

= Carlton Hill (Erie Railroad station) =

Carlton Hill Station was a former railroad station for the Erie Railroad in the Rutherford , New Jersey , United States . Carlton Hill station was the second station along the Erie 's main line and the first station after Rutherford Junction , where the Erie 's main line forked from the Bergen County Railroad . The station provided service for passengers in Rutherford and Wallington ' s Carlton Hill district and freight billing for the Royce Chemical Company , producer of Royox . After Carlton Hill , the main line continued westward to Passaic Park and eastward to Rutherford ? East Rutherford and Pavonia Terminal .

Carlton Hill Station opened in 1888 on Jackson Avenue and namesake Erie Avenue in Rutherford . The station was served by the main line until 1963 , when the Passaic Plan was undertaken , removing tracks at Passaic Park , Passaic , Clifton , and Lake View stations . At that point , the nearby drawbridge was permanently swung open and later removed , leaving a branch to Carlton Hill . For the next few years , Carlton Hill received deadhead trains and a rare Carlton Hill ? Rutherford ? Hoboken Terminal train schedule . In 1966 , when several underused branches , including the Carlton Hill , lost service , the old main line alignment to Carlton Hill was abandoned . The tracks remain , though the building is gone .

= = Station layout and services = =

Carlton Hill Station was situated at the intersection with Jackson Avenue in Rutherford , where the Erie Railroad 's main line crossed , 10 @. @ 75 miles (17 @. @ 30 km) away from New York City 's Chambers Street Ferry Terminal . The main line crossed through Carlton Hill on two tracks , separated by inter @-@ track fencing . There was one main line platform , next to the station depot , which was located on the eastbound side of the tracks . During the morning commuter rush , Carlton Hill was full of commuters heading for New York City . After the commuter rush , a station agent 's work was to inspect the yard and complete freight billing for the Royce Chemical Company . The yard commonly had boxcars , empty and loaded waiting for pick @-@ up . Although the station no longer gets use , the former site is accessible via New Jersey Transit 's buses # 160 and # 190 along with a walk down to Jackson Avenue . The former station site and trackage are owned by Norfolk Southern Railway .

= = History = =

= = = Opening to 1963 = = =

Carlton Hill station was first constructed in 1888 as a 57 @-@ by @-@ 16 @-@ foot (17 @. @ 4 m x 4 @. @ 9 m) wooden structure at Jackson Avenue in Rutherford . The wooden station was the common design for station depots used by the Erie Railroad , designated Type IV . In 1889 , upon opening of the station , formerly called West Rutherford , the station received eighteen trains from New York City and Jersey City daily , seventeen to New York City daily , and ten fewer trips on weekend each . The fare to get to Carlton Hill from Jersey City was \$ 0 @. @ 35 for one @-@ way tickets , and \$ 0 @. @ 50 for round trips . The Erie 's " Family Commutation Service " , which was 50 trips , cost the rider \$ 8 @. @ 75 .

On September 6 , 1911 , a woman named Elizabeth King was struck and killed by an Erie Railroad passenger train at Carlton Hill . The woman , heading to Passaic to visit her daughter in the local hospital for an operation , was of poor eyesight and was unable to see the train . At the time , the Erie had not implemented intertrack fencing , but the intersection with Jackson Avenue had been given flashing lights and bells to signify the oncoming train . After the incident , the New Jersey State Legislature got involved with the case and gave the Erie suggestions to add intertrack fencing at Carlton Hill to prevent another such incident .

= = = Passaic Plan and closing = = =

During the 1950s and 1960s , several different priorities from different agencies around the cities of Paterson and Passaic were beginning to form . The Delaware , Lackawanna and Western , a competing railroad with the Erie , wanted to condense (along with the Erie) services and share trackage because of financial troubles . Secondly , the city officials in Passaic had first brought a proposal to the Erie asking about the removal of the main line through the city , which was tying up traffic in the city during station stops . This , however , was not implemented during the 1950s , as proposed . Instead , the Erie reconstructed the stations at Passaic and Clifton . Third , the New Jersey State Highway Department needed rights @-@ of @-@ way for Interstate 80 through Paterson and State Route 21 through Passaic (right where Passaic Park station and BE Drawbridge were located) .

After the merge on October 17 , 1960 , between the Delaware , Lackawanna and Western and the Erie , the city officials in Passaic once again brought back the possibility of removing the tracks through Main Street , Passaic . This time , the newly formed Erie ? Lackawanna went forward with it , beginning the process to move its main line onto the former Boonton Branch and Newark Branch through Lyndhurst , Passaic and Clifton . The main line was abandoned past Carlton Hill , and BE Drawbridge was swung in the open position , and soon put up for sale price of \$ 0 @.@ 00 in 1964 by the mayor of Passaic .

After the abandonment of the Erie Railroad 's main line through the city of Passaic , the two @-@ tracked stub from Rutherford and Bergen Junction westward through Carlton Hill remained in service as the Carlton Hill Branch . This alignment received most of the deadhead trains , but there was a limited set of Carlton Hill ? Rutherford ? Hoboken trains , making only those two stops . In October 1966 , along with the Newark Branch and the spur of the New York & Greenwood Lake to Wanaque , the Carlton Hill Branch service was discontinued and the station no longer received passenger trains . The station building was later demolished , and only the tracks and asphalt platform remain to this date at Jackson Avenue . The company retains ownership .