

**CENTRAL R. R. OF NEW JERSEY.  
ROYAL BLUE LINE**

BETWEEN  
**NEW YORK,  
PHILADELPHIA,  
BALTIMORE AND  
WASHINGTON.**

**TRAINS LEAVE NEW YORK:**

Foot of Liberty Street, N. R.

For PHILADELPHIA and TRENTON, at 4.30, 8.00, 9.00, 10.00, (except Trenton) 11.30 (except Trenton) A. M.; 1.30, 2.30, 3.30, 4.00 (except Trenton), 5.00, 6.00, 7.30, 8.45, 10.00 P. M.; 12.15 night. Sundays at 4.30, 9.00, 10.00, (except Trenton) 11.30 (except Trenton) A. M.; 2.30, 4.00, 5.00, 6.00 P. M.; 12.15 night.

For BALTIMORE and WASHINGTON, at 8.00, 10.00, 11.30 A. M.; 2.30, 3.30, 5.00, 6.00 P. M.; 12.15 night. Sundays, 10.00, 11.30 A. M.; 2.30, 5.00, 6.00 P. M.; 12.15 night.

**TRAINS LEAVE PLAINFIELD**

For TRENTON, at 5.45, 8.44, 9.46 A. M.; 12.46, 2.17, 5.34, 6.38, 8.21, 9.37, 10.53 P. M.; 1.17 night. Sundays, 5.45, 9.55 A. M.; 4.55, 5.14, 6.35 P. M.; 1.17 night.

For PHILADELPHIA, 5.45, 8.44, 9.46, 10.44 A. M.; 2.17, 5.34, 6.45, 8.21, 9.37, 10.53 P. M.; 1.17 night. Sundays, 5.45, 9.55, 10.44 A. M.; 4.55, 5.14, 6.45 P. M.; 1.17 night.

For BALTIMORE and WASHINGTON, at 8.44, 10.44 A. M.; 5.34, 6.45 P. M.; 1.17 night. Sundays, 10.44 A. M.; 5.14, 6.45 P. M.; 1.17 night.

d denotes that trains stop to pick up passengers for Philadelphia and points south.

g denotes that trains stop to pick up passengers for Trenton, Jenkintown, Philadelphia and points south.

**Central Railroad**  
OF  
**NEW JERSEY.**

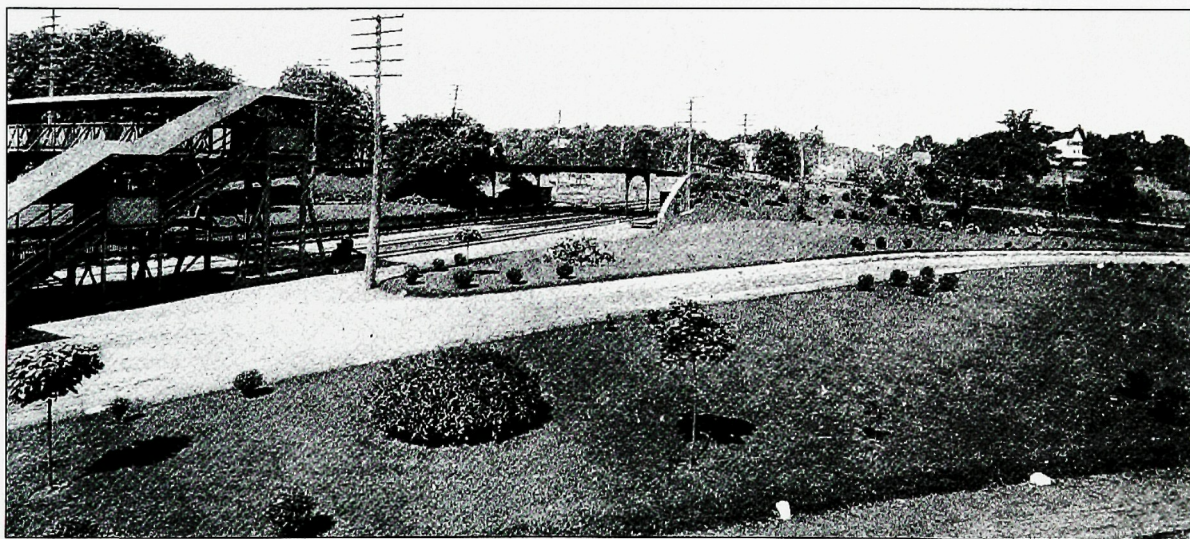
Anthracite Coal used exclusively, insuring  
cleanliness and comfort.

TRAINS BETWEEN  
**PLAINFIELD**  
AND  
**NEW YORK.**

TIME TABLE OF JUNE 30th, 1895.

7-17-'95. 3 M. T. T. No. 8.

AN 1895 SCHEDULE. A short seven-minute train ride to Plainfield connected Fanwood residents to trains going to Philadelphia, Trenton, Baltimore, and Washington, D.C.



THE STATION GROUNDS. This 1880s view, looking toward the Martine Avenue overpass, shows the parklike character of the south side area. Because this predates the era of the automobile, no parking places are provided. The Martine Avenue overpass can be seen, as well as the first pedestrian overpass. About 300 residents lived in Fanwood at this time, which explains the presence of few residential structures.