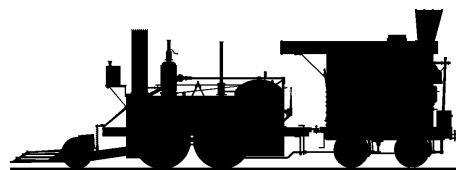
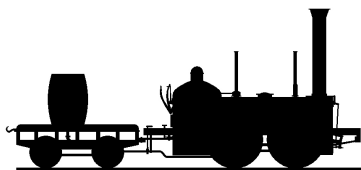


The
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The Civil War, and a Camden & Amboy Role

By John Kilbride

Author's Note: *It was the notation on a geodetic map that first piqued my interest; in the Monmouth Junction area a straight line with railroad markings angling off from the present-day (Amtrak) Northeast Corridor route and marked "Abandoned", heading westerly towards the Delaware & Raritan Canal and Princeton. Shortly after that discovery, I took part of an afternoon to find it, which was fairly easy, and then hiked it from where I'd parked. After 120 years, it was in pretty good shape! Historical research followed, including that of the construction of the present-day Princeton Branch. This is the story!*

(A frequent reference is shown as "Weber"; students of this subject are encouraged to locate the book "The Northern Railroads In The Civil War" by Thomas Weber - ISBN: 0-253-33549-3, originally published in 1952 and reprinted in 1999 by Indiana Press.)

Camden & Amboy Expansion - A Review

Histories of the Camden & Amboy Railroad will tell of the two extensions undertaken since Camden and South Amboy were connected in 1834. The first, dictated by the politics of the time, was to connect Trenton with the existing line; the state's capital was reached in 1838. Recognizing that an all-weather rail route between New York and Philadelphia was another strategy, and dictated by a 1832 legislative agreement, the line's management was quick to continue to plan to reach the New Jersey Railroad and Transportation Co., (NJRR) building south from Jersey City. At the

same time, a rival Philadelphia & Trenton RR was being constructed southward between those end points and included a proposed extension to New Brunswick, a threat eliminated when the C&A bought control of the P&T in the summer of 1835. (The P&T began operations in late 1834.)

New Brunswick (or rather a point three miles west of the present-day downtown) was reached by the C&A in late 1839; from Trenton the route was built along the east bank of the Delaware & Raritan Canal to a point near present-day Kingston, and then easterly towards the Raritan River and a locale named Millstone Junction. (*This last swath is that which is featured on the map mentioned above.*) Sources tell of the line's location being dictated along the Canal chiefly for cheapness of construction! The NJRR completed a short segment from New Brunswick to the Junction; the two lines began thru service on 1/1/39. (Despite forming one-third of the route, the NJRR received only one-sixth of the earnings of the joint operation, thanks to the C&A's strong influence in Trenton! (The NJRR would become a part of the C&A in 1867 and the whole operation would be combined into the United Canal & Railroad Companies of New Jersey) The new route connected New York and Philadelphia (via Bordentown) in five and one-half hours, an hour and one-half saving than via South Amboy. An 1841 rail connection between the P&T and the C&A was opened across the Delaware River, but most traffic continued to run via

(Continued on page 6)