TWO NEWARK LANDMARKS SLATED TO VANISH

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Market Street Station and Postoffice Once Upon a Time Were Objects of Great Pride to Citizens.

BY A. N. SLOAN JR.

TWO landmarks of the city will vanish in the supposedly near future: the postoffice and the Market street station of the Pennsylvania Railroad. Already the up-and-coming young Newarkers are casting baleful looks at these antique reminders of a bygone style of architecture and of a bygone conception of civic needs.

Once upon a time, though, Newark was proud of these "antiques." It took visitors around to see them and pointed them out as conclusive proofs that our city was a real metropolis. And that was not so long ago, either; merely back in the Golden Nineties of the last century.

That gay and glorious--according to legend—decade was ushered in here by the opening of the "new" Market street station," and seven years later the "new postoffice" reared its tower against what was then an unimposing skyline. And now, so swift is the onrush of progress in our modern civilization, these two structures have outlived their usefulness

"Finest on Road"—

The present Market street station was opened on September 20, 1890, and the Sunday Call said enthusiastically the following day: "The new station is the finest on the road, and at last Newarkers have a railroad station to be proud of. . . . The newsman moved from the old station last night and fitted up his stall in the new. He, too, has something to be proud of, for he has the finest newsstand on the Pennsylvania system."

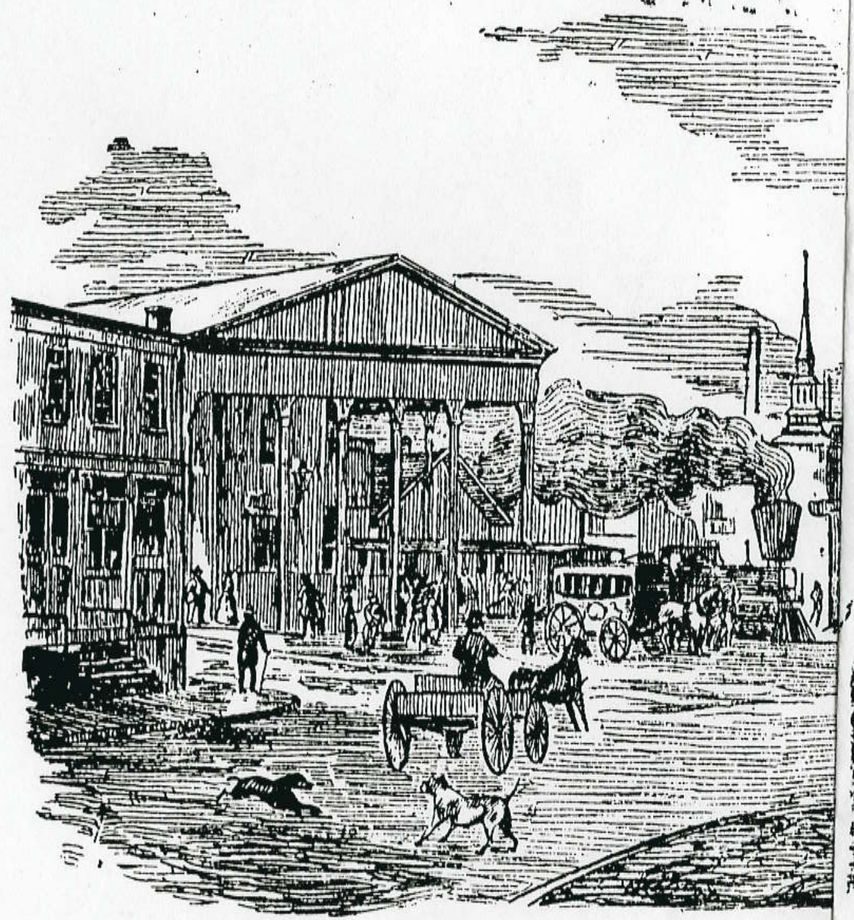
The structure, which apparently is of the Byzantine style of architecture, was much different in its layout when first opened. The tracks then were at grade, with the usual crossing gates on [illegible] of the present Jersey Central, both being on the street level.

The same issue of the Sunday Call pointed out that the year 1888 witnessed 202 grade crossing fatalities and 215 persons were injured. And this gruesome record was made before the auto became a factor in traffic.

