

ALL ABOARD!

A BRIEF HISTORY OF OCEAN COUNTY'S RAILROADS AND STATIONS



*Lakewood Station - New Jersey Southern Railroad
[acquired by Central Railroad of New Jersey]
circa 1895*

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For eons, people and their goods traveled only by foot, wagon (or similar beast of burden conveyance), and boat. Then, in the early 1800s, a new-fangled invention – the locomotive – brought about a faster and sometimes safer means of transportation. Railroads changed lives by shrinking the world, making it easier to move people and goods, and giving birth to the Industrial Revolution. Railroads and trains have even had a romantic appeal for many enthusiasts, often referred to as “railfans.” Many stories, songs, and plays have been written about railways.

Sadly, rail transportation has not been given the deserved attention in history for the impact it has had. But, before the appeal of trains took hold, this innovative means of transportation had to be invented and improved to make it viable and popular. As the proverb says, “necessity is the mother of invention,” and this seems to have been the impetus for developing this lasting and often idealized transportation system.

The First Railroads

The first railroads were constructed in England more than 200 years ago. To supplement a canal for transporting heavy freight, the idea of a railway was conceived. The railways were built in England and Wales for carrying coal out of mines to ironworks. Although varying in gauge, most tracks were approximately four feet apart. A single horse or two-horse teams pulled coal wagons short distances of three or four miles from the mines to the factory. Tracks were usually constructed of wooden rails covered with cast iron. In 1802, the first public railway service was established, and two years later, the first steam locomotive was installed to haul coal. However, the five-ton locomotive proved to be too much for the wood and cast iron rails, which soon collapsed from the weight. Gradually, improvements were made over the next 50 years. Iron horses and rails replaced their counterparts -- hardworking live horses and wood rails. Railroads construction spread rapidly throughout the world to Scotland, Ireland, Australia, Belgium, Netherlands, France, Germany, Russia, Switzerland, Cuba, Central and South America, Canada, China, and the United States.

America's Railroads

Without railroads, the United States would not have grown and prospered. The Golden Age of railroading began in the 1880s and lasted until the 1920s when automobiles and then airplanes began to displace trains as the major means of transporting freight and people. During the 1960s and 1970s, the railroad industry lost so much of the available market share that many went bankrupt or were purchased by larger companies. When it was deregulated in 1980, it began to make a comeback.

Although the United States encompassed a vast territory, its population during its first century as an independent nation was concentrated largely along the Atlantic coastline. During this period, small groups of pioneers ventured westward via land

in covered wagons or via the complex of rivers and lakes in flatboats. Gradually, construction of turnpikes began to meet the needs of settlers scattered over the huge expanse beyond the Allegheny Mountains and river travel was supplemented with the construction of canals. Robert Fulton's steamboat made an immediate impact on moving people and goods. Several thousand miles of man-made canals interconnected with each other and rivers so that it was possible to travel from New York to New Orleans – a distance of 2,700 miles – by water only. It was not always the most direct route nor the safest way to travel. Steam engine accidents were all too frequent.

John Stevens was the first American to realize that development of the United States depended upon steam railways and not upon steamships. He proposed to the New York State legislature that he could build a steam-powered railway for less cost and more effectively than the pending proposed canal. The legislature termed his proposal impracticable and instead authorized construction of the Erie Canal, completed in 1825. A few years later, another similar scheme was proposed that involved a combination railway and canal that included crossing the Allegheny Mountains that lay between Philadelphia and Pittsburgh. It was approved and completed in 1832.

The first railway chartered to transport freight and passengers was the Baltimore and Ohio Railroad in 1827. It connected Baltimore to the Ohio River and was completed in 1852 in Wheeling, West Virginia. Even though settlers continued to travel west by covered wagon at this time, as more railroads were built and trains became faster, the settlements grew larger and more quickly. A considerable number of railways were chartered and many were constructed between 1820 and 1840. Railway construction continued to progress quickly. Besides using the iron horse for moving people and goods, many American presidents used trains for campaigning and traveling between Washington D.C. and their hometowns as well as for official business. Beginning with the Civil War, they were important in transporting both Union and Confederate troops.

Railroads companies became significant investment equities for Wall Street financiers and speculators, some of whom were dubbed robber barons by later historians. The rail monopoly became so politically powerful and ruthless that during its hey day, it controlled the New Jersey State Legislature for nearly fifty years. During the 1870s and 1880s, railroad tycoons scoffed at the endless train wrecks and injuries to railroad workers as well as their appalling wages during the late 1800s. Forget low wages, high dividends were what was important. Fortunately, the two decades preceding World War I, known as the Golden Years, brought about safety improvements.

Economic depressions or panics, as they were called, were all too common in the 19th century. The worldwide Panic of 1873 was caused by wars and excessive railroad construction, mostly in Europe, Russia, South America, and the United States. Over investment in railroads, among other issues, brought about a nearly

five-year depression. The panic of 1907 was precipitated by similar excesses and inadequate government regulation of many industries, including railroad companies.

