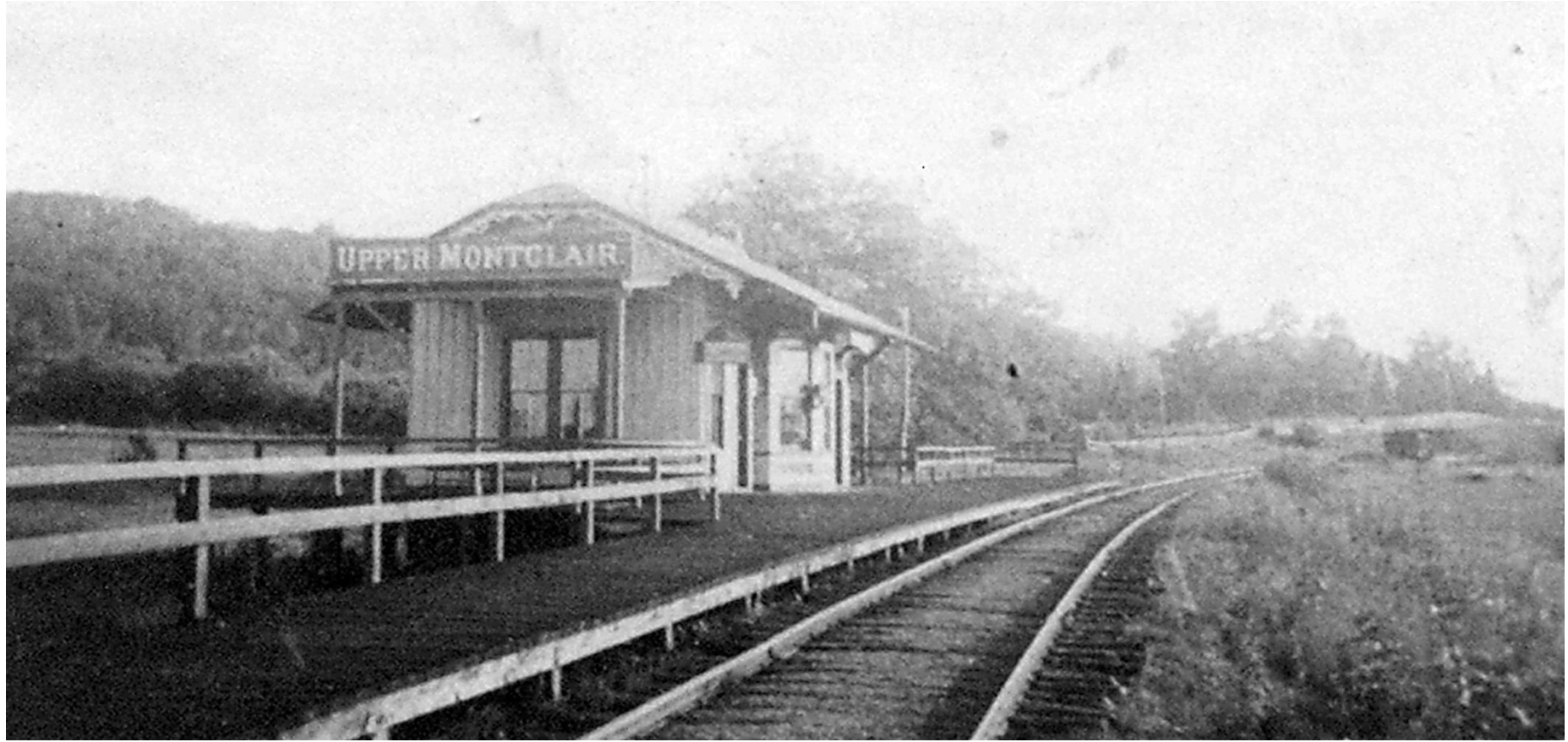


*2018,
standing in
parking lot on
east side of
railroad line,
looking east
toward
Watchung
Avenue*

Upper Montclair Station *275 Bellevue Avenue*

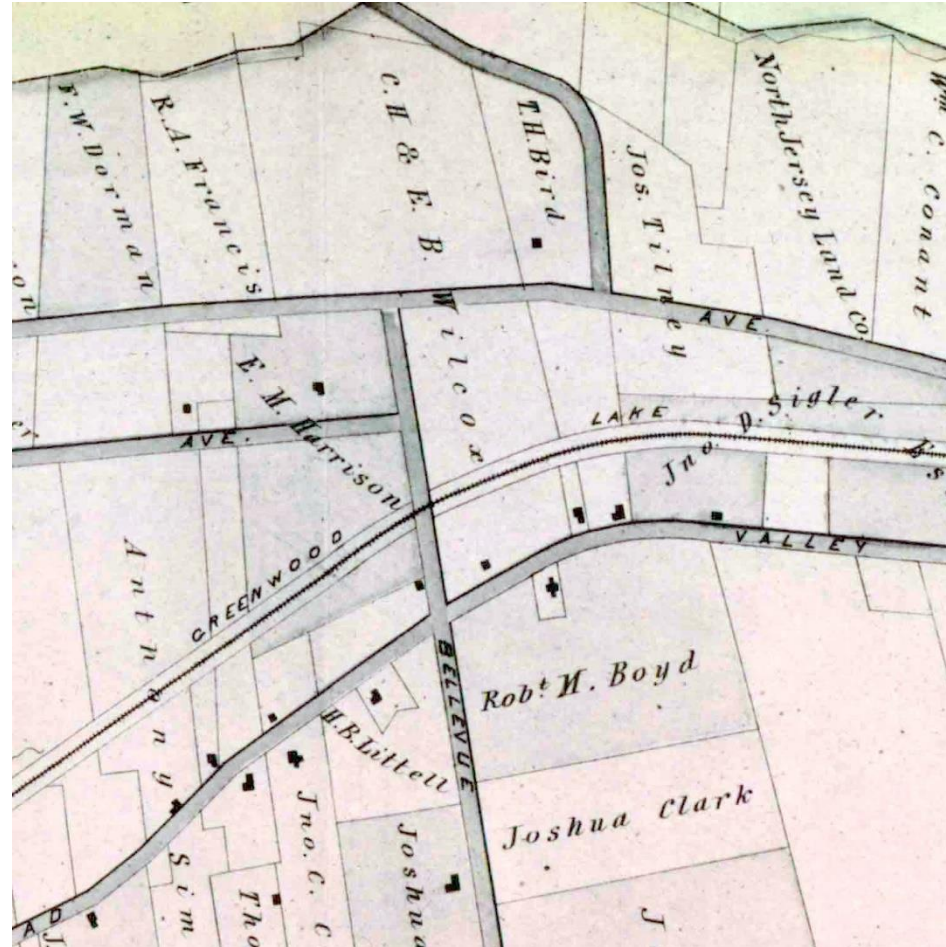
- Continuing north in this series on train stations in Montclair brings us to the Upper Montclair Station. The next picture is of the original Upper Montclair Station. Construction date unknown, but the photo is from the 1880s.
- Train service to the area had begun in 1873 with construction of the Montclair Railway. The immediate area was still quite rural, with few homes, as you can see in the photo and the 1881 map detail that follow. Either the station wasn't depicted on the 1881 map or the original station was built after 1881.

