

= Great Notch (NJT station) =

The Great Notch train station , formerly known as Caldwell Junction , was a small New Jersey Transit facility in the Great Notch section of Little Falls , New Jersey . The station was served seven times a day , three inbound morning trains to Hoboken Terminal and four outbound evening trains from Hoboken by the Montclair @-@ Boonton Line from Monday to Friday . Located at the intersection of Notch Road and Long Hill Road , it was the second of three stations in Little Falls , the other two being Montclair State University and Little Falls , and was the first on the line to be strictly served by diesel trains . However , most trains bypassed this station and continued on to Little Falls (westbound) and Montclair State University (eastbound) . The station was served by a single track with an unused side track . The last trains stopped at the station on January 15 , 2010 , at 7 : 41pm .

Train service at Great Notch originated in 1891 , when the Caldwell Railway opened , serving Great Notch , Overbrook Hospital , Verona , and Caldwell . The station at Great Notch was first constructed in 1905 as a double station building for the Erie Railroad . The station was a green and red building serving the New York and Greenwood Lake Railway , along with the Caldwell Branch . The station also used an old boxcar as a tool shed for maintenance . By the early 1970s , the station had fallen into disrepair , and by 1974 , was repainted Erie Railroad @-@ style red with the tool shed box car removed . The station was abandoned when the Erie @-@ Lackawanna Railroad went out of business and was later picked up by New Jersey Transit . After making deals with the mayor of Little Falls , New Jersey Transit gave the station a one @-@ year " trial " to attract ridership . Ridership went down , however , and so the trial was canceled on December 18 , 2009 . The town of Little Falls was contacted by New Jersey Transit at that time , reporting that the Great Notch Station would be closed on January 17 , 2010 due to the " anemic " ridership at the station .

= = History = =

Train service at Great Notch originated with the introduction of the Caldwell Railway , a service that went from the community of Caldwell , New Jersey to the New York & Greenwood Lake Railway . Twelve trains a day served Caldwell , Verona and Overbrook Hospital . The station at Great Notch was deemed Caldwell Junction , inferring the junction between the two railways . The Great Notch station depot was built in 1905 for the New York & Greenwood Lake Railway , a subsidiary of the Erie Railroad . The station was built as a green @-@ red " type five " frame structure . While the main building was 12 ' x 28 ' x 18 ' in size , the station also included an old boxcar used as a tool house . The box car was only 12 ' x 45 ' and served the station for several decades . The station was just east of the " GA " signal tower , which was built in 1900 to serve the junction of the Greenwood Lake Railway and its Caldwell Branch , heading eastward for the communities of Cedar Grove , Verona , Caldwell and Essex Fells . The station also served a local yard for train storage for the branch line via a wye . At Essex Fells , connections could be made for train service to Morristown via the Morristown and Erie Railroad . The Caldwell Railroad diverged from the current New Jersey Transit line about 1 / 4 mile west of the New Jersey Transit Great Notch station and followed its own route to Caldwell . The station at Great Notch was more than just a building for people at the railroad . The station had a large water tower next to GA Signal and a potbelly stove . The station was tended by a husband and wife combination , serving the locals their daily newspapers and their mail . Great Notch did not receive mail delivery until the mid @-@ 1950s .

By the early 1970s , the Great Notch station , which was falling into disrepair , received a new paint job , changed from the red @-@ green colors for the Erie Lackawanna to a new all red Erie Railroad paint scheme . The abandoned tool shed made out of the old wooden boxcar was also removed . Due to the removal of the tool boxcar , the propane tanks that heated the station building were also made visible . After the ending of the Erie @-@ Lackawanna Railroad in 1976 , the Great Notch station lay abandoned . In June 1979 , the State of New Jersey began to remove the tracks for the Caldwell Branch , which also lay abandoned at Great Notch . Currently , what was the track leading to the Caldwell Branch is a siding . On January 20 , 1988 , the newly rehabilitated station building

was destroyed by fire . During the construction of the Montclair Connection in 2001 , the adjacent Great Notch Yard received a major upgrade , becoming a new state @-@ of @-@ the @-@ art yard with new trains storage facilities .

= = Closure = =

When Montclair State University station opened in 2004 and the Wayne Route 23 Transit Center 's train platform opened in 2008 , this made Great Notch one of three stations in Little Falls , and it did not nearly have the ridership either of the other two stations had . The opening of Montclair State University Station helped to pull away commuters from Great Notch due to its location very near it . The small parking lot facing the station had very little room for cars and a parking lot on the opposite side of the single tracked station was isolated from it by fencing . Further exacerbating the problem was that the small lot abutting Notch Road was not marked specifically for train passengers only . Great Notch had (and still has) a bus stop on the corner of Notch and Long Hill Roads that serves buses headed for Port Authority Bus Terminal , and commuters using the bus would park in the train station 's parking lot (and still do , as it was never blocked off) and catch the bus up the street .

In January 2008 , without knowledge of the township council , New Jersey Transit announced further and drastic service cuts at Great Notch . The only train to serve outbound customers was a train leaving for Hoboken Terminal in the morning , and two trains from Hoboken would serve the station at night .

The future of the 103 @-@ year @-@ old station was placed into further jeopardy on August 12 , 2008 , when New Jersey Transit announced to the community of Little Falls that they would possibly close the station as early as October 2008 . A few days after the announcement , rebuttal by the community began to appear , with a public hearing was announced for September 3 to work on plans for Great Notch . The service with only one inbound train (to Hoboken) and two outbound trains (from Hoboken) was canceled on April 1 , 2009 . On that day , New Jersey Transit announced it would add two more trains in each direction on April 16 as a " one @-@ year trial " for station ridership . The town hoped to get the then 67 @-@ person a day average to 100 people using the station by April 1 , 2010 , when the trial was set to expire . The mayor of Little Falls , Michael DeFrancisci , urged people to use the station more . However , by December 2009 , ridership had declined to 9 per day .

On December 18 , 2009 , New Jersey Transit contacted Little Falls and said that the station would close in January 2010 , three months before the year @-@ long trial period to build ridership was set to end . The transit authority cited continued low ridership , as on average nine passengers a day boarded the train at Great Notch . On December 21 , 2009 , New Jersey Transit announced the closure stating that the " anemic " ridership had remained at Great Notch , with only an average of 9 boardings a day , compared to 203 at the local Little Falls station and 597 at the Montclair State University Station . The last train to depart Great Notch was the 6 : 51pm train from Hoboken Terminal on January 15 leaving Great Notch at 7 : 41pm , as weekend trains do not run on this portion of the Montclair @-@ Boonton Line .