By 1850, the United States had more rail mileage than even England and France combined. In 1933, there was about 258,000 miles of railway, twelve times more than Great Britain.

New Jersey's Railroads

New Jersey's history of railroads dates back to 1815 when John Stevens, who lived in Hoboken, convinced the New Jersey Legislature to enable construction of a railroad between Trenton and New Brunswick. He constructed a circular track on his estate in Hoboken, which he used to test a multi-tubular locomotive. Unfortunately, his dream, the New Jersey Railroad, as it was called, never got beyond paper. Stevens' son, Robert L. Stevens, founded New Jersey's first railroad, the Camden & Amboy, which completed its main line in 1833 between Bordentown and Amboy. Another early railway line, the Paterson and Hudson, was completed in 1834. After the Camden & Amboy RR began operating in New Jersey, others followed, such as the Pennsylvania Railroad, and the Central Railroad of New Jersey.

Besides its many passenger stations, the Garden State had two the massive railroad terminals built, one in Hoboken by the Erie Lackawanna Railroad (still in operation) and the other the Jersey City Terminal by the Central RR of New Jersey (withdrawn from service in 1967 but restored as an historic building in Liberty State Park).

Ocean County's Railroads

Although railroads were established in North Jersey during the 1830s and 1840s, the Jersey Shore was ignored. Ocean County's population hovered around 10,000 at this time. Many considered the shore area to be a wasteland; so, there was little incentive to provide service for potential passengers and freight.

However, even before the County of Ocean was chartered in 1850 as New Jersey's twentieth county, William Torrey, a land developer and industrialist from New York City, tried to bring a railway to the area of Dover Township (then still part of Monmouth County). He named this area Manchester (after his father's birthplace in England). In 1841, Torrey purchased a 27,000-acre tract of the Pine Barrens where he built an industrial village for the manufacture of charcoal made from pine woodland. His plan included transporting charcoal as a commodity from Manchester village to the docks in Toms River, eight miles east. There, it could be loaded into ships that sailed along the Atlantic seaboard. Initially, his goal was to build a crude railway to his outlet in Toms River. However, the venture failed when the iron straps fastened to wooden rail tracks were crushed by a heavy locomotive brought in from Philadelphia to replace the slower mules that hauled the charcoal in wagons, which had been adapted for track transport.

Not discouraged in his pursuit of more efficient transportation, Torrey eventually became the driving force behind the Raritan & Delaware Bay Railroad. He persevered and raised funds by selling land and soliciting investment pledges. Iron railroad tracks eventually were laid southward to Bricksburg (now Lakewood) on the way to his industrial village in Manchester (now Lakehurst). On April 8, 1862, the first train rode the tracks to the village. For several decades, Manchester became the headquarters for the Raritan & Delaware Bay Railroad (New Jersey Southern Division). Its round house turned locomotives, repairs were made in machine shops, dormitories housed workers, and a company store was operated

Even though Torrey had little management influence with the company after 1862, the Toms River Railroad Company, a subsidiary of the Raritan and Delaware Bay Railroad, began operating its first passenger train from Manchester to Toms River on July 3, 1866. It also profited from Toms River's steady ocean trade. With the expectation of increased commerce between the county seat and the world outside, Toms River's businessmen backed the branch. Torrey and his sons, William and Samuel tried to keep it solvent when it began to flounder later, even by issuing script in the Torrey name to the railroad's workers, but nothing could prevent its collapse. After the Civil War, the Torreys lost all control of the railroad. In 1866, a spur reached Toms River, and by 1871, a second line was built from Tuckerton to Edge Cove on Barnegat Bay where steamboat ferries transported visitors to Beach Haven on Long Beach Island.

Other railroads began to provide both passenger and freight service. The New Jersey Southern Railroad was the first line that came from New York south through Monmouth County into Ocean County where it stopped at Bricksburg, Manchester, and Toms River. It continued down to Bay Side on the Delaware River (Cumberland County) and then from there to Winslow Junction (Camden County). In that same year, another New Jersey Southern line, known as the Pemberton & Hightstown Railroad, which originated in Hightstown (Mercer County), continued south to Imlaystown (Monmouth County), on to New Egypt (Ocean County), then southwest to Wrightstown (Burlington County), and on to Pemberton (Burlington County) where it terminated.

Railroad passengers included people who traveled either to Philadelphia or New York City for work or play and vacationers visiting hotels and resorts on the Jersey Shore or in Lakewood, both known for their cooler, clean, fresh air. Before 1871, stagecoaches and boats were the only transportation from Tuckerton and hamlets to the north and west that could bring visitors to the cities. At about this time, the Tuckerton Railroad was built from Tuckerton to Whitings, a village in Manchester, where it connected with the Pennsylvania & Atlantic Railroad and the Central Railroad of New Jersey.

By 1873, the New Jersey Southern Railroad opened another line, originating out of Toms River, which was referred to as the Toms River-Waretown railroad branch. This line went south to Waretown Junction and then on to Barnegat.