Upper Montclair Station *275 Bellevue Avenue*



1880s

Upper Montclair Station *275 Bellevue Avenue*

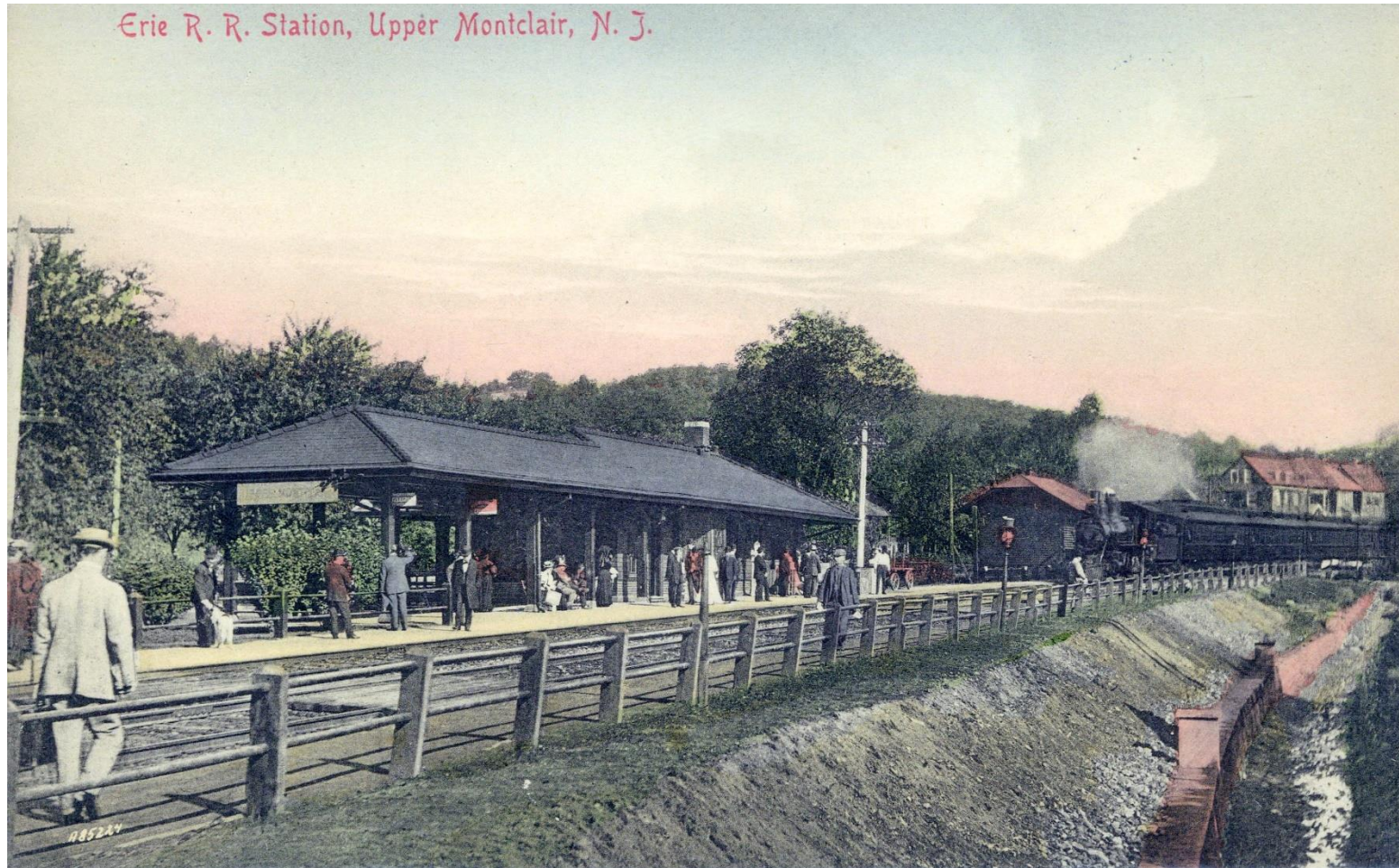


1881

Upper Montclair Station *275 Bellevue Avenue*

- By 1892, Erie Railroad has taken over the line and a number of changes were made.
- The name was changed to The New York and Greenwood Lake Division of the Erie Railroad.
- In 1892 a new station was built, pictured on the next page. Quite handsome, with a covered waiting platform and a waiting room. Notice the crowd waiting for the train!

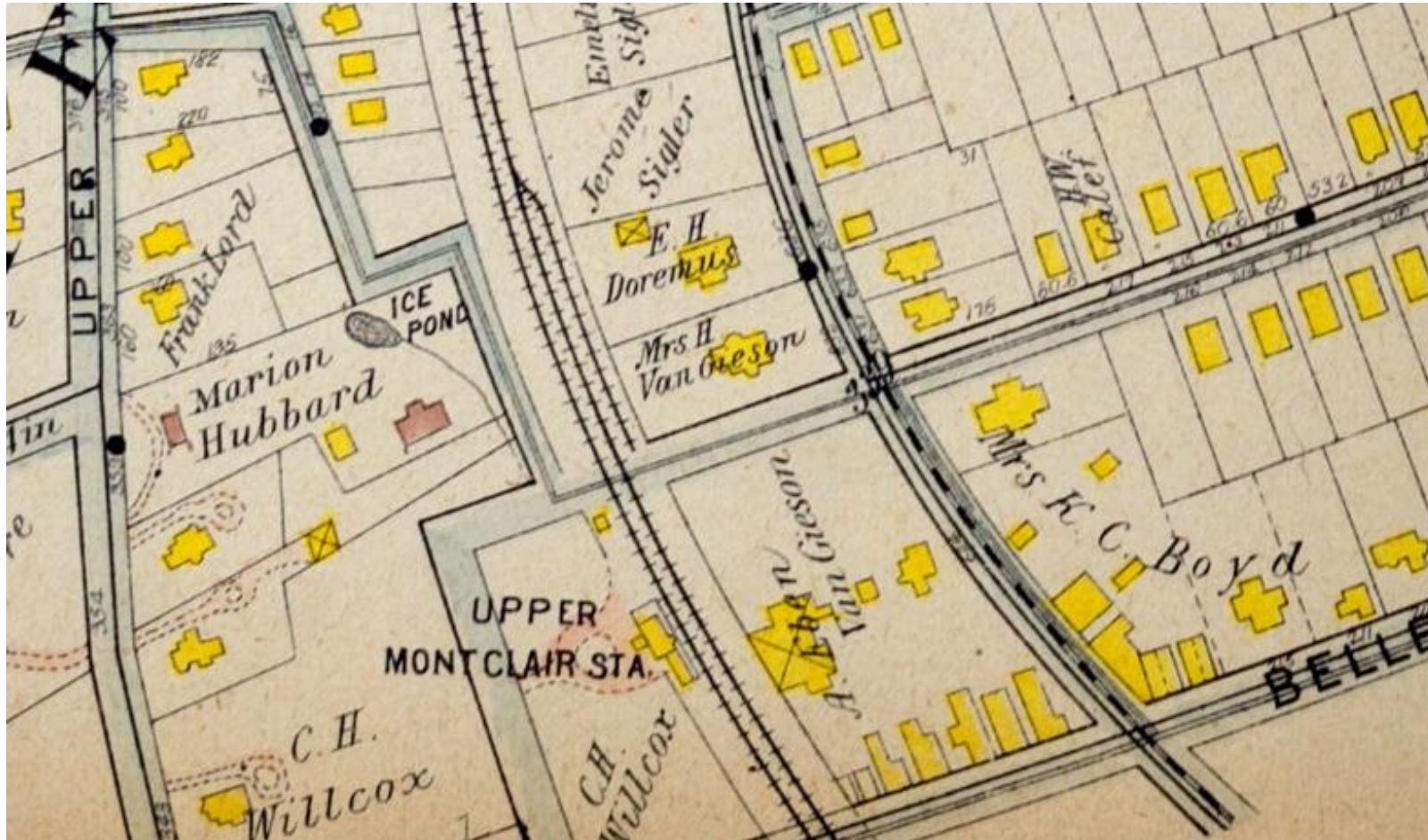
Upper Montclair Station *275 Bellevue Avenue*



Upper Montclair Station *275 Bellevue Avenue*

- The following detail from the 1906 Essex County Atlas illustrates how the immediate neighborhood is transitioning from farmland to residential. Also, notice that it's now a double-track railroad.
- The dotted line running in the middle of Valley Road is the trolley.

Upper Montclair Station 275 Bellevue Avenue



Upper Montclair Station *275 Bellevue Avenue*

- The next photo, dated to 1901 by the “McKinley & Roosevelt” banner under the flag, was taken from a point on the tracks looking east along Bellevue Avenue towards Valley Road. Notice the wood frame buildings (that would be replaced by Upper Montclair’s signature Tudor Revival “look” by the 1920s) and the dirt road.
- In the photo after that, meet the Moir family, circa 1904, waiting at the station. Probably typical of many of the families that were moving to Upper Montclair at that time, Mr. Moir was an insurance executive in NYC. Perhaps the family was taking the train to meet him or do some shopping in the City.

