

Through Train Rides to Distant Points From the Central RR of NJ Jersey City Terminal

The following is a list of major cities which could be reached at one time via trains operating to and from the Central Railroad of New Jersey Terminal at Jersey City, now Liberty State Park. Given are the non-New Jersey cities and the railroads which handled the train or through cars. In many cases the name of the train is also given. Most of these destinations were one-seat or one-berth rides, and dining cars were a part of most of the long distance trains. We think this will be an eye-opener for many of you...

Albuquerque, NM - CRR of NJ (CNJ) / Reading RR (RDG) / Baltimore & Ohio RR (B&O) - *The Capitol Limited* / Santa Fe RR (SF) - *The Chief*
Allentown, PA - CNJ
Allentown, PA - CNJ / Lehigh Valley RR (LV)*
Baltimore, MD - CNJ / RDG / B&O
Bethlehem, PA - CNJ
Bethlehem, PA - CNJ / LV*
Birmingham, AL - CNJ / RDG / B&O (to Cincinnati, OH) / Louisville & Nashville RR (L&N) - *Pan American* (through sleeping car service was begun on this route in 1938)
Buffalo, NY - CNJ / LV* - *The Black Diamond*
Chicago, IL - CNJ / RDG / B&O - *The Capitol Limited* - *The Columbian* - *The Shenandoah*
Chicago, IL - CNJ / LV / Grand Trunk Ry (GT)*
Cincinnati, OH - CNJ / RDG / B&O - *National Limited*
Cleveland, OH - CNJ / RDG / B&O
Cumberland, MD - CNJ / RDG / B&O
Dallas, TX - CNJ / RDG / B&O - *National Limited* / Missouri Pacific (MP) - *The Sunshine Special* - *The Texan*
Detroit, MI - CNJ / RDG / B&O
Detroit, MI - CNJ / LV / GT*
Easton, PA - CNJ
Easton, PA - CNJ / LV*
Fort Worth, TX - CNJ / RDG / B&O - *National Limited* / MP - *Sunshine Special* - *The Texan*
Harpers Ferry, VA - CNJ / RDG / B&O - (in 1938 a special one day excursion was operated from Jersey City, sponsored by the Railroad Enthusiasts, Railway & Locomotive Historical Society, and Railroad Magazine)
Harrisburg, PA - CNJ / RDG - *Queen of the Valley* (began operating in 1902) - *Harrisburg Special*
Houston, TX - CNJ / RDG / B&O - *National Limited* / MP - *Sunshine Special* - *The Texan*
Ithaca, NY - CNJ / LV*
Jackson, MS - CNJ / RDG / B&O - *The Diplomat* / Illinois Central (IC) - *The Irwin S. Cobb* - *The Louisiane*
Kansas City, KS - CNJ / RDG / B&O - *The Capitol Limited* / SF - *The Super Chief*
Little Rock, AR - CNJ / RDG / B&O - *National Limited* / MP - *The Texan*