The Pennsylvania Railroad operated several lines in Ocean County. By 1899, it had a line that ran from Mount Holly, the county seat of Burlington County, to Toms River, then along the southern shore of the Toms River to stops at Beachwood, Pine Beach, Ocean Gate, and Barnegat Pier, across Barnegat Bay to Sea Side Park, and then north to Bay Head. It also had a short spur that crossed the Toms River to Island Heights. Known as the New Jersey Division of the Pennsylvania Railroad, trains discharged and picked up passengers and freight at the Toms River station, which was located on the south shore of the river (in what became the Borough of South Toms River in 1927), and then proceeded on to Pine Beach station, and then on across the Toms River to the Island Heights station on the north shore of the river. Island Heights was a popular summer resort for visitors from Philadelphia, many of whom attended the Methodist camp meetings there or were young employees at the Wanamaker store given a free summer vacation at the Wanamaker Camp in Island Heights. The Pennsylvania Railroad also served Long Beach Island. It originated in Manahawkin, crossed Barnegat Bay on a railroad trestle that had been erected in 1883-1884. It made the island even more attractive to summer visitors who then had direct rail service to their favorite seaside resorts. The railway connected with the Tuckerton Railroad in Manahawkin. On Long Beach Island, it ran from Barnegat City Junction (near Ship Bottom) south to Beach Haven and north to Barnegat City.

Years later, the Central New Jersey Railroad purchased The New Jersey Division of the Pennsylvania Railroad becoming the New Jersey South Railroad Division of the Central Railroad of New Jersey. At this same time (1941), the Tuckerton Branch, which ran from Lakehurst to Barnegat, was also included in the sale.

Besides passengers, trains also carried freight and picked up fresh seafood and almost any agricultural commodity that was profitable. Besides fish, unusual seaside "crops" such as salt hay and eelgrass were typically loaded on trains coming from Ocean County. The Tuckerton railroad hauled salt hay from Barnegat Bay's marshes to farm nurseries or to fields where farmers used it as mulch because it lacked weeds. Those who gathered at the Whiting station recalled often seeing carloads of hay trains sidelined to let passenger trains through. Eelgrass cargo was transported from Long Beach Island where "farmers" raked wet eelgrass brought in from tides and left on the sandy strand. It was dried nearby in fields and shipped in loose bales to market where it became liners in expensive coffins, stuffing for cheap mattresses made for immigrants who sailed in steerage, and upholstery padding in Model T Ford automobiles.

Decline

Railroads flourished through the 1920s. They were the dominant form of transportation and provided their investors the greatest profitability. By 1916, rail track mileage peaked at over 254,000 throughout the United States. Once automobiles became a convenient, reliable and affordable means of transportation, railroads began to lose favor with the traveling public. After World War II, both passenger and freight traffic declined steadily through the 1950s. In the 1960s and

1970s, railroad companies tried unsuccessfully to lure passengers back. This resulted in consolidations and takeovers. The year 1971 saw most passenger train operations taken over by the National Passenger Railroad Corporation (Amtrak), a government subsidized system. The Staggers Rail Act of 1980 deregulated railroads, allowing them to set their own freight rates and to abandon non-profitable lines. While deregulation has aided in the recovery of the railroad industry, it has also been assisted by the neglect of the nation's motor vehicle infrastructure, which has significantly increased highway congestion. Furthermore, the environment has also been a factor because research has shown that people and goods per fuel mile is most efficiently transported by railroads, not highways. The only relief available has been trains. While the United States cannot boast of having the most advanced and efficient high-speed passenger system, it does have the most efficient and advanced freight system in the world.

In Ocean County in the 1930s, bus transportation cut into passenger train revenue, and trucks competed for the lucrative business of transporting goods. In addition, the Great Depression severely decreased income from all services. In 1935, a storm washed out the trestle bridge over Barnegat Bay to Long Beach Island and railroad tracks on the island. This caused the railroad company to shut down in January 1936 and forced its subsequent sale the following October. It reorganized as a freight only railroad in 1936 and was abandoned by 1940. A fire on the trestle bridge from Barnegat Pier to Seaside Park in 1946, eventually led to its permanent closure and demolition. With the construction of the Garden State Parkway in the 1950s, people abandoned their interest in traveling by rail to the shore. Automobiles and the parkway became the preferred mode of traveling to and from Ocean County.

Although some train tracks are still visible and intact in Ocean County, many have been damaged, abolished, or removed. When the Barnegat Branch Division of the Central Railroad of New Jersey went bankrupt, in 1976, it was bought out by Conrail, which terminated freight service the following year. Some railroad track beds have been adapted for public use, such as the Barnegat Branch Rail Trail, a 15.6-mile abandoned rail corridor extending from Barnegat Township to South Toms River. Ocean County began purchasing the rights-of-way in 2001 and construction was begun on October 15, 2007. It is now a hiking and biking trail with interpretive signage. The only rail service still available today in Ocean County is at the Bay Head and Point Pleasant train stations. Amtrak (New Jersey Transit) provides commuter service to and from North Jersey and New York City.