Upper Montclair Station *275 Bellevue Avenue*



Upper Montclair Station *275 Bellevue Avenue*

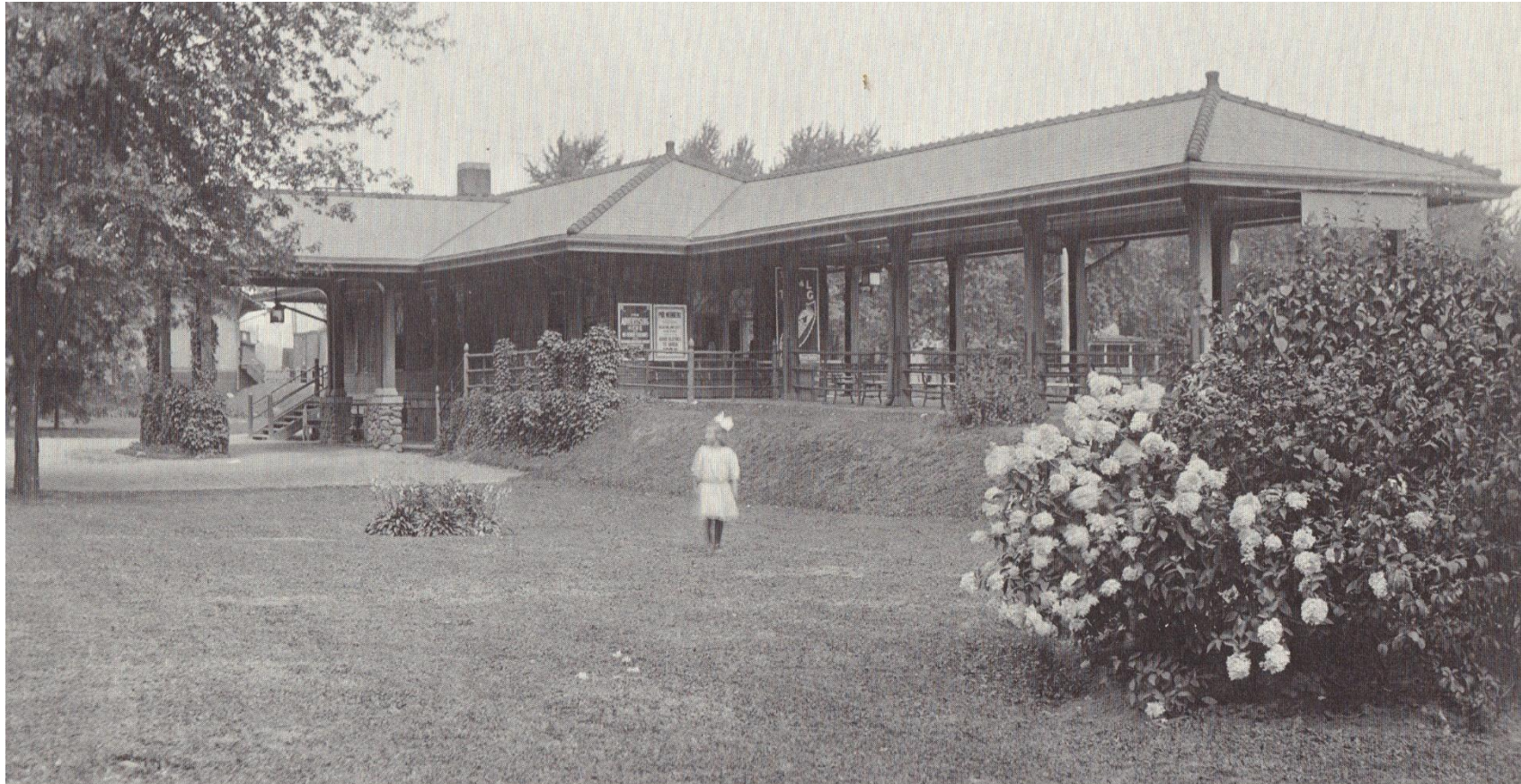


1904

Upper Montclair Station *275 Bellevue Avenue*

- The station has been described very favorably: “Upper Montclair is a good example of a semi-standard Erie Railroad suburban station, well cared-for, in a very attractive community. It was strictly utilitarian and continues to serve its commuters well.” ³
- The photo depicts the western side of the station, sometimes referred to as “Little Anderson Park.”
- Also note the original porte-cochere, or covered entrance, which was the only part of the station that remained intact after a devastating 2006 fire.

Upper Montclair Station *275 Bellevue Avenue*



circa 1910

M.P.-14.7

UPPER MONTCLAIR is a good example of a semi-standard Erie Railroad suburban station, well cared-for, in a very attractive community. It was strictly utilitarian and continues to serve its commuters well.

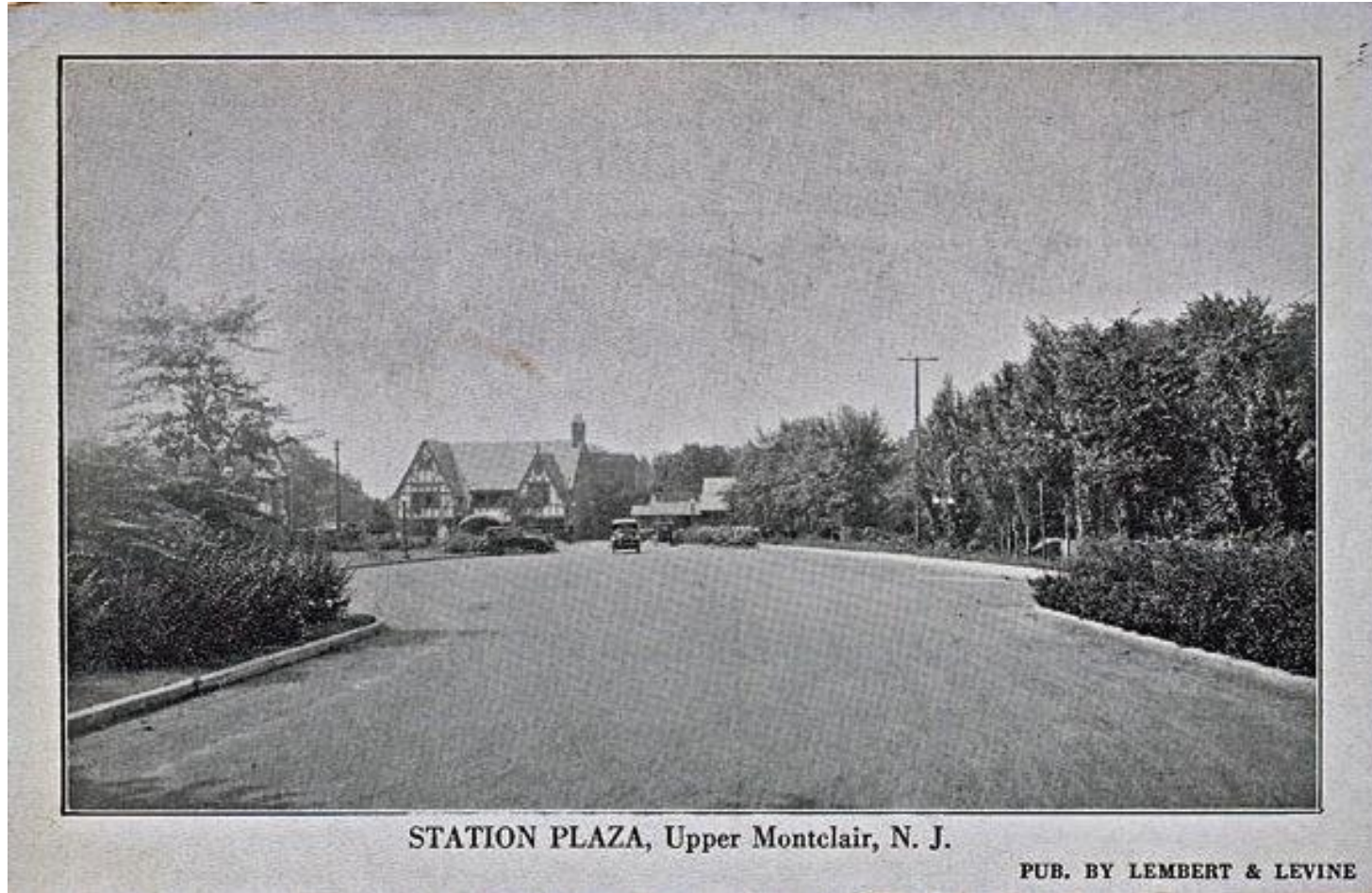


The Next Station Will Be..., Railroadians of America, 1975

Upper Montclair Station *275 Bellevue Avenue*

- Interestingly, the parking lot on the east side of the station between Lorraine Avenue and Bellevue Avenue was originally designed by the renowned Olmsted firm. ⁷
- By 1933, as seen in the map detail, the area resembles what we know today. The Valley Road/Bellevue commercial area is fully developed, and the Bellevue Theater, closed in 2017, is in place.
- A recent photo of the station taken from the western side shows the reconstruction completed after the 2006 fire—designed to closely resemble the previous station.
- A parking lot long-ago replaced Little Anderson Park
- A series of popular restaurants have occupied the former waiting room area.