Los Angeles, CA - CNJ / RDG / B&O - *The Capitol Limited* / SF - *The Chief*
 Los Angeles, CA - CNJ / RDG / B&O - (in 1931 the B&O inaugurated Rail-Air Passenger Service to LA and San Francisco - the B&O took the passengers to Chicago and Boeing Air Transport took them to Los Angeles and San Francisco)
 Louisville, KY - CNJ / RDG / B&O - *National Limited* and *Train #50* (No. Vernon, IN to Louisville, KY)
 Mauch Chunk (now Jim Thorpe), PA - CNJ
 Mauch Chunk, PA - CNJ / LV*
 Memphis, TN - CNJ / RDG / B&O - *The Diplomat* / IC - *The Irwin S. Cobb* (Louisville, KY to Memphis, TN)
 Minneapolis / St. Paul, MN - CNJ / RDG / B&O - (in 1931 the B&O inaugurated Rail-Air Passenger Service to Minneapolis/St. Paul - the B&O took the passengers to Chicago and Northwest Airways took them to Minneapolis / St. Paul)
 New Orleans, LA - CNJ / RDG / B&O (to Cincinnati, OH) / L&N - *Pan American* (through sleeping car service was begun on this route in 1938)
 Niagara Falls, NY - CNJ / LV*
 Oklahoma City, OK - CNJ / RDG / B&O - *The Diplomat* (to St. Louis) / Frisco RR(Frisco) - *The Meteor*
 Philadelphia, PA - CNJ / RDG / B&O
 Philadelphia, PA - CNJ / RDG - *The Crusader* (began service in 1937 with a new stainless steel streamlined train) / *Wall Street* (began operating in 1948)
 Pittsburgh, PA - CNJ / RDG / B&O
 Reading, PA - CNJ / RDG
 Rochester, NY - CNJ / LV*
 St. Louis, MO - CNJ / RDG / B&O - *The National Limited* - *The Diplomat* - *Metropolitan Special*
 San Antonio, TX - CNJ / RDG / B&O - *The National Limited* / Frisco / Missouri-Kansas-Texas RR (M-K-T) - *The Texas Special*
 San Diego, CA - CNJ / RDG / B&O - *The Shenandoah* / SF - *The Super Chief*
 San Francisco, CA - CNJ / RDG / B&O - *The Shenandoah* / Chicago & Northwestern RR / Union Pacific RR / Southern Pacific RR - *Pacific Limited* (in 1898 the second big gold rush induced the B&O to begin the first transcontinental passenger service from Jersey City to San Francisco without change of cars.)
 Shamokin, PA - CNJ / RDG
 Toledo, OH - CNJ / RDG / B&O - *The Capitol* - *The Shenandoah*
 Toronto, Canada - CNJ / LV - *The Maple Leaf* / GT
 Washington, DC - CNJ / RDG / B&O - *The Royal Blue* (the B&O introduced this train in 1935 employing the first streamlined diesel-electric locomotives in long-distance service) / *The Columbian* (the latter was the world's first fully air-conditioned train - introduced by the B&O) / *The Marylander* (the B&O conducted the first practical demonstration of television aboard a moving train in 1948 on *The Marylander*). Note: The Baltimore - Washington Night Express allowed passengers to board cars at Jersey City at 10 pm, well in advance of departure, and sleeping car passengers were allowed to stay in their compartments at Baltimore until 7:30 am and at Washington until 8 am. The cars were detached from the train. Thus the passengers could utilize the train in lieu of a hotel for the night. The same "perks" were available for returning passengers on the daily New York Night Express - they could stay in their compartments at

Jersey City at 7:30 am.

Wilmington, DE - CNJ / RDG / B&O

Williams, AZ - CNJ / RDG / B&O - *The Capitol Limited* / SF - *The Chief*

Williamsport, PA - CNJ / RDG - *The Williamsporter* (operated between 27 Jan. 1930 and 28 Feb. 1945)

Wilkes Barre, PA - CNJ - *The Bullet* (operated from 7 Nov. 1929 to 12 July 1931 only)

Wilkes Barre, PA - CNJ / LV* (for one year between 1939 and 1940, the LV's famed *Asa Packer* long-distance accommodation train terminated in Jersey City immediately north of the CNJ's Jersey City Terminal and passengers used the CNJ ferries to and from NYC)

Wheeling, WV - CNJ / RDG / B&O - *The Metropolitan Express*

Youngstown, OH - CNJ / RDG / B&O

Notes: * LV RR main line passenger trains used the CNJ Jersey City Terminal from 1 May 1913 to 15 Sept. 1918.

The B&O used the CNJ Jersey City Terminal from 1890 to 1918 and from 1926 to 1958 when NJ passenger service ended. Between 1918 and 1926 the B&O was permitted to use the Pennsylvania RR's midtown NYC station.

Walter Grosselfinger, with his extensive knowledge of B&O operations, provided much help in the preparation of the above.