Railroads impacted the growth of Ocean County as a vacation destination in Ocean County during their Golden Years in Ocean between 1880 and 1930. The County's population grew five-fold in its first one hundred years. By 1950, 56,622 people lived in Ocean County. But, it was the Garden State Parkway and automobiles that generated Ocean County's tremendous population explosion during the last half of the 20th century when it reached 510,916.

Railroad Stations in Ocean County

During the heyday of railroads, Ocean County could boast of having 80 railway station stops. Stops could be stone, brick, or frame station houses or small simple shelters for passengers. Station structures were not of primary consideration in the early days. For example, while Beach Haven had a building on Third Street, most stations were only simple platforms with no benches or protection from the weather. Sometimes stations, such as The Tuckerton Railroad's depot in Manahawkin, were described as having "very poor walls" with little to shield passengers from chill winds. The railroad company did react promptly with plans for a more substantial building. Passengers at the railroad's West Creek station also complained of having just a few wood planks that served patrons as a station. Again, the railroad responded quickly by erecting a building. Eventually, better structures were built. With the exception of churches, there was no other building more important in a community, or so it seemed, then the train station. It was the center of community activity - humming with people and freight coming and going from dawn to dusk. Some stations offered other amenities in addition to transportation of people and freight, such as postal and telegraph services. Permission was given to allow Beach Haven to hold its first Sunday school (known as Union School) in the station. This station had a ticket office and waiting room valued at \$3,000 in the 1880s. When a fire destroyed the building in 1887, it took months for the Pennsylvania Railroad to rebuild. In the last five decades, most of these historic stations were abandoned and demolished. Unfortunately, only a very few were saved to give new service as a residence or store. Today, only a handful remain as identifiable railroad stations, of which just two are still in operation - Bay Head and Point Pleasant - and two have been restored for posterity - Ocean Gate and Manahawkin.

Whitings

Located in Manchester Township, this was the major railroad hub in Ocean County where three railroad lines merged and then split at its roundtable to serve the entire shore area of Ocean County. The New Jersey Southern Division of the Central Railroad of New Jersey, the Tuckerton Railroad, and the Pennsylvania Railroad shared the station's services. Initially named Whiting's Mill when the station was established in 1862, the name was changed to Whitings Junction in 1870 and then to Whitings in 1871 when a new station was built. Rail service commenced in the fall of 1871. Service continued for a little over 64 years connecting Tuckerton with Philadelphia via Whitings. After the original station was consumed by fire in 1897, a new 24' X 58' two-story frame station was built less than a mile away in 1898 to serve the Tuckerton Railroad-Pennsylvania Railroad and Central Railroad of New Jersey. The station was demolished in 1959 after all service was terminated.

Island Beach Stations

Two railroad lines served Island Beach from Point Pleasant to Seaside Park. The Central Railroad of New Jersey came into Bay Head Junction from the north (North

Jersey and New York City via Point Pleasant). The Camden-Long Branch Railroad (a division of the Pennsylvania Railroad) came in from the west to Bay Head Junction, from as far west as Camden/Philadelphia. The track ran south along the peninsula's west side shoreline. At Seaside Park it crossed the trestle bridge to Barnegat Pier and continued west to stops at Ocean Gate, Pine Beach, Beachwood and Toms River. At Pine Beach, it could back up on the spur across the Toms River on a trestle to Island Heights. The Pennsylvania Railroad line terminated service from Philadelphia to Toms River, Island Beach, and Bay Head in 1946.

Point Pleasant.

The New York & Long Branch Division of the Central Railroad of New Jersey served this station stop. Built before 1909, the original station was located on Railroad Avenue in Point Pleasant Beach. It was replaced by modern station (about ten years ago) on North Arnold Avenue, also in Point Pleasant Beach, which is still serving the public as one of only two railroad stations in Ocean County today.

Bay Head Junction

Besides serving the Philadelphia & Long Branch Division of the Central Railroad of New Jersey, this station served the Camden-Long Branch Division of the Pennsylvania Railroad between Camden and Bay Head. The first station that was constructed had a newsstand and a platform. It was located at Osborn Avenue just north of Twilight Lake, the southern terminus for the Philadelphia & Long Branch line. The building survived as residence after it was moved. The first station was replaced by a new building on Osborne Avenue near Railroad Avenue. Originally, a railroad watchtower that served both railroad companies controlled train traffic until the Pennsylvania Railroad terminated service from Toms River to Island Beach station stops and Bay Head in 1946. Today, this Bay Head station and the Point Pleasant station are the only two railroad stations still operating in Ocean County today. It is no longer referred to as Bay Head Junction – just Bay Head.

Bay Head

In addition to the Bay Head Junction station, another station also served Bay Head. The Pennsylvania Railroad constructed a station at Bridge Avenue, just south of Twilight Lake. It was a two-story wood frame station with a wrap-around porch. After service was terminated south of Bay Head in 1946, the building was razed in the early 1950s.

Mantoloking

The Mantoloking station was built in 1883. It was two-story frame building with a canopy over the platform. The railroad station was located on Downer Avenue until service was terminated.