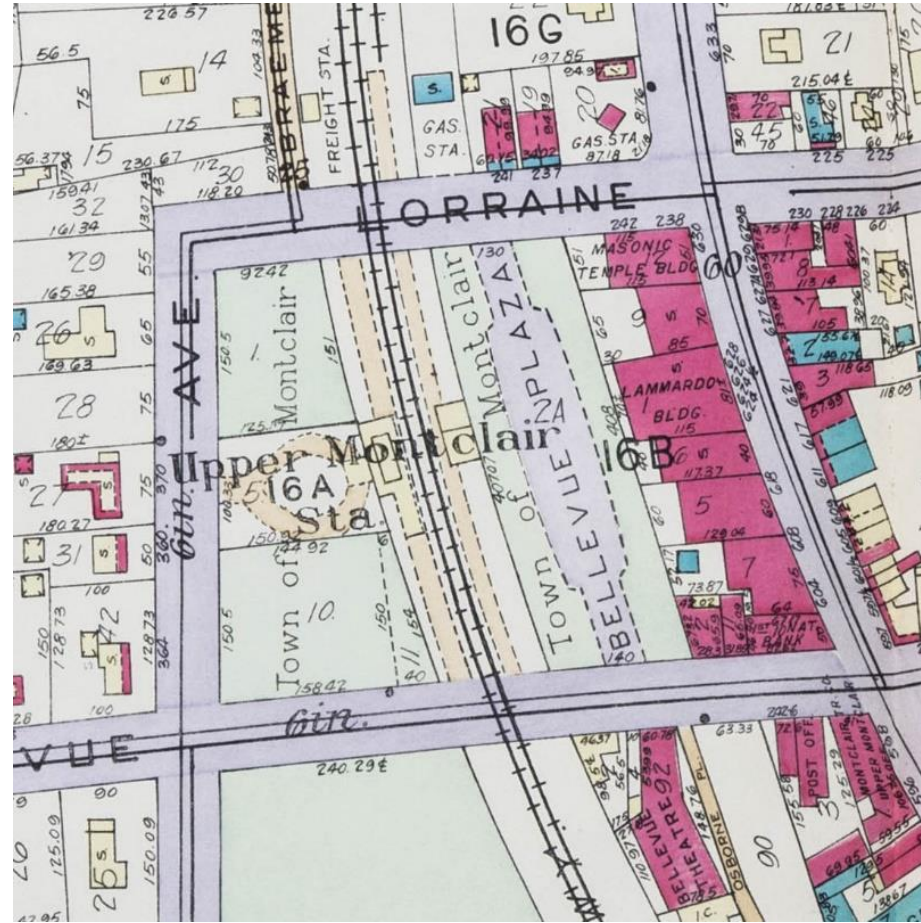
Upper Montclair Station *275 Bellevue Avenue*



STATION PLAZA, Upper Montclair, N. J.

PUB. BY LEMBERT & LEVINE

Upper Montclair Station *275 Bellevue Avenue*



Upper Montclair Station *275 Bellevue Avenue*



Mountain Avenue Station *14 Laurel Place*

- Mountain Avenue Station was built by Erie Railroad in 1893, and the original building still stands on Upper Mountain Avenue at Laurel Place.
- The first photo is dated September 22, 1905 — over 100 years ago — and check out the passengers waiting!
- The station has been described as “attractive” and “homelike.” ³
- The third image is a postcard postmarked 1911 and offers a view of the station looking south down Upper Mountain.

Mountain Avenue Station *14 Laurel Place*



1905

Montclair N.J. Sept. 22-05

Mountain Avenue Station *14 Laurel Place*



1910

M.P.-15.2

This attractive, homelike station at MOUNTAIN AVE. in Upper Montclair was originally constructed with three living rooms. In 1935, the agent, Mr. Chet Volski, remodeled half of the building into a five-room, duplex apartment, and moved in with his family. They lived there for over twenty years.

The Next Station Will Be..., Railroadians of America, 1975

Mountain Avenue Station *14 Laurel Place*



Mountain Ave. Station, Upper Montclair, N. J.

1304

Circa 1911

Mountain Avenue Station *14 Laurel Place*

- A two-bedroom apartment was constructed as part of the station and rented since its construction. The renters were considered Station Agents. They maintained the waiting room, grounds and restroom.
- One family, the Volski's (pictured in undated newspaper article), lived there from 1935 to the mid-1980s. According to the article, they renovated the residential space to accommodate their family of five. Both Chester and Ana Volski served as the Mountain Avenue stationmaster at various points; Chester went on to work at various Erie Lackawanna (and successor) stations in the area before retiring from the railroad in 1975. When their children were growing up they even held sledding parties inviting friends in after a wintry day at Mountainside Park sled hill.
- Several other tenants occupied the space after the Volski family but it has not been leased for some time now.

Mountain Avenue Station *14 Laurel Place*

Keeping track of train history

For 49 years, Chester and Anna Volski have lived in the Mountain Avenue railroad station in Upper Montclair.

The ticket office is closed now — it has been for 23 years — and both Chester, 73, and Anna have their retirement certificates from the railroad, which changed from Erie to Erie-Lackawanna to Conrail to NJ Transit. All the successors to the Erie have honored the Volskis' lease. In return, the couple keeps the waiting room, grounds, and bathroom spotless.

The Volskis' lives are linked with railroading's elegant history and its more recent decline. Chester grew up along the railroad tracks in Belleville. He was the seventh of eight sons in a family that also had four daughters. His family used to get coal from the railroad firemen, who would throw a shovelful or two off the tenders as trains went past.

"There was a little switching yard right by our place," he recalled. "I got to know the engineer and the fireman. I used to hitch a ride on a freight now



Staff photo by Ed Hill

Chester and Anna Volski, outside their train station: a link with the past.

North Jersey Originals



MICHAEL C.
POLLAK

and then. I got chased away a couple of million times."

He started working for the Erie Railroad in 1927 as a freight and mail handler, but found only occasional work during the Depression. He was working a day or two a week in 1932, when he married Anna. Then, while the couple was living in Bloomfield, he was hired to work at the stations in Ridgefield and Leonia, doing clerical work for the Erie's northern branch.

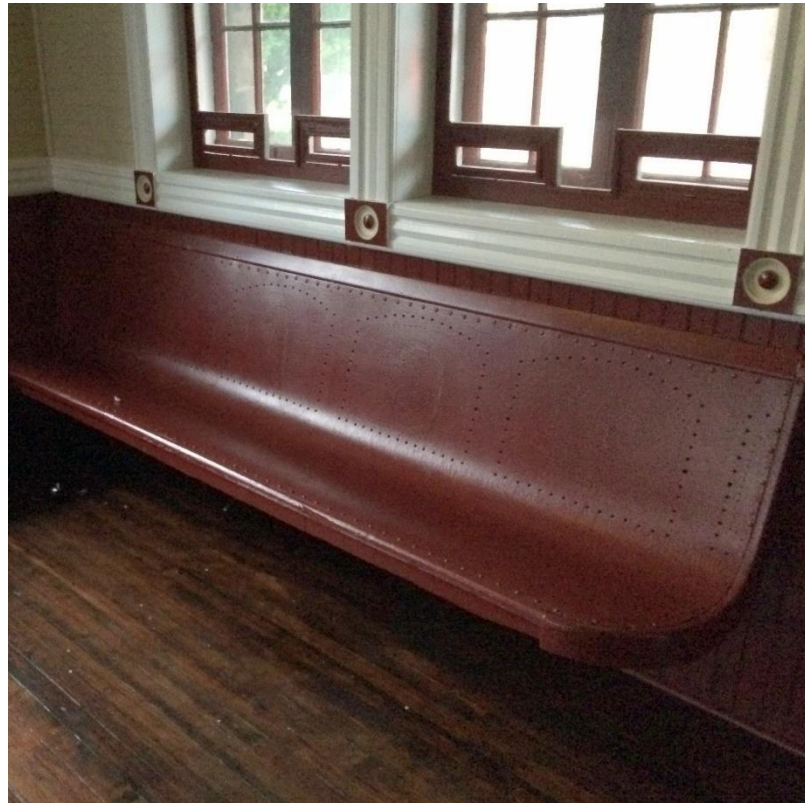
In 1935, the Volskis bid for the right to rent a two-story apartment that was part of the Mountain Avenue station in Upper Montclair. The station had been built in 1893, during the Erie's glory years. Its waiting room had a fake fireplace and the seats bore the railroad's monogram. It was a showpiece.

The last agent, a woman who lived there alone, had died, and the Volskis were allowed to rent the See HOME, Page B-2

Mountain Avenue Station *14 Laurel Place*

- The waiting room features a (fake) fireplace, decorative, colored glass window details, and seats embellished with the Erie Railroad monogram.

Mountain Avenue Station *14 Laurel Place*



Mountain Avenue Station *14 Laurel Place*

- Meet John DeRosa (date of photo unknown) – the “watchman” at the Laurel Place grade crossing immediately adjacent to the Mountain Avenue Station.
- Watchmen were posted at other grade crossings throughout town. Prior to the installation of gates, the watchmen stopped traffic as trains approached.
- The first gates were manually operated by the watchmen (and sometimes neighborhood children whom the watchman befriended, I hear). It was clearly DeRosa’s garden next to the watchman shack that captured the photographer’s attention here!
- The last photo is a relatively recent one.

Mountain Avenue Station *14 Laurel Place*



Mountain Avenue Station *14 Laurel Place*



Montclair Heights Station *Normal Avenue at Carlisle Road*

- The town's northern-most station — Montclair Heights — is the last stop in our six-part “Train Stations of Montclair” series.
- The first picture, circa 1910, is the earliest photo discovered.³ It is a typical Erie Railroad architectural design, but large enough to also house a post office.

