BLACKWOOD RAILROAD STATlON

The Blackwood Railroad· Station was buiit in 1891 in the town of Blackwood in Gloucester Township, and was never part of Washington Twp. However, this building, which stood on the corner of Church St in Blackwood and the railroad, was the terminal from which our local Grenloch Line was built. Trains ran from Blackwood to Grenloch Terrace at the foot of the S hill, where the Blackwood bike path is at present.

Grenloch’s rail tracks and station were added in the late 1890s when Frank Bateman, then managing the Iron Age Implement Works, bought what he called his “funny farm”, a strip of land 7miles long by 60’ wide from the Reading Railroad. The railroad carried visitors from Camden and Philadelphia to the Grenloch Lake Park amusement park and freighted Iron Age Implements’ goods back to Camden City, as well as product from the gravel pit in the area.

The Blackwood station was brought here in August of 1975 by the Historical Society. It was put up for sale by the Reading Railroad Company . The Historic Society paid $1,000. for the building and then had it moved to then Historic Society President Charles Quay’s land in August of 1975. When the village was formed in 1986, it was again moved to its present location. Artifacts you see displayed here are either from the Bateman Works or from the Grenloch Station. (Grenloch station is pictured on the wall – it was razed in 2012).

This open window is where people purchased their

tickets. If they wanted to go to Philadelphia they took the train to Camden and then got on a ferry boat and sailed across the Delaware· River to a dock in Philadelphia. The Ben Franklin bridge into Philadelphia wasn’t built until 1926 and at that time was known as the Delaware River Bridge. Train trips also ran to Atlantic City or Cape May during the summer.

All of the floor boards and door and window frames are original to the building. The door in the back goes into the office where railroad employees kept their records and printed timetables for the trains. The trap door in the floor is original though we don’t know what it led to originally. In 2016 and 17, the Station underwent extensive renovation costing over $8000. The research information was provided by the Reading Railroad History department and the Camden County Historic Society. . The building is painted in its original colors to match all the other Reading Railroad Stations.