Chadwick

The station at this stop mainly served passengers who stayed at the Chadwick House. It was located on the eastern shoreline side of Barnegat Bay near W. Tuna

Way in the Chadwick Beach section of Dover (now Toms River) Township on the Island Beach peninsula.

Ortley Beach

A small station, located on Second Avenue, served the area. It was razed in 1946.

Lavallette

The railroad station was located at Reese Avenue near the borough dock. This station survived as a residence after being sold and remodeled in 1946.

Seaside Heights

The station, a one-story frame building, built in 1915, was located near Sumner Avenue on Central Avenue (now Route 35 southbound). It was demolished.

Berkeley

The station was located at J Street in the Sea Side Park section of Berkeley Township.

Sea Side Park

The Pennsylvania Railroad made its first run to Sea Side Park and north to Point Pleasant in 1881. The train came from Barnegat Pier across the bay to 14th Avenue up Central Avenue to the Hiawatha Hotel, referred to as the Berkeley station. In 1882, a permanent one-story frame railroad station, named Sea Side Park, was built between 5th and 6th avenues on Central Avenue. For 65 years, the train served the area daily. Beginning in 1949, the rails were removed from the island after the trestle fire stopped service and to make room for a highway. The railroad station was auctioned to a sole bidder for \$50. It was moved to the southwest corner of Eleventh and Central avenues. A new municipal complex was built at the former site of the railroad station and dedicated in 1953. The station's site is today an apartment complex.

Toms River to Island Beach Stations

Toms River had two stations; one station, the South Toms River station, served the Pennsylvania Railroad line that ran across Barnegat Bay and north along Island Beach to Point Pleasant. This section describes the stations from Toms River east to Barnegat Bay, and across to Island Beach. The other station, known as the Toms River station is described in the section, "Toms River-Waretown Railroad Stations," on page 12.

South Toms River

Trains coming west from Whiting's stopped at this station located in Toms River. This station was built at the end of South Main Street in what is now a part of the Borough of South Toms River. It served the Philadelphia & Long Branch Railroad (acquired later by the Pennsylvania Railroad). The contract to build the station called for a "two-story frame building, Swiss cottage style, slate roof, and projecting

eaves." The first floor had a 16' X 18' passenger waiting room. It also had a living room and kitchen for the railroad agent's family. There were two large bedrooms on the second floor. When the Barnegat Bay trestle burned in 1946, passengers disembarked the train here and were driven to Seaside Park by bus. After train service was discontinued in the 1950s, the tracks were removed for the connection of Route 9 with the Garden State Parkway. The station was sold and moved about one-half mile east to Beachwood where it became a private residence.

Pine Beach/Island Heights Junction

The first train arrived in the hamlet in April 1909. The station, a one-story frame building, served the Pine Beach area as well as Island Heights. Service on the Island Heights spur began in 1883. The train backed up on the tracks and crossed the river on a railroad trestle (with its manually operated swing bridge for boat traffic) to the west side of Island Heights. Service was discontinued in 1924 and the trestle removed eleven years later. A wye spur was located on Riverside Drive at the foot of Station Avenue. When service ended, the station was moved to the east end of Riverside Drive and became a private residence.

Island Heights [spur]

The train backed up to a wye in Pine Beach, then crossed the Toms River on the 1,800-foot trestle to the small station in Island Heights where passengers stepped on and off the train. It then proceeded back across the river to Pine Beach. The trestle had a 40-foot manual swing bridge to allow boats to pass through. The tracks continued for about one-half mile to a coal and lumberyard. Children from Germantown School (later Pershing) often picked wild flowers and sold them to passengers returning to Philadelphia. The passenger station was obtained from Pemberton and placed on pilings on the river's edge in Island Heights. This was a busy station especially during the summer months.

Ocean Gate

A small two-room, one-story frame station was built in 1909. The station was moved twice during its service from Bayview Avenue in 1952 to a site behind the borough hall. In 1990, it was moved again to its present location at the corner of Asbury and Cape May avenues where Ocean Gate Historical Society restored and converted it to a museum. A 1918 Pennsylvania Railroad caboose is also displayed at this site.

Barnegat Pier

The Pennsylvania Railroad constructed a 7,000-foot-long wooden railroad trestle across Barnegat Bay between the Sea Side Park station and the Ocean Gate station. The section, located on the west side of the bay, closest to Ocean Gate, was named Barnegat Pier. The pier actually became a destination for passengers spending the day fishing and just enjoying the view and cool bay breezes. A small one-story frame station was built on the pier over the bay. Eventually, a tiny community sprang up in that part of nearby Berkeley Township. Severe weather and ice damaged the bridge many times over its sixty-five years of service, but in 1946, it

was irrevocably damaged by a fire on the west side of the trestle. Although the first station building was replaced by a smaller building, four years later the line was abandoned. Undoubtedly, construction of the Mathis Bridge for motor vehicle traffic contributed to the decision to abandon operating the railroad line to Seaside Park. In January 1952, service was terminated between Camden and Toms River.