Montclair Heights Station *Normal Avenue at Carlisle Road*



1910

M.P.-15.8

One of the reasons for a station at MONTCLAIR HEIGHTS was to serve the State Normal School, which later was reorganized and renamed Montclair State College.

The Next Station Will Be..., Railroadians of America, 1975

Montclair Heights Station *Normal Avenue at Carlisle Road*

- A neighborhood woman remembered going to the post office located in the station in the 1930s as a teenager to buy stamps. She also recalled that “the postman was a sweet man and ended up marrying a Highland Avenue girl.”
- Another woman who grew up in the neighborhood in the 1940s remembers going to the station with her sister—and their nickels—to get treats from the vending machine.

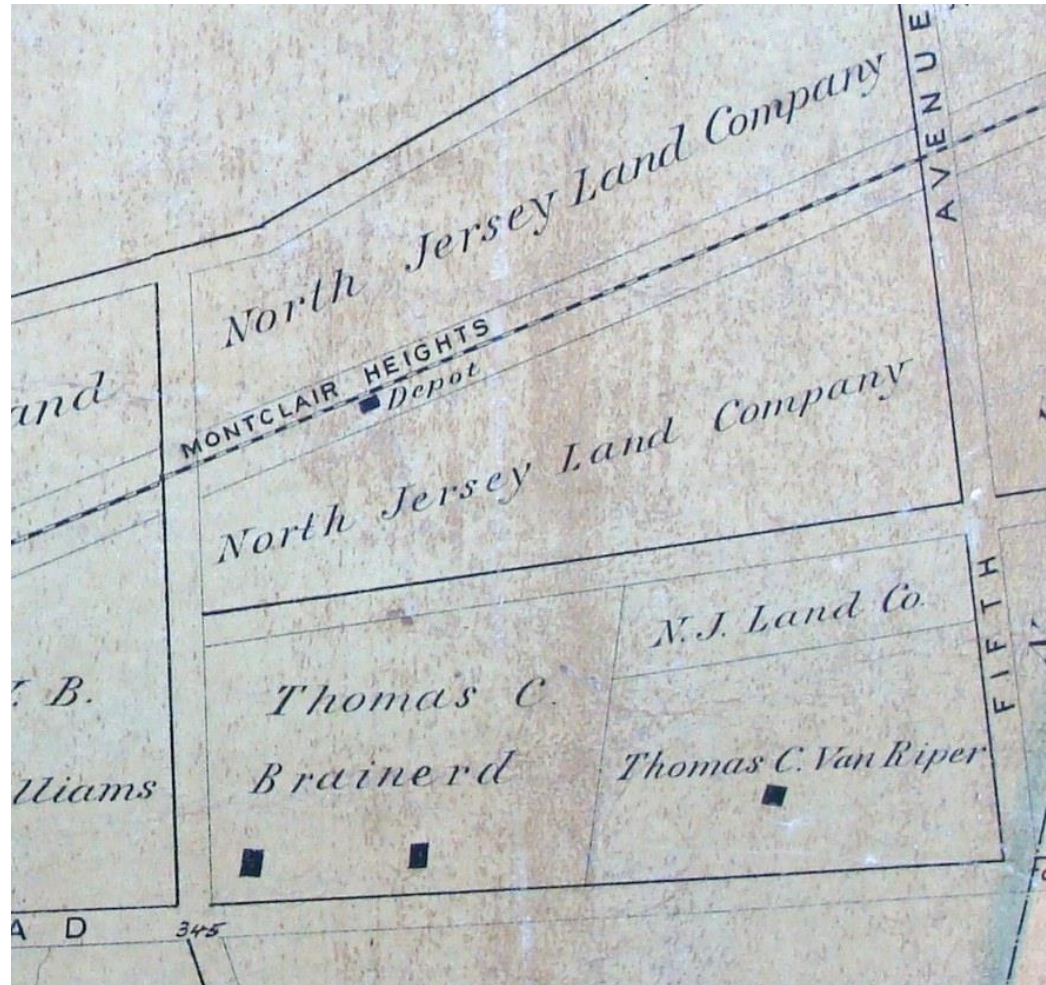
Montclair Heights Station *Normal Avenue at Carlisle Road*

- The station is located steps from Montclair State University; in fact, access to train service was a significant reason why the state chose the site for what, in 1908, was called State Teachers College. ⁸
- Officially closed as a station in 1959, it was briefly rented by a law firm, then razed in the late 1960s.
- Tuck this random tidbit away: it's the highest elevation of all six Montclair stations at 365 feet above sea level. ⁹

Montclair Heights Station *Normal Avenue at Carlisle Road*

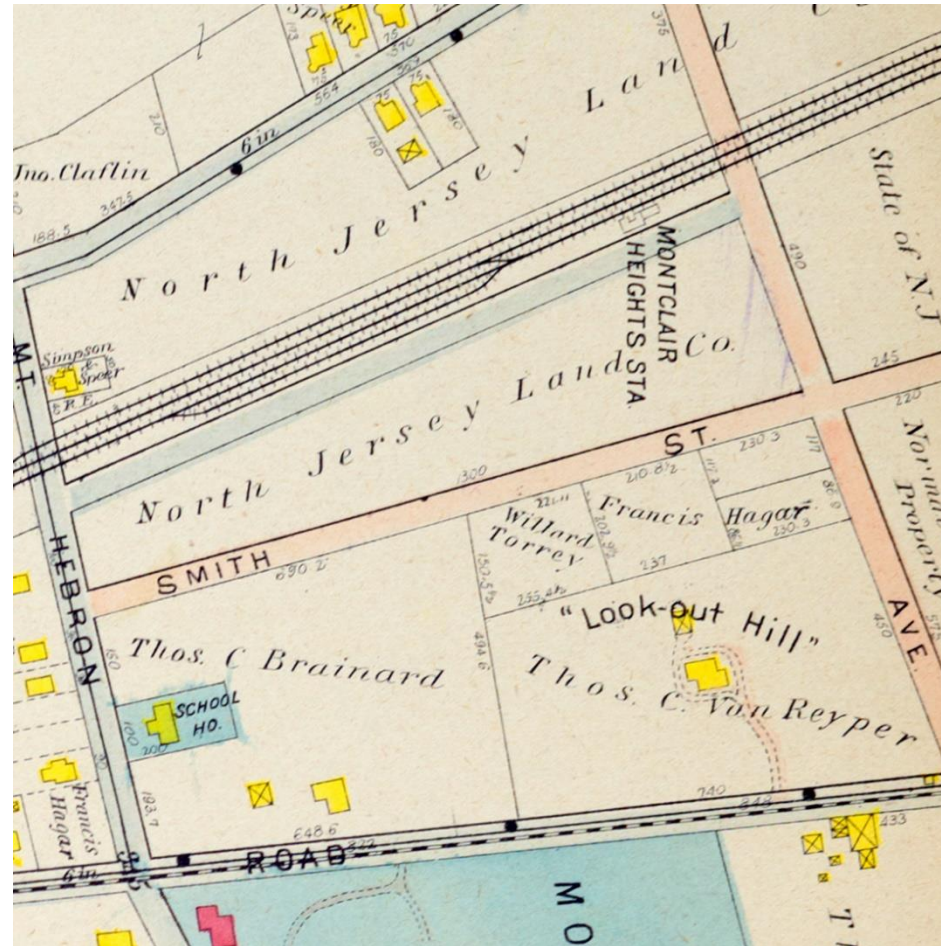
- A station has been located in this block since the train service commenced in 1873. The following three images are map details:
 - in 1878, it's a single track railroad with a station that seems closer to Mt Hebron Road than Normal Avenue. (Normal Avenue is called Fifth Ave at that point);
 - 1906 map shows a double-track line + some sidings;
 - In the third map detail, from 1933, even more sidings are seen. On the east side, coal was dumped/stored for steam train use or possibly for delivery to local homes. On the west, sidings included a weigh station near Normal Avenue for trains traveling from quarries further north on the line (including at the north end of today's MSU campus). In 1933, Osborne & Marsellis (operator of quarries and the stone/coal/lumber yard near the Upper Montclair Station) owned property west of tracks.