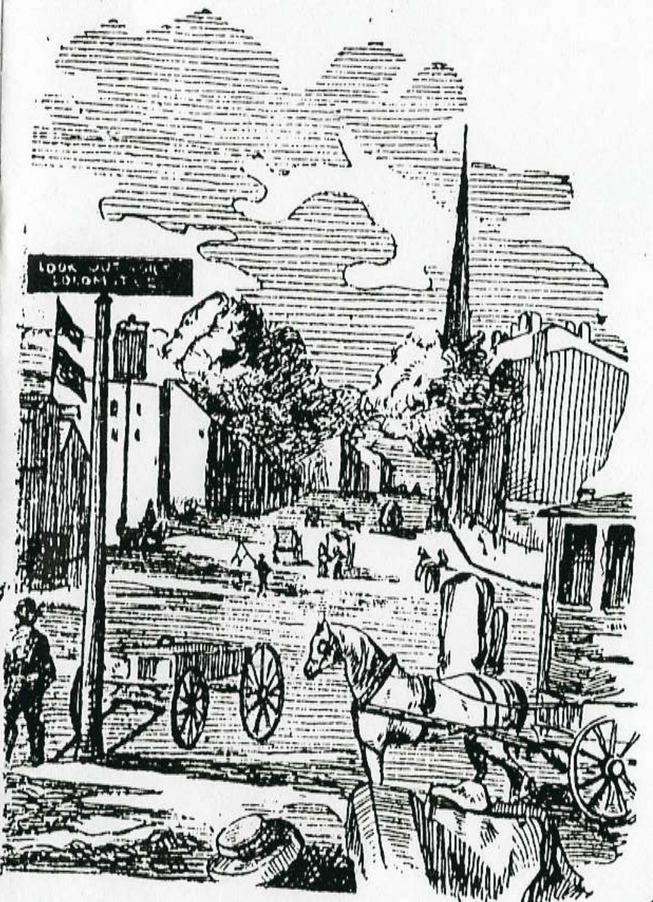
The "new" station took the place of a long, narrow red brick structure that had occupied space between the eastbound and westbound tracks. It had been erected in the late Seventies, a few years after the New Jersey Railroad became a part of the Pennsylvania system. A chronicler of those days has described it as "one of the most convenient stations ever devised."

Ready for Accidents—

It extended back to East Mechanic street and back of the two waiting rooms was a baggage room in a separate building and between the two was a telegraph office accessible from either office. Still farther back, according to a clipping from the early days, was what was known as the deadhouse, in which dead or injured persons were cared for (evidently railroad accidents were frequent prior to the Golden



For more than a decade after the Civil War, Newark's Marke begrimed edifice shown in the reproduction above of an old sketch. stack on the locomotive and the stagecoach, which met all the trains trolley. This station was erected about 1838.



We all recognize the postoffice, but we may not recollect the cobblestones on Broad street.

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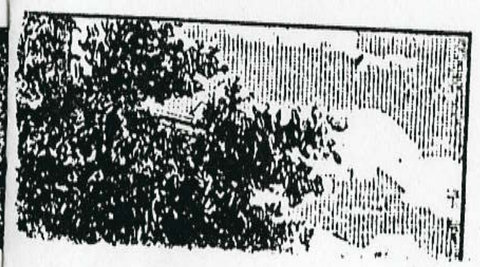

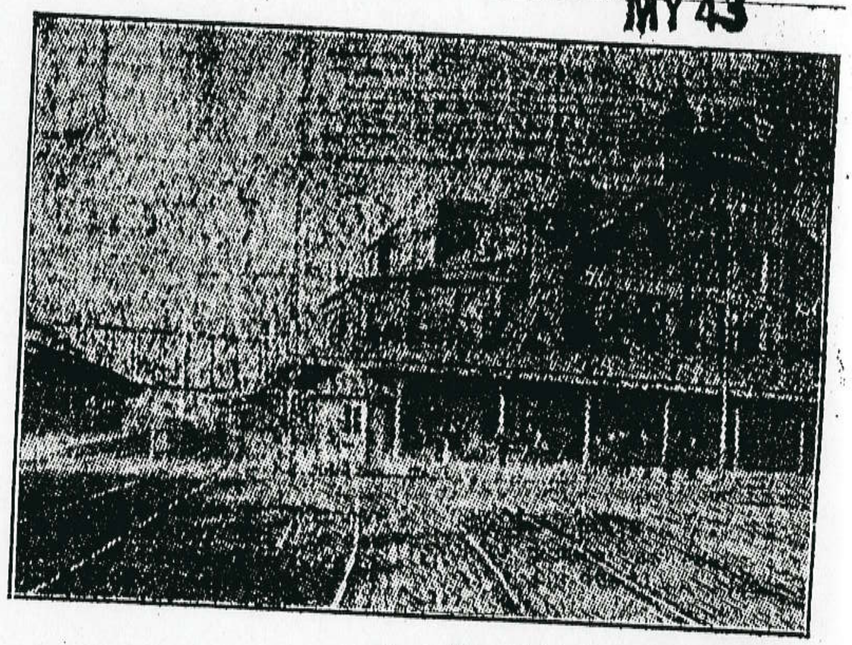

The picture above shows the present Market street station before the tracks were elevated in 1902-1903. This building was erected in 1897 and took the place of a long, brick edifice that resembled a present day freight depot.

Along the curb were four stone hitching posts, each bearing a replica of the coat-of-arms of the United States. There were no "bus stops" or "no parking" signs around, and traffic was not a problem on Broad street then.

This old postoffice was lit by gas and one of the wonders of the new edifice was the use of electricity, though Uncle Sam was taking no chances and put gas fixtures as well as electric ones in his new building.

Postoffice in Church—

While the new edifice was being erected, the government took over for postal use the old First Baptist Church around the corner on Academy street and in the cramped space there the