Southern Division of the Central Railroad of New Jersey Stations

Lakewood

A one-story stone station at Monmouth & Second avenues was built in 1891 and demolished in 1953. It was, according to Edward Weber III, "a very commodious building to serve the resort. It was a casualty to real estate developers who raised it for a supermarket site in 1953. . . . The waiting room had a lodge-like décor, with a fireplace and cathedral ceiling." Service began with the New Jersey Southern Railroad in 1860. The Central Railroad of New Jersey's deluxe Blue Comet train served the station between 1929 and 1941. Daily passenger service ended in 1952, and weekend passenger service ended in 1957.

South Lakewood

This station was actually located in Jackson Township, near the Lakewood Township border. It was established as a station stop in 1893 when a one-story frame building with a passenger canopy was built. What remained of the building was removed in 1964 after a train derailment destroyed it.

Whites Bridge

This became a stop in 1864 but was discontinued in 1869 and then reinstated in 1883 as Whites. A small one-story frame passenger shelter was built in 1888 and then permanently discontinued in 1893.

Ridgeway

A flagstop was established in 1862 but was discontinued ten years later.

Lakehurst

The New Jersey Southern Division of the Central Railroad of New Jersey and the Toms River & Barnegat Railroad shared this stop. The two-story frame station was known formerly as Manchester until the name was changed to Lakehurst in 1897. It was demolished in 1962. In addition to the passenger station, the stop also included other buildings for freight, repairs, a roundhouse and a turntable.

Whitings

A description of this station, which served three railroad lines (the New Jersey Southern Division of the Central Railroad of New Jersey, the Pennsylvania Railroad, and the Tuckerton Railroad), is described on page 7.

Hydraulic

Established as a stop in 1898 It was discontinued just after the turn of the century.

Pasadena

A station stop was established about 1866 and named Wheatland. A small one-story frame passenger shelter was built in 1884. The station name was changed to Pasadena in 1891. The stop was discontinued in 1937.

Bullock

The station served local farmers from 1885 to 1926.

Toms River-Waretown Railroad of the Central Railroad of New Jersey Stations

Pine View

A station stop was established initially as Germania in 1877 and discontinued a year later in 1878. It was then reinstated with the name Pine View around 1890. It was only four miles from Lakehurst and was discontinued in 1901.

Apollonio

This stop was established in 1887 but discontinued two years later in 1889.

Toms River

Another station served Toms River for the joint use of the Central Railroad of New Jersey and the Toms River & Barnegat Railroad. It received trains that departed from the 23rd Avenue and Liberty Street depot in New York City. A one-story frame station was built on the west side of the river. In 1868 it was converted into a freight house and a new wood-frame station was built on the east side of the river. This original building was destroyed when a ship holding gunpowder exploded in 1874. The second station was converted into a freight house in 1900, and an attractive third one-story stone station was constructed. According to Edward Weber III, "The station was similar inside to the Lakewood station. There was a fireplace and the entire room was decorated with dark woodwork and stained glass." It served the railroad until it was sold in 1955 and was destroyed by fire in 1976.

Beachwood

In 1915, the founder of Beachwood, Bertram C. Mayo, enticed people to visit the area and promoted the sale of building lots along with a bonus newspaper subscription incentive. He had hoped that either the Central Railroad of New Jersey or the Pennsylvania Railroad, both of which stopped in Beachwood, would build the station. Instead, he had a small station built to serve prospective buyers. In addition to being used as a train station, the building also provided space for a post office. The Central Railroad's trains originated in Jersey City and the Pennsylvania RR trains originated in Camden. Their respective tracks crossed in Ocean County at Whitings. After railroad service terminated, the station was razed in 1967. Today, Route 9, between the Garden State Parkway's Exit 80 and Atlantic City Boulevard in Beachwood, follows the path of the Pennsylvania Railroad tracks that were dismantled.

Pinewald

When originally established in 1872, the station stop was named Bayville. That was changed to Barnegat Park when a new station was constructed by a local land development company in 1888 and changed again in 1912 to Barnegat Park-Pinewald and again in 1921 to Pinewald. A two-story station was constructed by B.W. Sanger Co. for the two-fold use as its administration building and the local passenger station. This building was demolished in 1974.

Lanoka Harbor

Established originally as Cedar Creek in 1872, a fire destroyed the station in 1888. It was replaced by a one-story frame building and the name changed to Lanoka. Because there was an increase in passengers and freight, the Central Railroad of New Jersey constructed another separate station and a freight house in 1900. The station name was changed to Lanoka Harbor in 1923. Use of the freight house was discontinued in 1938 and the station in 1954.

Forked River

The 1872 station was replaced in 1913 with a combination (freight/passenger) station. This one-story frame station was retired and razed in 1954.

Ostrom

Initially, this was just an occasional stop in 1888 that became a station stop with the construction of a one-story frame structure. It was converted into a passenger shelter in 1916 but then discontinued in 1927.

Waretown

A one-story frame combination station in 1900 replaced the original station, established in 1872. The station stop was discontinued in 1953, and the station was sold in 1955 and used as a private residence.