Montclair Heights Station *Normal Avenue at Carlisle Road*

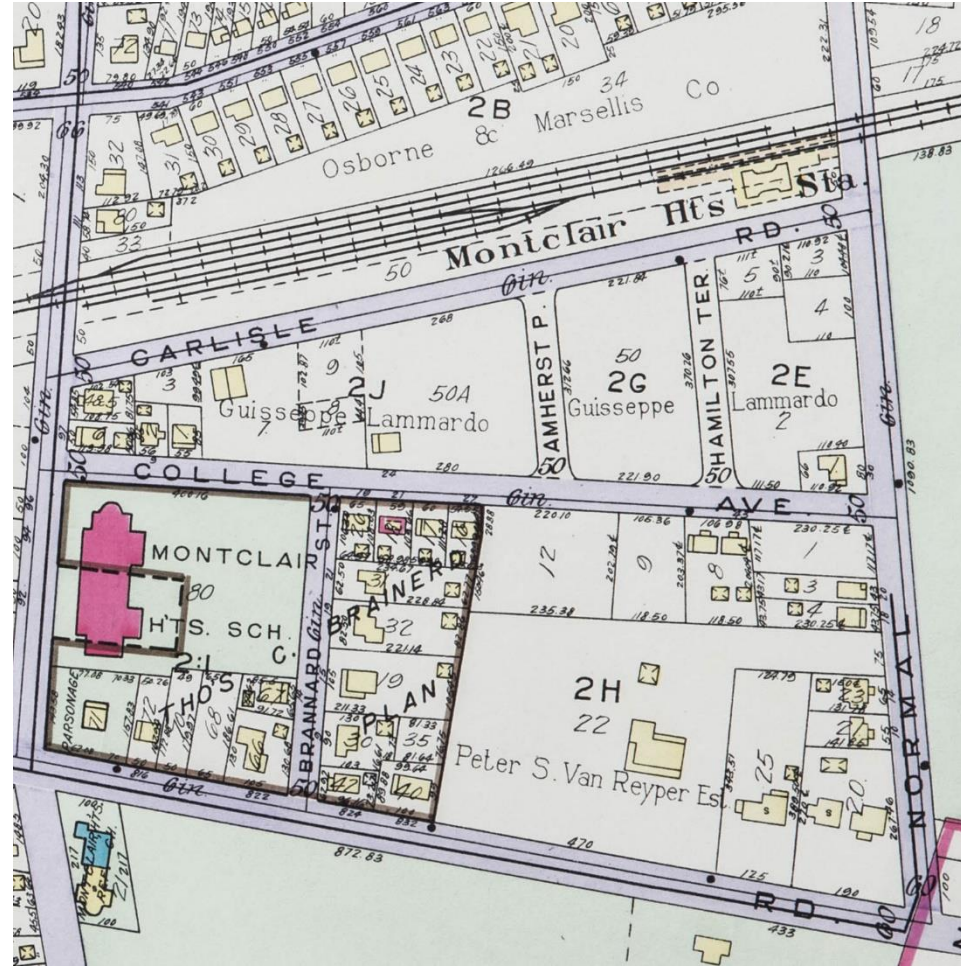


1878

Montclair Heights Station *Normal Avenue at Carlisle Road*



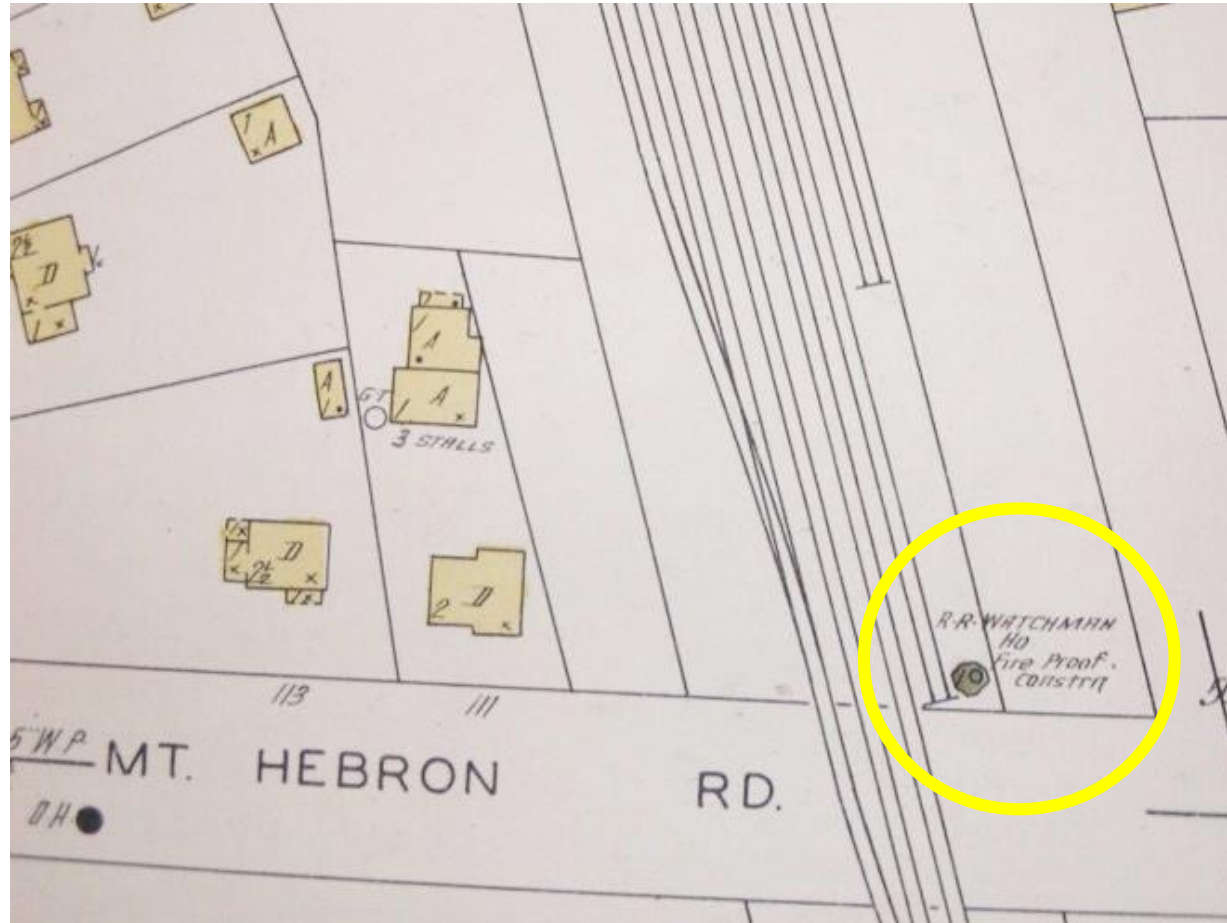
Montclair Heights Station *Normal Avenue at Carlisle Road*



Montclair Heights Station *Normal Avenue at Carlisle Road*

- The 1934 Sanborn Insurance Company map has an interesting detail: a small grey circle indicates the location of the “RR Watchman House” immediately adjacent to the tracks at the Mt Hebron Rd grade crossing. (Scroll back to page 84 to the Mountain Avenue Station description and the photo of John DeRosa for more details on that building!)

Montclair Heights Station *Normal Avenue at Carlisle Road*



1934

Montclair Heights Station *Normal Avenue at Carlisle Road*

- The next two images are just fun – first, a 1933 steam engine pulling into the station.
- Next, a photo from 1961. If you look closely you can see that the station building appears to be boarded up. And — oh my!! — no gates!!

Montclair Heights Station *Normal Avenue at Carlisle Road*



A. W. Johnson

Montclair Hts. New Jersey station (September 21, 1933) hosts Ten Wheeler 955 and Ford roadster and touring car. Chances are excellent that the Fords survived.

1933

Montclair Heights Station *Normal Avenue at Carlisle Road*



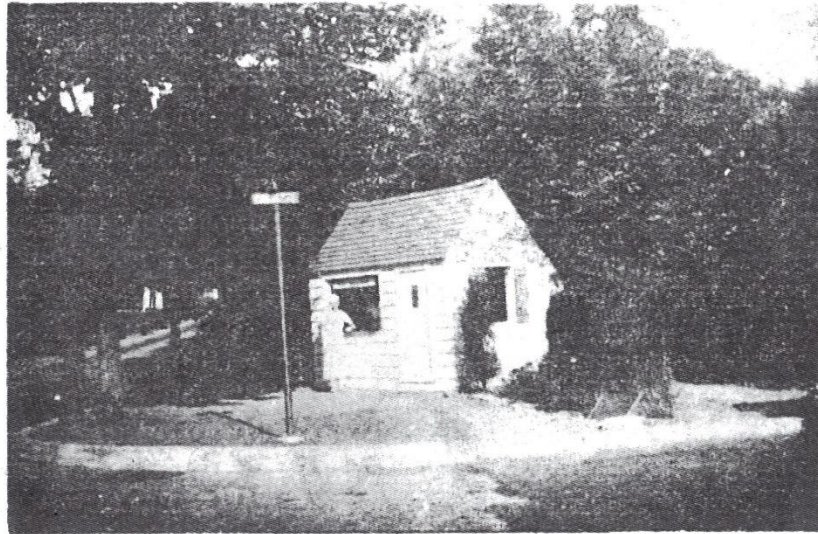
Montclair Heights Station *Normal Avenue at Carlisle Road*

- The next photo is fuzzy but too good not to share: it's the ORIGINAL Bond's Ice Cream location. The Bond family lived on College Avenue and in 1934 positioned this cottage around the corner from their home, on Normal Avenue near Carlisle Road, to be close to the Montclair Heights train station to capture commuter/student business.¹⁰

Montclair Heights Station *Normal Avenue at Carlisle Road*



June 13, 1968: The Montclair Times Centennial Supplement



George Bond, Jr., as a school-boy shown at left, opened this cottage in 1934, at the corner of Normal Avenue and Carlisle Road, Upper Montclair. His mother made the ice cream with know-how provided by his father who had owned a dairy in Illinois. The father and mother, George and Bertha Bond, were instrumental in establishing the present business.

