

## *RAILROAD FACILITIES.*

### A NEW BRANCH ROAD WHICH WILL BENEFIT NEW-JERSEY PEOPLE.

Additional railroad facilities for Orange, N. J., are about completed, and by the middle of next month trains will be running to and from Jersey City by this new route. The New-York and Greenwood Lake Railroad Company is engaged in carrying the project into execution. The road-bed of what was formerly known as the Watchung Railroad, which runs between Orange and Montclair, the latter a station on the New-York and Greenwood Lake Railroad, was in a fair condition, and over this the branch which will open up communication between Orange and New-York, has been built. The Watchung Road was about three and a half miles in length. To this an additional half mile has been built, bringing the Orange terminus directly into the centre of the village. Steel rails have been laid the whole length of this branch, iron bridges have been placed in position, and what was once a piece of trestle-work over the canal that always looked dangerous has been supplanted by an earth embankment. More than 30,000 cubic yards of dirt have been used in making it. The Orange depot, a handsome structure, has been completed, and the necessary sidings are about finished. The depot stands on Main-street, beside St. Mark's Church. In connection with the building of this branch has been the substitution of iron for wooden bridges on the Greenwood Lake Road between Montclair and Jersey City. Managing Director W. P. Harris will spend \$40,000 in this item alone. The rolling stock of the Greenwood Lake Road will be used on the Orange branch for the present. Director Harris thinks that the branch will be in operation in about four weeks' time. Through trains without change of cars will enable Orange passengers to reach New-York via the Pavonia Ferry, landing at the foot of Chambers-street, in 40 minutes. Morning and afternoon express trains will be run for the convenience of merchants and others who desire to go to business late and return early. Arlington will be especially favored by this increase of travel over the Greenwood Lake Road, as every train will stop there. Director Harris says as fast as there is a demand for them, late trains and theatre trains one or two nights in the week will be added to the time-table.

---

*The New York Times*

Published: November 16, 1880

Copyright © The New York Times