Waretown Junction

The Barnegat Branch of the Central Railroad of New Jersey and the Tuckerton Railroad jointly established this as the Barnegat Junction station stop in 1872. In 1879, the station stop was discontinued and the name was changed to Waretown Junction.

Barnegat (a.k.a. the depot for the Central Railroad of New Jersey in Barnegat)

The construction of a station in 1879, on the north side of West Bay Avenue, established Barnegat as a station stop. This was the terminus of the Toms River-Waretown Railroad line, one of two lines that served Barnegat. It was replaced in 1910 with a one-story frame building, which was sold in 1949 for use as a private residence. Because this was the end of the branch's line, the railroad continued to maintain the 1879 turntable at this location until it was retired in 1954. The engine house that was built in 1881 was retired in 1936.

Pennsylvania Railroad Stations

From Philadelphia, Pennsylvania Railroad tracks passed through Camden and Burlington counties, entering Ocean County at Buckingham, then continued to Whitings and east to South Toms River.

Buckingham

The lumbering community utilized this small wood frame station on Buckingham Road.

Whitings

A description of this major station is provided on page 7. The station served passengers and freight between Philadelphia-Camden and South Toms River.

Keswick Grove

A small station was built near Keswick, a Christian ministry and retreat that served people through addiction recovery.

Crossley

This small station served the clay-mining workers as well as children who needed transportation to attend school in Whitings. The area remained active until the early 1900s. The clay was used to produce terracotta pottery, bricks, and pipes, which were transported by train.

Tuckerton Railroad Stations

Whitings

A description of this major station, the terminus for TRR, is provided on page 7.

Bamber Lake

A 17' X 35' one-story frame consolidated station was built in 1871. Its disposition is not known.

Lacy

A small 8' X 12' one-story frame passenger shelter was built in 1871. Its disposition is not known.

Forked River Mountains

Although a designated stop on the Tuckerton Railroad, there is little known about this station (if, in fact, a building was ever constructed at this remote and barren location).

Middle Branch

The one-story frame passenger station that was 25' long was built in 1887. It was sold to Edna Cranmer of Beach Haven in 1928 for \$25 and removed.

Waretown Junction

The 8' X 12' one-story frame passenger shelter was built in 1871. It was relocated to Beach Haven in 1928 and converted to become a crew's bunkhouse. Its disposition is not known.

Barnegat (a.k.a. the depot for the Pennsylvania Railroad in Barnegat)

Built in 1871, the one-story frame 17' X 32' passenger station, located on the east side of Memorial Drive, was moved in 1971 and used as a private dwelling. Today, it continues to be used as a residence.

Beach View

The station was established in 1871. However, no other information is available.

Manahawkin

Built in 1872, after the Pennsylvania Railroad and Tuckerton Railroad connected in Manahawkin, the 17' X 40' one-story frame station served the 28.9-mile line from Whitings to Tuckerton for many years until the railroad ceased operating in 1935 after the trestle bridge to Long Beach Island was lost in a storm. The station was moved in 1990 from its original location at Letts and Stafford avenues to the Stafford Township Historical Society's Heritage Park. It has been restored and is open to the public as a museum.

Cedar Run

A one-story 12' X 20' frame station was built in 1871 on the west side of the Route 9 crossing. Its disposition is not known.

Mayetta

A one-story 14' X 17' frame passenger shelter was erected in 1871. Its disposition is not known.

Staffordville

A one-story 11' X 16' frame passenger shelter was constructed in 1871. Its disposition is not known.

Cox

A one-story 10' X 12' frame passenger shelter was constructed in 1871. Its disposition is not known.

Station 1352+0

A platform was built just south of Stafford Forge Road in 1871. The construction date, size, and disposition are not known.

West Creek

An 18' X 45' one-story combination frame station was constructed in 1872. Its disposition is not known.

Parkertown

A one-story 8' X 12' passenger shelter was built in 1871. Its disposition is not known.

Tuckerton

A one-story "irregular" passenger station that also housed the Tuckerton Railroad general offices was built in 1871. According to Edward H. Weber III, it is believed that this station, "became a house." In 1958, it was demolished in 1958.

Edge Cove (spur)

This stop was the end of the line for passengers wishing transport by ferry to Beach Haven. It is believed that this spur was used by local fishermen.

Philadelphia & Beach Haven Railroad Stations

These station stops were located on the mainland and tiny islands in the bay after the railroad trestle was constructed across Manahawkin Bay from Manahawkin to Barnegat City Junction on Long Beach Island.

Station 154+00

No information is available for this loading platform stop except that it was listed in early railroad reports.

Station 255+00

A platform stop called Hilliards or Mud City was reported during the Manahawkin & Long Beach Transportation Company era.

Hilliards/Margos

An 11' X 12' one-story frame oyster house was built in 1894. Its disposition is not known.

Martins/Duck Inn

A small wooden platform with was constructed on Solomon Island in Manahawkin Bay. It served primarily as destination for duck hunters and tourists staying at the restaurant-rooming house on the island.

Philadelphia & Beach Haven Railroad Stations [North on Long Beach Island]

Barnegat City Junction

The Philadelphia & Beach Haven Railroad and Tuckerton Railroad shared this stop. A one-story 13' X 17' frame station with a waiting room was built in 1915.