Congratulations Montclair-100 Years

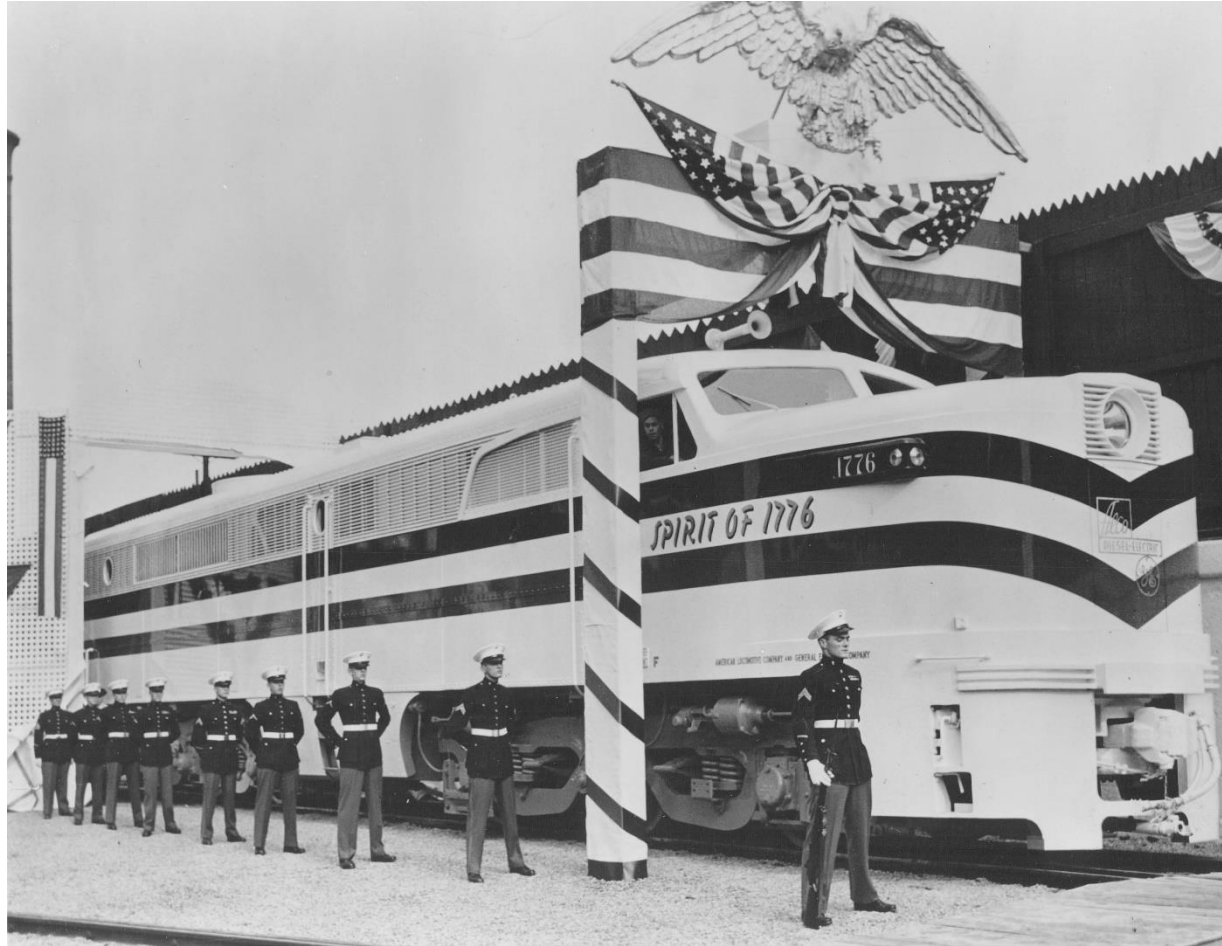
We are pleased to have been a part of the Montclair business community for the past 34 years.

BERTHA C. BOND
WILLIAM H. BOND



Montclair Heights Station *Normal Avenue at Carlisle Road*

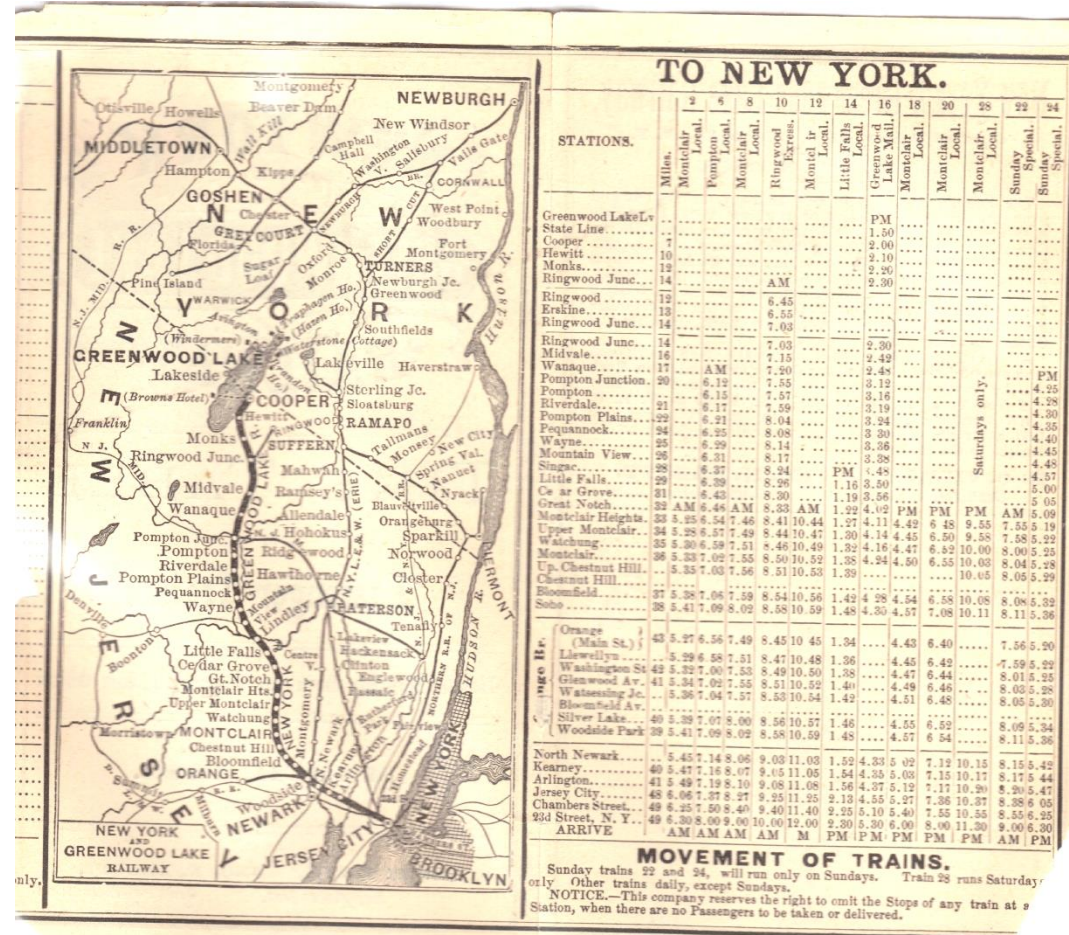
- Did you know that on Oct. 21, 1948, the Freedom Train stopped at Montclair Heights? (Although, clearly the photo on the next page is a publicity shot taken elsewhere). ¹¹
- School children and others remembering visiting the Freedom Train when it stopped in Montclair at the Montclair Heights Station.
- It toured the country after WWII with original documents including the Constitution and Bill of Rights, meant to encourage citizens to reflect on the meaning of American citizenship and to experience a “rededication” to the country’s founding principles.



Montclair's Train Stations

- Lastly, three train schedules – 1883, 1907, 1962

Montclair's Train Stations



Montclair's Train Stations

LOCAL TIME

**HOW TO REACH ERIE-LACKAWANNA TERMINAL HOBOKEN
VIA HUDSON TUBES OR BUS**

BY HUDSON TUBES—Take train at 33rd Street (6th Avenue), uptown New York, running time 14 minutes, and at 23rd Street (6th Avenue), 14th Street (6th Avenue), 9th Street and Christopher Street. Also at Cortlandt Street, downtown New York, running time 10 minutes. Frequent service between Hudson Tubes stations in New York City and Hoboken, New Jersey.

