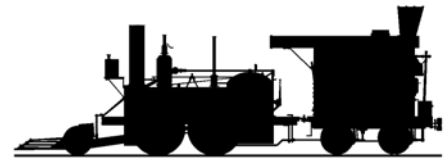
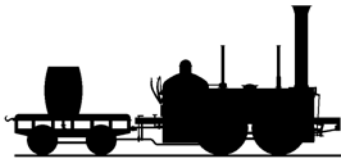


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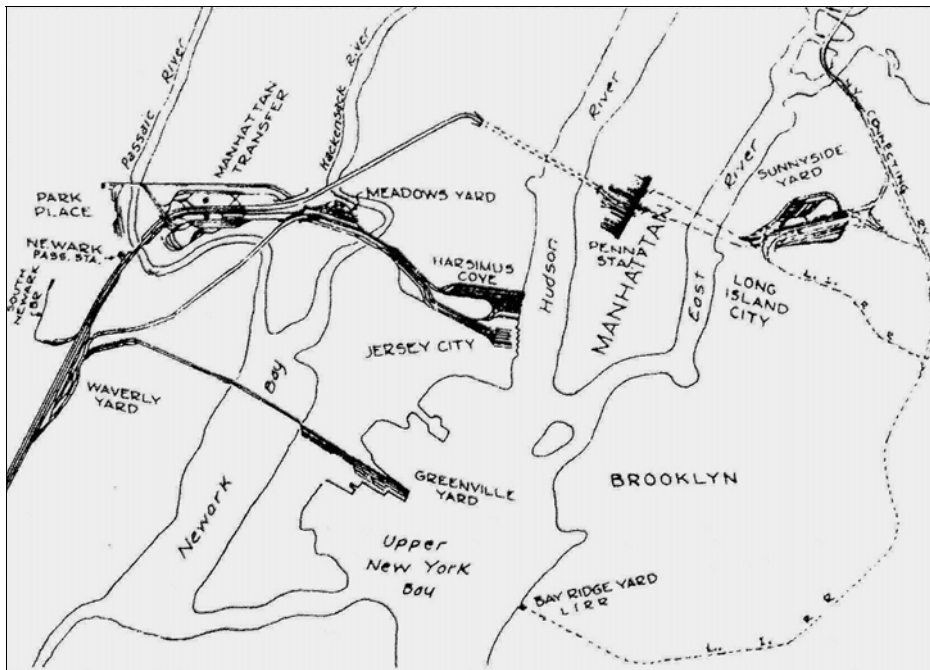
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## Moving Freight / Commuters

# **The Pennsylvania Railroad's New Jersey Terminals, Facilities and Classification Yards: 1871-1967**

By John Kilbride



**PRR FACILITIES:** This map shows (only) the PRR facilities in the New York harbor area, including the passenger facilities in New York City and Long Island. Note the relationship and locations of the original Harsimus Cove terminal inherited with the C&A lease of 1871: Jersey City's Exchange Place, the yards at Greenville, Meadows and Waverly, and the freight by-pass (P&H Branch) around Newark Station.

John Kilbride Collection

Having earlier covered the Pennsylvania Railroad's 1910 arrival into New York City, (***JOHN BULL-etin***, Spring/Summer 2010 edition), a review of the company's west of Hudson River freight terminals and facilities is appropriate. Unlike that passenger-only expansion, built entirely by the PRR, the New Jersey harbor side arrival was a result of the lease of the Camden & Amboy Railroad's New Jersey Railroad and Transportation Company in 1871, that entity a result of an 1867 merger of the New Jersey Railroad into the United Canal and Railroad Companies of New Jersey C&A holdings.

Additionally, these facilities handled both passenger and freight operations, the passenger side representing, after the opening of Penn Station, the handling of a growing commodity: commuters transferring to ferries for a final lap into New York City jobs.

There were three distinct terminal facilities the PRR operated on the New York Harbor's Jersey side: Harsimus Cove, Jersey City (Exchange Place) and Greenville Yards. Other classification yards were the Meadows and Waverly.

A quick glance through the PRR's CT 1000