

= New Jersey Route 158 =

Route 158 (also known as the Centre Street Bridge) was a short state highway in Newark and Harrison , New Jersey , in the counties of Essex and Hudson , which are located in the United States . The Centre Street Bridge was first constructed in 1834 as a single @-@ level railroad bridge . However , in 1911 , almost eight decades later , a second , upper level was constructed for rapid transit . In 1937 , the Hudson and Manhattan Railroad , now part of the Port Authority Trans @-@ Hudson line , was realigned onto railroad tracks along New Jersey Route 21 . The upper level of the bridge was abandoned for this purpose , and was later converted to roadway . At the western end in Newark it ran just south of Park Place , beginning at Center Street . The route headed eastward , crossing over Route 21 and the Passaic River before entering Harrison , where it terminated at Second Street north of New Jersey Railroad Avenue .

Eventually , the upper level roadway was designated by the New Jersey State Highway Department as Route 25AD . A spur of the recently designated State Highway Route 25A , the highway department made the roadway a suffixed spur of the highway because of the close proximity . Route 25A later became New Jersey Route 58 and is now an alignment of Interstate 280 . The designation remained intact until the 1953 New Jersey state highway renumbering on January 1 , 1953 , when it was changed to New Jersey Route 158 . Route 158 appeared on the state map for New Jersey until up to 1960 , when it disappeared from the maps as a public highway . After 1960 , Route 158 did not appear on maps , and the bridge was torn down around 1979 .

= = Route description = =

Route 158 began at an intersection with Park Place and Center Street (County Route 508) in the city of Newark . The route went up in elevation , paralleling Park Place until crossing New Jersey Route 21 (the McCarter Highway) . The highway continued eastward , crossing the last patch of land between 21 and the river before heading onto the swing bridge . Route 158 crossed as a two @-@ lane bridge into Harrison . The route continued onto land just north of New Jersey Railroad Avenue , where it turned northward along First Street . Route 158 turned eastward onto Essex Street , with the right @-@ of @-@ way ending at Second Street , where the designation ended as well .

= = History = =

= = = Railroad bridge = = =

The lower level of the Centre Street Bridge , a continuation of Centre Street in Newark , was first constructed for the New Jersey Railroad , which later became part of the Pennsylvania Railroad . On September 15 , 1834 , the bridge opened on a single level for trains . A cutoff around the bridge opened in 1870 and the old route became the Centre Street Branch of the New Jersey Railroad , being cut from the main line to the south when the latter was elevated around 1904 . On March 1 , 1901 , a Pennsylvania Railroad train derailed its rear cars on the bridge at 10 : 23 that evening . When it derailed , the rear cars were dragged for 100 yards across the trestle . The train , a locomotive and five cars , had just left the Centre Street station when it derailed . The bridge had no guard rails at the time , and the rails hung over the bridge . The cars were disconnected , and the passengers continued to Jersey City . The reason for the cars jumping the rails were not known .

In July 1901 the states of New Jersey and New York proposed improvements to several local bridges to the United States Congress . The proposal asked for \$ 45 @,@ 000 (1901 USD) in improvements of dredging and maintaining the channel of the Passaic River below the bridge . On April 2 , 1911 , almost ten years after the proposed improvements , construction began on a new high @-@ speed line in Newark along the Hudson and Manhattan Railroad . It was proposed to be completed by the end of the summer in that year , to help commuters to New York City . The same

proposal asked for authorization of a proposal for subways in the city by the state of New Jersey . The bridge at the time was made of steel with concrete flooring and pavement . The upper @-@ level was to have a clearance of 18 feet (5 @. @ 5 m) and there was to be a 230 feet (70 m) long drawbridge in the center . The upper level was to be used by the new passenger line and the lower level was to be used for the freight line of the Pennsylvania Railroad .

The new high @-@ speed line and double @-@ decker Centre Street Bridge was completed on November 18 , 1911 . The last rail that had to be constructed was completed that very day for the eighty @-@ six Newark @-@ bound trains to run in each direction of that line . The drawbridge 's only use was for the freight line that was to go along the lower level of the bridge . As proposed , the upper level was given to the line . On November 25 , 1911 , the bridge re @-@ opened once again as a double level bridge. connecting to the H & M to Park Place .

On June 27 , 1937 , a proposal was made by the city of Newark and the counties of Hudson and Essex to convert the upper level of the span to a roadway after proposing that the Hudson and Manhattan Railroad , now the Port Authority Trans @-@ Hudson , to be moved onto tracks that paralleled NJ 21 , which was assigned in 1927 .

= = = Road bridge = = =

The Centre Street Bridge was later designated as a state highway under the public highway system . The New Jersey State Highway Department had recently designated Route 25A , which became Route 58 , and later Interstate 280 to the south in the proximity of the bridge . The state highway department a few years later designated the alignment of the upper level span of the bridge as New Jersey State Highway Route 25A @-@ D , which was a suffixed spur of Route 25A . Even with the designation , State Highway Route 25A @-@ D did not connect to its parent or grandparent routes . However , unlike Route 25A , Route 25A @-@ D did not appear in the state laws . The route remained intact along the bridge from New Jersey Route 21 and Center Street in Newark to Second Street in Harrison until January 1 , 1953 , when the state highway department completed a second renumbering of state highways in New Jersey . Route 158 appeared in maps along the Centre Street Bridge as a publicly used highway until 1960 , when it disappeared from the maps . Route 158 's official decommissioning date is currently unknown , but the Centre Street Bridge was torn down around 1979 .

= = Major intersections = =