Surf City

Pennsylvania Railroad built a 7' X 16' one-story frame passenger shelter in 1896.

Station 382+59

This stop was served only by a wooden platform.

Conrads

This stop was served only by a wooden platform only

Harvey Cedars

Local residents paid for construction of a one-story 8' X 16' wooden passenger shelter in 1906.

High Point

A one-story 11' X 16' frame passenger shelter was constructed in 1906. After rail service was discontinued, it was moved and converted to a cottage on the bay front.

Station 525+67

This stop was served only by a wood platform.

Station 603+18

This stop was served by a wood platform at the Loveladies Island Life Saving Station.

Club House [a.k.a. Station 602+69]

Only a wood platform served this site.

Barnegat City [now Barnegat Light]

Located at West 7th Street, this irregular two-story frame passenger station was built in 1901. However, some railroad records indicate that it was constructed in 1888. A passenger and freight platform was also located at 4th Street. In 1935, when rail service ceased after a storm washed out the trestle that crossed the bay, it was sold for use as a home. Today, it still remains as a private residence.

Pennsylvania Railroad Stations [South on Long Beach Island]

Barnegat City Junction

The Philadelphia & Beach Haven Railroad and Tuckerton Railroad shared this stop. A one-story 13' X 17' frame station was built in 1915. It replaced the original small wood frame, three-sided waiting shed that had been furnished with a wooden bench.

Beach Arlington

A one-story frame passenger shelter initially served the stop, but its size and design are not known nor is its dates of service.

Ship Bottom

The first one-story 8' X 12' passenger shelter was built in 1908. Just prior to the demise of the Barnegat Railroad, the Pennsylvania Railroad proposed the consolidation of the separate Beach Arlington and Ship Bottom stops. A new enclosed one-story frame building near 23rd Street was constructed in 1922. It served as a railroad agency office and passenger station. At the same time, the Barnegat City Junction station was abandoned. It superseded all former sites. The Barnegat Railroad became the Manahawkin & Long Beach Transportation Company until service ceased in 1923.

Brant Beach [a.k.a. Station 400+37]

Located on the east side of Long Beach Boulevard, this station was built by a real estate company on land leased from the railroad in 1911 to promote the new resort of Beach Haven North, which later was renamed Brant Beach. The building was moved across to the west side of the boulevard in 1931 and used as a retail store for many years.

Station 437+10 [a.k.a. Beach Haven Crest]

A small simple frame passenger shelter, open on one side and furnished with a wooden bench, served the site until a larger passenger station replaced it.

Peahala

A small 8' X 12' passenger shelter was built in 1908. The Peahala Sportsmen's Club used the site.

Blue Heron [formerly known as Tuckers]

A small passenger shelter was built in 1908.

Beach Haven Terrace

Local residents built and paid for a small one-story frame passenger shelter.

Spray Beach

A small 8' X 12' passenger shelter was built in 1908.

North Beach Haven

A small 8' X 12' passenger shelter was built in 1908.

Beach Haven

Located on the north side of West 3rd Street, the first station, built in 1885, burned to the ground six months later. It was replaced in 1888 and enlarged in 1910. When railroad service was discontinued in 1935 due to the nor'easter that washed out the bay trestle, the building was sold and used as a private residence. Then, it was used for commercial purposes. Since the building boom of the 1960s and 1970s, taller buildings on pilings surrounded it. Then in 1994, when the condition of the irregular two-story frame building with its wide, sweeping roof deteriorated and was hardly recognizable, it the demolished.

Pemberton & Hightstown Railroad Stations [subsidized by the Pennsylvania Railroad]

New Egypt

The station was a major stop on this railroad line but was the only one in Ocean County (Plumsted Township), near the boundary shared by Burlington and Monmouth counties. The combination passenger and freight station was built some 20 years after the railroad officially started business. The Union Transportation

Company was incorporated and established New Egypt as its headquarters in 1888. With the construction of the New Jersey Turnpike in the 1950s, sections of track were gradually abandoned. Part of the line remained profitable due to increased coal shipments to Fort Dix until 1967 when the fort switched over to oil fuel. After the station caught on fire, what was left was demolished in 1975. The Pennsylvania Railroad abandoned rail service in 1979. Dorothy Mount wrote a detailed description of the railroad station in her history, *The Story of New Egypt and Plumsted Township*:

The station on the south side of the tracks was truly a picturesque building. Built in the style of a Swiss chalet, it was divided into three parts: the men's waiting room, the station master's office, and the ladies' waiting room. Benches divided in spaces by metal arms lined three sides of the waiting rooms, with a pot belly stove in the middle. A door and window for dispersing tickets, and a water fountain stood on the fourth side. The station master's room projected out into a bow shape so that he could see sideways and straight ahead. In this bow were housed the telegraph instruments. (p. 86)

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*As a child,
I found railroad stations exciting,
mysterious, and even beautiful,
as indeed they often were.*

Paul Johnson, British Journalist
