

= Roseville Avenue (NJT station) =

Roseville Avenue was a transfer station on New Jersey Transit 's Morris & Essex Lines (consisting of the Montclair Branch , Morristown Line and Gladstone Branch) in Newark , New Jersey , United States . The station was built by the Delaware , Lackawanna and Western Railroad in 1903 during a track depression to serve Newark 's Roseville neighborhood . It once had two tracks (one each eastbound and westbound) on the Lackawanna mainline and two low @-@ wall platforms , with an additional platform along the Montclair @-@ Boonton Line . The station remained in service during most of the 20th century , until New Jersey Transit closed the station on September 16 , 1984 .

Today , the only landmarks that mark the former station site are a metal utility box labeled " Roseville , " and several flights of concrete stairs in the sides of the concrete @-@ lined depression in which the track of the Morristown Line runs between the East Orange and Newark Broad Street stations . Shortly eastward of this structure , the Montclair @-@ Boonton Line splits from the Morristown Line on its way to Montclair , Boonton , and Denville .

= = Station structure = =

Roseville Avenue station consisted of two different sets of double track to serve passenger trains for the Delaware , Lackawanna , and Western Railroad 's Montclair Branch (now the Montclair @-@ Boonton Line) and the Delaware , Lackawanna , and Western Railroad 's Morris & Essex Lines (now the Morristown Line and the Gladstone Branch) . The tracks were 22 feet (6 @. @ 7 m) below the street level , and the station below street level was a brick passenger station extending to the Roseville Avenue bridge at Seventh Avenue . The other structure stood on street level , above the cut , served the Morris and Essex Line just north of the fork at Roseville . The station had four platforms , two for the Montclair Branch and two for the Morristown / Gladstone Lines in both direction .

Roseville Tower was the interlocking tower at street @-@ level in Roseville that handled the nearby fork of the three lines (Montclair , Morristown and Gladstone) . The tower was used on limited services , with only three different shifts , two of which were manned . The tower was run from 5 a.m. in the morning to 10 p.m. in the evening manned . The rest of the time , the tower was set on automatic .

= = History = =

= = = Original station and track depression = = =

The original Roseville Avenue station dates back to the opening of the Morris & Essex Railroad Station in 1856 , when tracks were constructed through the Roseville district of Newark . These tracks went along Sixth and Seventh Avenues , while the original station served the Montclair Branch at a fork along Seventh Avenue and the Morris & Essex main line along Sixth Avenue . The station was designed with two platforms , one along each line , the Morris & Essex first made use of the Montclair Branch property in April 1868 after buying the Newark and Bloomfield Railroad .

In April 1901 , the Delaware , Lackawanna and Western Railroad announced track depression and raising throughout portions of the line through Newark and the Oranges . Although the depression went into Newark , most of the debate over localities of stations was basically into the Oranges . In 1903 , the track depression reached the Roseville Avenue Station , and the lines were depressed through Roseville . The new station built during the track depression was of similar style , with the station in the middle of the five @-@ track interlocking , with one platform servicing the Montclair Branch 's two tracks and one for the Main Line 's two tracks . Rather than crossing at @-@ grade , Roseville Avenue was bridged over the tracks with a brand new street @-@ level interlocking tower present at the intersection of Roseville and Seventh Avenues .

= = = Delaware , Lackawanna and Western , and Erie ? Lackawanna ownership = = =

During the ownership of the Delaware , Lackawanna and Western Railroad , Roseville Avenue prospered , soon receiving sixty @-@ eight stops by trains daily . This caught attention during a 1913 complaint to the New Jersey Board of Public Utilities by Charles McCausland . The major complaint from McCausland cited that the Lackawanna was not providing quality seating service on trains that stop at Roseville , and several which led to overcrowding , while several bypassing trains did not suffer from such effects . The plaintiff , McCausland , cited that the need for the sixty @-@ eight trains was " additional but unnecessary " . The Board of Public Utility Commissioners did not justify any changes or wrongdoing by the railroad , and as a result , no changes to service were made at Roseville Avenue .

The station continued receiving major service over the next five decades , but by 1966 , fewer trains stopped at the station , with limited daily service to the station past the 4 : 33 p.m. train from Hoboken Terminal . Six years later , on June 24 , 1972 , the Erie ? Lackawanna Railroad , who now maintained the station , announced further cutbacks on station service , axing twenty @-@ three train stops at Roseville Avenue for both directions of service . The changes were made as part of major commuter service appropriations and the lack of patronage at the station . From that point , Roseville Avenue went from 37 westbound trains to 14 , while eastbound was cut from 37 to 16 . Service on Saturdays were cut to flag stops only , while the station received no Sunday service at all . On April 1 , 1976 , the Erie ? Lackawanna Railroad became defunct , and merged into Consolidated Rail Corporation (Conrail) , with service sponsored by the New Jersey Department of Transportation .

= = = New Jersey Transit use and eventual closure = = =

After the takeover of service along the former Morris & Essex Lines by New Jersey Transit from Conrail in 1982 , the service at the Roseville Avenue station remained minimal . Many trains bypassed the station in favor of going to the nearby Newark Broad Street Station . Trains continued to serve the Roseville Avenue station throughout 1982 and 1983 , and service continued to be condensed during 1984 . However , as of the official September 1984 timetables , service was cut from Roseville Avenue in favor of Newark Broad Street to Grove Street , East Orange (on the Morris & Essex) or Ampere (on the Montclair Branch) , both of which closed in April 1991 . On September 16 , 1984 , trains began bypassing Roseville Avenue , and the station was closed permanently . Although the station was closed , Roseville Tower , for the interlocking between the Montclair Branch and Morris & Essex Lines , remained in service for almost two more decades . In 2002 , during construction of the Montclair Connection , the tower was demolished in favor of expanding the cut in Roseville for a second track of the new Montclair @-@ Boonton Line .