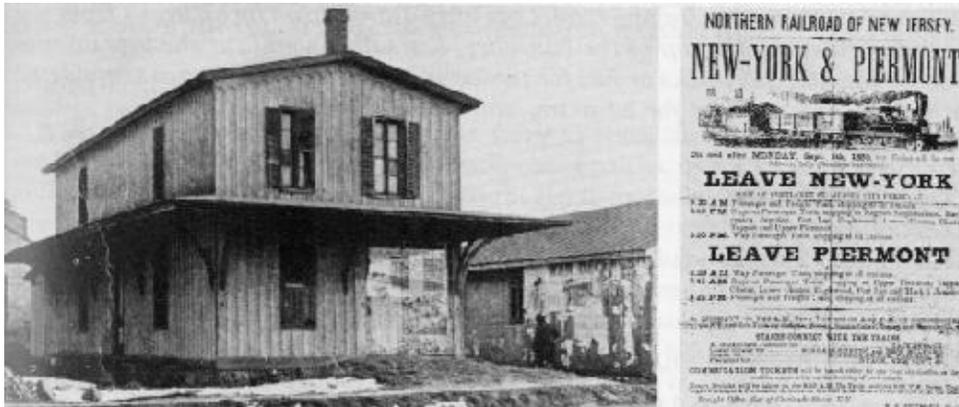


“The Northern Railroad”

By 1859, the Northern Railroad connected Englewood and vicinity with Jersey City and ferries across the Hudson. J. Wyman Jones and other railroad owners purchased six farms, laid out a street grid, and founded the Township of Englewood. The railroad later helped make Englewood “The Bedroom of Wall Street.”

In the early 19th century, someone wishing to travel from what was to become Englewood to Jersey City and a ferry across to New York had to endure a three-hour trek over mud roads. The first railroad service began in the 1840s, reducing the time to less than an hour. In 1859, far-sighted businessmen recognized the potential of the area for future development, and the railroad was extended to Piermont. J. Wyman Jones, John Van Brunt, Thomas Demarest, and others purchased six farms that made up most of Englewood. They laid out, named streets, registered the name “Englewood” as a Township.

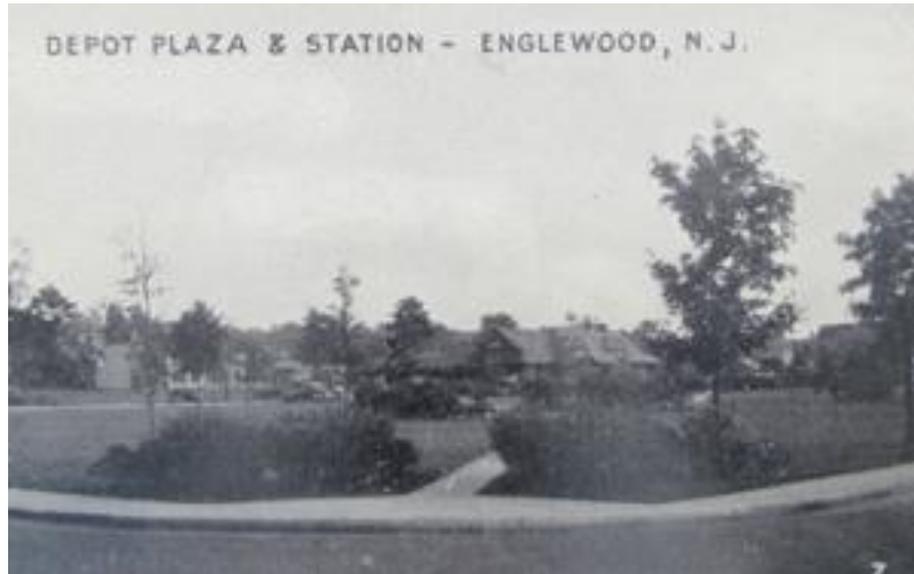


The first railroad station was soon replaced by a more stately building <http://www.cityofenglewood.org/content/9262/11544/default.a>



spx

The convenient access to New York City resulted in construction of many mansions on the East Hill for such wealthy businessmen as JP Morgan, Thomas Lamont, and Dwight Morrow. Because of the concentration of financiers, a conversation during one morning train ride gave Englewood its early 20th century nickname, “The Bedroom of Wall Street.” At its peak, there were 47 trains each day. In addition to the main station in downtown Englewood, there were also stops near Leonia (“Walton Station”) and Tenafly (“Highwood Station.”)



Train service was taken over by the Erie Railroad. Commuter service ended in the 1950s due to low ridership. Plans are under consideration for a new “Light Rail” system that would again transport people from Englewood to Jersey City and the Hudson River ferries.

The environmental impact of the Northern Railroad on Englewood and vicinity was major: cutting down of the primordial forest for ties beneath the rails, firewood for the steam locomotives, and timber for buildings resulted in clear-cutting of the forested slopes. By 1870, almost all of the original trees were gone. Even the tallest oaks and maples seen today are second-growth forest.

More Information

[City of Englewood “Historic Englewood”](#)

[Dustin Griffin “The History of Flat Rock Brook Watershed”](#)

[Wikipedia “Northern Branch”](#)

[Wikipedia “Englewood Station \(Erie Railroad\)”](#)

J.A. Humphrey (1899) *Englewood: Its Annals and Reminiscences*. pp.25 – 27.

J.K. Lattimer (1990) *This Was Early Englewood*. pp. 120 – 133.