BY BUS—Take Public Service Bus No. 63 from the Port Authority Bus Terminal, 8th Avenue at 40th & 41st Streets, New York. Running time 20 minutes. Fare 30 cents. Frequent service in each direction.

FERRY NOTICE

Suburban trains will not be held at Hoboken for ferry boats from New York between the evening rush hours of 4.30 P.M. and 6.30 P.M., nor will ferry boats be held at Hoboken for morning rush-hour trains arriving Hoboken between 7.46 A.M. and 9.14 A.M., Mondays through Fridays, except Major Holidays.

FERRY RUSH HOUR SCHEDULES
Mondays through Fridays, except Major Holidays
BETWEEN NEW YORK (Barclay St.) and HOBOKEN

LEAVE NEW YORK Barclay St.	LEAVE HOBOKEN Terminal
4.00 PM 4.45 PM 5.15 PM 5.45 PM	7.30 AM 8.06 AM 8.35 AM 9.06 AM
4.15 PM 4.58 PM 5.25 PM 5.32 PM	7.46 AM 8.14 AM 8.43 AM 9.14 AM
4.30 PM 5.03 PM 5.30 PM 6.00 PM	7.52 AM 8.22 AM 8.52 AM 9.22 AM
4.37 PM 5.09 PM 5.36 PM 6.15 PM	7.58 AM 8.28 AM 8.59 AM

EASTBOUND
MONDAY through FRIDAY, EXCEPT MAJOR HOLIDAYS—

TO NEW YORK	1400	1402	1404	1406	1408	1410	1414	1416	1418
	N.B.	N.B.	N.B.	N.B.	N.B.	N.B.	N.B.	N.B.	N.B.
Wanaque—Midvale Lv	5 34	6 06	6 32	6 50	7 17	7 43			
Haskell *	5 36	6 08	6 35	6 53	7 20	7 46			
Pompton—Riverdale *	5 39	6 11	6 39	6 57	7 24	7 50			
Pompton Plains *	5 42	6 14	6 43	7 00	7 28	7 53			
Pequanook *	5 45	6 17	6 46	7 03	7 31	7 56			
Wayne *	5 48	6 20	6 49	7 06	7 33	7 59			
Mountain View (Erie Ave.) *	5 50	6 22	6 52	7 09	7 37	8 02			
Singac *	5 52	6 25	6 56	7 13	7 41	8 05			
Little Falls (Railroad Ave.) Ar	5 54	6 27	6 58	7 15	7 39	8 07			
Caldwell Branch									
Essex Fells Lv					7 20	7 44			
Caldwell *					7 24	7 48			
Verona *					7 27	7 51			
Cedar Grove *					7 30	7 54			
Great Notch Ar					7 34	7 58			
Great Notch Lv	5 58	6 31	7 02	7 19	7 34	7 44			
Montclair Heights *	6 01	6 34	7 05	7 22	7 38	7 48	8 01	8 12	8 35
Mountain Ave. *	6 03	6 36	7 08	7 25	7 40	7 50	8 03	8 17	8 40
Upper Montclair *	6 02	6 38	7 10	7 27	7 42	7 52	8 05	8 19	8 42
Watchung Ave., Montclair *	6 04	6 40	7 12	7 29	7 44	7 51	8 07	8 21	8 44
Montclair (Erie Plaza) *	6 06	6 42	7 14	7 32	7 46	7 53	8 09	8 23	8 46
Glen Ridge (Benson St.) *	6 44	7 16	7 35	7 49	8 12	8 25	8 48		
Rowe Street *	6 09	6 47	7 19	7 36	7 56	8 12	8 28	8 51	
Belwood Park *		6 49	7 40						
Forest Hill *	6 12	6 51	7 22	7 42			8 32	8 55	
North Newark *	6 14	6 53	7 24	7 44	8 00		8 34		
West Arlington *	6 15	6 55	7 26	7 46	7 55		8 36		
Arlington *	6 17	6 57	7 28	7 48	8 05		8 36	8 58	
Hoboken Ar	6 30	7 10	7 42	8 02	8 09	8 18	8 31	8 49	9 11
FERRY									
New York, Barclay St. *	6 45	7 27	7 58	SEE	FERRY	NOTE			

WESTBOUND
MONDAY through FRIDAY, EXCEPT MAJOR HOLIDAYS—

FROM NEW YORK	1405	1407	1409	1411	1413	1415	1419	1421	1425
	N.B.	N.B.	N.B.	N.B.	N.B.	N.B.	N.B.	N.B.	N.B.
FERRY									
New York, Barclay St. Lv	3 15	SEE	FERRY	NOTE					8 30
Hoboken *	3 30	4 46	5 18	5 21	5 35	5 41	6 05	6 35	8 55
Arlington *	3 42	4 58		5 33	5 47		6 17	6 47	9 08
West Arlington *				5 36	5 51		6 19	6 49	9 10
North Newark *	3 45	5 01					6 21	6 51	9 12
Forest Hill Ar	3 47	5 03					5 58		
Belwood Park Lv		5 05				6 00			
Rowe Street *	3 50	5 07		5 40		6 02	6 24	6 54	9 15
Glen Ridge (Benson St.) *	3 54	5 11		5 43		6 06	6 27	6 57	9 18
Montclair (Erie Plaza) *	3 57	5 14		5 46	5 58	6 10	6 30	7 00	9 20
Watchung Ave., Montclair *	3 59	5 17	5 39	5 48		6 13	6 32	7 02	9 22
Upper Montclair *	4 02	5 20	5 42		6 04	6 17	6 35	7 05	9 24
Mountain Ave. *	4 04	5 22	5 45			6 19	6 37	7 07	9 26
Montclair Heights *	4 06	5 24	5 48			6 21	6 39	7 09	9 28
Great Notch Ar	4 10	5 28	5 52		6 10	6 25	6 43	7 13	9 31
Great Notch Lv			5 52			A'S-11	A'S-44		
Cedar Grove *			5 57			6 14	6 46		
Verona *			6 02			6 17	6 51		
Caldwell *			6 06			6 20	6 54		
Essex Fells Ar			6 10			6 24	6 58		
Little Falls (Railroad Ave.) Ar	4 14	5 32			6 15		6 47	7 17	9 35
Singac *		5 34			6 17				
Mountain View (Erie Ave.) *	4 18	5 37			6 14		6 51	7 21	9 40
Wayne *	4 21	5 40			6 24		6 54	7 24	9 42
Pequanook *	4 24	5 43			6 27		6 57	7 27	9 45
Pompton Plains *	4 27	5 46			6 31		7 00	7 30	9 48
Pompton—Riverdale *	4 30	5 49			6 34		7 03	7 33	9 51
Haskell *	4 34	5 53			6 38		7 07	7 37	9 54
Wanaque—Midvale Ar	4 37	5 56			6 41		7 10	7 40	9 57

NO SERVICE SATURDAY, SUNDAY OR MAJOR HOLIDAYS
GO ERIE-LACKAWANNA . . . TO SCRANTON, BINGHAMTON, ELMIRA, BUFFALO, JAMESTOWN, YOUNGSTOWN, CLEVELAND, AKRON AND CHICAGO. LOW FARES, SAFE, DEPENDABLE SERVICE.



Montclair's Train Stations

Compiled by Montclair History Center Trustee, Helen Fallon

September, 2018 | www.montclairhistory.org | helen@montclairhistorical.org

1. *Jersey Central Chapter News, July 2017, "Montclair: A Certain Type of Beauty," by Mark Schmitt*
2. *Wikipedia, "NJ Transit"*
3. *The Next Station Will Be...., Railroadians of America, 1975*
4. *"Montclair, The Preservation of its Natural Beauty and its Improvement as a Residence Town," Report by John Nolen, Landscape Architect to the Municipal Art Commission 1909*
5. *Montclair, A Postcard Guide to Its Past, Philip Edward Jaeger, 1998*
6. *Mark Schmitt, Jersey Central Railway Historical Society*
7. *Town of Montclair, NJ, "Sketch for Plaza at Upper Montclair Station," Olmsted Brothers Landscape Architects, Brookline, Mass, March 10, 1919, File 6673, Plan 3*
8. *Montclair State University, A Century of Triumph Over Circumstance, Joseph Thomas Moore, 2008*
9. *Wikipedia, "Montclair Heights Station"*
10. *Bond's Ice Cream Advertisement, June 13, 1968, Montclair Times*
11. *Wikipedia, "Freedom Train – 1947-49 station stops"*



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Photos throughout courtesy of the Montclair Public Library Local History Collection, local historian Philip Edward Jaeger, the Montclair History Center archives, and/or the author's collection, unless otherwise noted.

